



CITY OF BLACK DIAMOND

March 17, 2022 - Regular Business Meeting Agenda
Council Chambers, 25510 Lawson Street, Black Diamond, WA 98010

THIS IS OFFERED AS A HYBRID MEETING AND MAY BE ATTENDED IN PERSON AT THE ABOVE NOTED ADDRESS OR BY JOINING VIRTUAL/TELEPHONICALLY. CALL IN AND JOINING INFORMATION FOLLOWS:

Zoom link to join meeting:

<https://zoom.us/j/4454477047?pwd=eGxRY3ZEeU14SVM2cGRBcUxCSjdmZz09>

(Note: You do not need a web cam to join the meeting, but you will need audio to hear the proceedings.)

Meeting ID: 445 447 7047

Password: Council

Telephone dial in options:

+1 253 215 8782 US (Tacoma)

+1 206 337 9723 US (Seattle)

Meeting ID: 445 447 7047

Password: 426953 (phone in only)

7:00 P.M. – CALL TO ORDER, FLAG SALUTE, ROLL CALL

AGENDA REVIEW AND APPROVAL:

APPOINTMENTS, ANNOUNCEMENTS, PROCLAMATIONS AND PRESENTATIONS:

CONSENT AGENDA:

1) **Claim Checks** – March 17, 2022, Check No. 51186 through 51255 and EFTs in the amount of \$435,141.02

2) **Payroll** – February 2022, Check No. 20162 through 20168 and ACHs in the amount of \$457,984.60

3) **Minutes** – Council Meeting of March 3, 2022

4) **AB22-021** – Resolution Approving Letter of Understanding with Police Guild

Commander Martinez

5) **AB22-022** – Resolution Approving Letter of Understanding with Teamsters Units

Mayor /Ms. Martinez

PUBLIC COMMENTS: Persons wishing to address the City Council regarding items of new business are encouraged to do so at this time. If in person, when recognized by the Mayor, please come to the podium and clearly state your name and city. If joining virtually/telephonically, please use the "raise your hand" feature and once recognized by the Mayor you may unmute and state your name and city for the record. For those dialing in please press *9 to raise your hand and *6 to unmute yourself. Please limit your comments to 3 minutes.

PUBLIC HEARINGS:

6) **AB22-023** - Public hearing to consider Ordinance repeal of Ordinance No. 21-1169 regarding the 2020

Annual Amendments to the Comprehensive Plan; suspending further consideration of the 2021 Final Docket of proposed amendments; and prioritizing City planning resources toward preparation of the 2024 major periodic update to the Comprehensive Plan

Ms. Davis

(Possible Council Action May Follow Public Hearing)

7) AB22-024 - Public hearing to consider the 2022 Update to the Stormwater Management Program Plan

Mr. Hanis

UNFINISHED BUSINESS:

NEW BUSINESS:

8) AB22-025 – Resolution Authorizing Contract Amendment with Black Diamond Community Center Regarding Increasing Funding and Administration of ARPA COVID-19 Hardship Grants

Ms. Miller

DEPARTMENT REPORTS:

MAYOR’S REPORT:

COUNCIL REPORTS:

- Councilmember O’Donnell
- Councilmember Page
- Councilmember Deady
- Councilmember Stallard
- Councilmember Smith
- Councilmember Mulvihill
- Councilmember de Leon

ATTORNEY REPORT:

PUBLIC COMMENTS:

EXECUTIVE SESSION:

ADJOURNMENT:



CERTIFICATION

Finance Committee Meeting Date: **March 10, 2022**
Council Date: **March 17, 2022**

Check No.'s / EFT	Batch Name	Check / EFT Date	Amount
	FEB 2022 EFT Batch	2/1/2022 - 02/28/2022	\$ 18,221.45
51186	Early 4th February 2022 Batch	02/24/22	\$ 16,935.46
51187 - 51237	4th February 2022 Batch	03/18/22	\$ 303,103.34
51238 - 51255	2nd March 2022 Batch	03/18/22	\$ 96,880.77
		TOTAL	\$ 435,141.02

I, THE UNDERSIGNED DO HEREBY CERTIFY UNDER THE PENALTY OF PERJURY, THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED AND OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE CLAIM IS A JUST, DUE AND UNPAID OBLIGATION AGAINST THE CITY OF BLACK DIAMOND, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIM.

May Miller, Finance Director

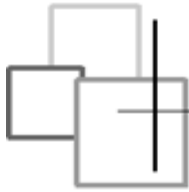
May Miller, Finance Director

Mar 9, 2022

DATE

CAROL BENSON, MAYOR

DATE



Voucher Directory with Transaction Date

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Dept of Licensing-Firearms Online				
	EFT Payment 2/03/2022 1:58:30 PM - 1	2/16/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	02042022, 02082022, 02162022 DOL			
	February 2022 Licenses			
	633-000-400-589-30-00-00		CPL Fees for DOL - Firearms EFT	\$183.00
	Concealed Pistol License			
	Total 02042022, 02082022, 02162022 DOL			\$183.00
	Total EFT Payment 2/03/2022 1:58:30 PM - 1			\$183.00
	Total Dept of Licensing-Firearms Online			\$183.00
First Bankcard				
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Bain J 0909 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	101-000-000-542-30-49-07		PW Clearing-Shared Other costs	\$261.67
			Black River Transfer Stat - Disposal Fees	
	401-000-000-534-80-49-03		Training	\$88.74
			WA Dept Health - Water Cert Exam	
	Total Bain J 0909 02.2022			\$350.41
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Benson C 5176 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-130-513-10-43-00		Lodging, Meals & Mileage	\$25.00
			MV Chamber of Commerce - Luncheon	
	Total Benson C 5176 02.2022			\$25.00
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Chatterson K 4096 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-210-521-10-48-01		PD-Vehicle/Eq. Mtc. & Repair	\$13.20
			Amazon - Blanket	
	001-000-210-521-10-48-01		PD-Vehicle/Eq. Mtc. & Repair	\$68.26
			Amazon - Fingerprint Kit	

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name Title	Void Amount
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$14.30
		Amazon - Tape Measure		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$148.14
		Amazon - Police Tape, CPR Masks, Cones & Sharps Container		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$22.01
		Amazon - Leg Restraints		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$29.61
		Amazon - Flare Container		
	Total Chatterson K 4096 02.2022			\$295.52
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Clifton A 3262 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-240-558-51-49-00	Training	\$500.00
		2022 WABO Training Conf Lynwood, WA 3/21-3/24/2022		
	Total Clifton A 3262 02.2022			\$500.00
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Clifton D 9718 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-140-514-23-49-01	Workshops and Training	\$560.00
		MRSC - Financial Reporting Miller, O'Neill, Clifton, Hopkins		
		001-000-140-514-23-49-02	Membership	\$25.00
		Pug. Sound Finance Officers 2022 Membership		
	Total Clifton D 9718 02.2022			\$585.00
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Cote' E 3963 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-180-518-50-49-23	City Wellness Program	\$39.14
		4 Corners Dry Cleaners - Apply Patches		
		001-000-210-521-10-31-00	PD-Operating Supplies	\$33.67
		Amazon - USB Cords		
	Total Cote' E 3963 02.2022			\$72.81
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Esping K 9037 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-180-518-50-48-03	Vehicle Rep & Mtc	\$15.00
		Chevron - Car Wash		
		001-000-181-518-30-31-00	Office & Operating Supplies	\$20.58
		Office Depot - Surplus Supplies		

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name	Void Amount
	Account Number		Title	
	001-000-181-518-30-31-04		Uniforms	\$63.58
	Big 5 - Shoes			
	001-000-181-518-30-48-00		Vehicle Mtc. & Repair	\$15.00
	Chevron - Car Wash			
	001-000-195-525-60-31-02		COVID PPE & Safety Supplies	\$184.68
	Harmony Lab & Safety - Gloves			
	001-000-215-521-10-31-00		Marine Operating Supplies VRF	\$270.57
	West Marine - Hull Cleaner, Inflatable Belt, Signal Smoke			
	001-000-248-518-20-49-02		MDRT Bldg Security Costs	\$27.16
	Simplisafe - Alarm Monitoring			
	001-000-254-518-20-49-00		Facilities Security	\$27.16
	Simplisafe -Alarm Monitoring			
	101-000-000-542-30-31-12		PW Clearing Acct-Supplies	\$109.74
	Costco - Batteries			
	402-000-003-594-34-63-06		Springs Water Project	\$237.28
	Northern Tool - Storage Shelving for Pump Station			
	402-000-003-594-34-63-06		Springs Water Project	\$292.71
	Staples - Dry Erase Board for Pump Station			
	510-000-200-594-48-64-11		PW- Back Hoe/Excavator	\$57.00
	WA DOL - Licensing for Back Hoe			
	Total Esping K 9037 02.2022			\$1,320.46
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Henrich M 2417 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-210-521-10-31-00		PD-Operating Supplies	\$945.26
	AED U.S. - AED Supplies			
	001-000-210-521-10-32-00		PD-Fuel	\$56.02
	Cenex - Fuel			
	Total Henrich M 2417 02.2022			\$1,001.28
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Kiblinger J 7383 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-000-369-81-00-00		Cash Over/Short	\$15.49
	item chg'd in error refunded to City			
	510-000-300-594-21-64-01		Police Other Equipment & Radios	\$361.01
	Dumbbells			
	Total Kiblinger J 7383 02.2022			\$376.50

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Lynch B 4138 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-210-521-10-32-00		PD-Fuel	\$43.46
			Exon Mobile - Fuel for Training 2/2/2022	
	001-000-210-521-10-43-00		PD-Lodging, Meals & Mileage	\$224.56
			Econolodge - Hoquiam - Lodging for Info Officer Training	
	001-000-210-521-10-49-01		PD-Training	\$395.00
			IN Desmond - Info Officer Training Hoquiam, WA 1/31-2/02/2022	
	001-000-210-521-11-35-00		PD - Multi City Task Force - Eq & oth Exp	(\$289.00)
			Prof Law Enforc - Child Abuse Training - Newman Lake - Cancellation	
	Total Lynch B 4138 02.2022			\$374.02
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Martinez B 2849 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-210-521-10-32-00		PD-Fuel	\$69.70
			Cenex - Fuel	
	001-000-216-521-10-31-01		Costs Assoc w/Police Recognition	\$151.63
			Awards.com - Employee Award	
	001-000-216-521-10-31-01		Costs Assoc w/Police Recognition	\$259.98
			DIY Awards - Employee Award	
	Total Martinez B 2849 02.2022			\$481.31
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Martinez B 4360 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-145-518-80-41-16		Web Hosting Cost	\$174.85
			Web.com - Web Hosting 2022	
	001-000-180-518-50-49-17		Recognition Awards	\$235.00
			Sahara Pizza - Boettcher Retirement	
	001-000-180-518-50-49-17		Recognition Awards	\$34.50
			Safeway - Boettcher Retirement	
	Total Martinez B 4360 02.2022			\$444.35
	EFT Payment 2/18/2022 2:00:14 PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Metcalf S 4013 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-120-512-50-31-00		Operating Supplies	\$12.49
			Office Depot - Office Supplies	
	001-000-120-512-50-31-00		Operating Supplies	\$35.84
			Office Depot - Office Supplies	

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name Title	Void Amount
		001-000-120-512-50-31-00	Operating Supplies	\$91.51
		Office Depot - Office Supplies		
	Total Metcalf S 4013 02.2022			\$139.84
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Pittam J 4402 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	401-000-000-534-80-49-03		Training	\$315.00
			AWWA - Back Flow/ Cross Connection Training	
	401-000-000-534-80-49-03		Training	\$88.74
			DOH - Water Cert Testing	
	Total Pittam J 4402 02.2022			\$403.74
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Redd T 5176 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-180-518-50-49-23		City Wellness Program	\$195.66
			4 Corners Dry Cleaning - Apply Patches	
	001-000-180-518-50-49-23		City Wellness Program	\$117.40
			4 Corners Dry Cleaning - Apply Patches	
	001-000-246-558-70-35-00		Small Tools and Safety Equipment	\$361.38
			Hach - Turbidity Meter	
	001-000-246-558-70-42-00		Postage	\$696.00
			USPS - Postage	
	001-000-246-558-70-49-00		Miscellaneous	\$16.90
			Fred Meyer - Office Supplies	
	001-000-246-558-70-49-00		Miscellaneous	\$177.64
			Oshio - Working Lunch - Sewer Lift Station	
	Total Redd T 5176 02.2022			\$1,564.98
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Reed R 3197 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
	001-000-145-518-80-41-14		Security Software subscription	\$60.00
			DuoCom - IT Security Chg's @ 1.21.2022	
	001-000-145-518-80-41-15		Subs/Reg,Domain Name .GOV	\$9.98
			Name Cheap - Domain	
	001-000-145-518-80-41-18		Drop Box/Misc software	\$127.98
			IT Service - PD	
	001-000-145-518-80-41-18		Drop Box/Misc software	\$444.42
			Zoom Chg's @ 1.26.2022	

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name Title	Void Amount
		001-000-145-518-80-41-18	Drop Box/Misc software	\$127.98
		IT Service - PD		
		001-000-214-521-20-48-04	NetMotion Maintenance Mobile Units	\$60.00
		DuoCom - PD IT Security Chg's @ 1.21.2022		
	Total Reed R 3197 02.2022			\$830.36
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Riepl W 7041 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-210-521-10-31-04	PD-Uniforms	\$118.11
		Amazon - Flashlight		
		001-000-210-521-10-32-00	PD-Fuel	\$49.53
		76 Station - Fuel		
		001-000-210-521-10-32-00	PD-Fuel	\$56.55
		Cenex - Fuel		
		001-000-210-521-10-35-00	PD-Firearms Program	(\$419.43)
		Amazon - Returned Cards and Case for Digital Photos		
		001-000-210-521-10-35-00	PD-Firearms Program	\$32.60
		Amazon - Mag Holder		
		001-000-210-521-10-35-00	PD-Firearms Program	\$205.81
		Qualification Targets - Targets		
	Total Riepl W 7041 02.2022			\$43.17
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Sloss J 1135 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-214-521-20-42-03	Police Postage	\$4.50
		USPS - Postage		
	Total Sloss J 1135 02.2022			\$4.50
	EFT Payment 2/18/2022 2:00:14			
	PM - 1	2/18/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	Williamson, A 7508 02.2022			
	1/19/2022 - 2/17/2022 Credit Card Transactions			
		001-000-246-558-70-49-00	Miscellaneous	\$99.05
		Oshio's - Working Lunch - 1B Mt. View Infiltration		
	Total Williamson, A 7508 02.2022			\$99.05
	Total EFT Payment 2/18/2022 2:00:14 PM - 1			\$8,912.30
	Total First Bankcard			\$8,912.30

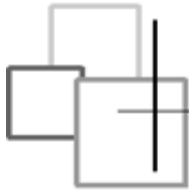
Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Invoice Cloud				
	EFT Payment 2/08/2022 2:00:57 PM - 1	2/8/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	02082022 IC			
	January 2022 Service			
	001-000-210-521-10-49-04		PD-Bank Analysis Fees/Merch CC Fees	\$25.00
	PD Online Portal			
	001-000-240-558-51-49-05		Bank Analysis Fees/Merch CC Fees	\$25.00
	CD Online Portal			
	401-000-000-534-80-49-50		Bank Analysis Fees/Merch CC/ Lien Fees	\$153.64
	Water Online Portal & Misc			
	407-000-000-535-80-49-50		Bank Analysis Fees/Merch CC/ Lien Fees	\$153.64
	Sewer Online Portal & Misc			
	410-000-000-531-10-49-50		Bank Analysis Fees/Merch CC/ Lien Fees	\$26.72
	Storm Online Portal & Misc			
	Total 02082022 IC			\$384.00
	Total EFT Payment 2/08/2022 2:00:57 PM - 1			\$384.00
	Total Invoice Cloud			\$384.00
Merchant Card Services / Vantive Holding, LLC				
	EFT Payment 2/10/2022 2:02:49 PM - 1	2/10/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	02102022 MCS			
	January 2022 Service			
	001-000-270-576-80-49-01		Bank Analysis Fees/Merch CC Fees	\$97.74
	Lake Sawyer Pay Station			
	Total 02102022 MCS			\$97.74
	Total EFT Payment 2/10/2022 2:02:49 PM - 1			\$97.74
	Total Merchant Card Services / Vantive Holding, LLC			\$97.74
US Bank Equipment Finance				
	EFT Payment 2/22/2022 2:01:36 PM - 1	2/22/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	02222022 USB			
	Copier Rental 02/220/2022 - 3/20/2022			
	001-000-210-521-10-45-00		PD-Payments - US Bank/Copier	\$211.05
	001-000-248-518-20-45-03		MDRT-Copier Costs	\$211.05
	001-000-254-518-20-45-04		City Hall/Comm Deve Copier Lease	\$1,050.66
	Total 02222022 USB			\$1,472.76
	Total EFT Payment 2/22/2022 2:01:36 PM - 1			\$1,472.76
	Total US Bank Equipment Finance			\$1,472.76

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Washington State Department of Revenue				
	EFT Payment 2/28/2022 2:02:20 PM - 1	2/28/2022	2022 - February - Feb EFT Batch for 3/17/2022 Council	
	02282022 DOR			
	January 2022 Excise Tax			
	001-000-210-521-10-31-04		PD-Uniforms	\$21.75
	Sales Tax Payable			
	001-000-280-536-20-49-05		Cemetery Sales Excise Tax	\$12.00
	B&O Tax: Cemetery			
	310-000-011-594-18-64-00		Gen Gvt-Pc related Hardware	\$176.42
	Sales Tax Payable			
	401-000-000-534-80-44-01		State of WA Utility Excise Tax	\$38.85
	B&O Tax: Water			
	401-000-000-534-80-44-01		State of WA Utility Excise Tax	\$5,253.32
	Utility Tax: Water			
	407-000-000-535-80-44-01		State of WA Excise Tax	\$348.68
	B&O Tax: Sewer			
	407-000-000-535-80-44-01		State of WA Excise Tax	(\$3,571.81)
	Utility Tax: Sewer(KC Credit)			
	407-000-000-535-80-44-01		State of WA Excise Tax	\$4,575.81
	Utility Tax: Sewer			
	410-000-000-531-10-44-01		State of Wa Excise Tax	\$316.63
	B&O Tax: Storm			
	Total 02282022 DOR			\$7,171.65
	Total EFT Payment 2/28/2022 2:02:20 PM - 1			\$7,171.65
	Total Washington State Department of Revenue			\$7,171.65
	Vendor Count	6	Grand Total	\$18,221.45



Voucher Directory with Transaction Date

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Allied Roofinng Installation Services LLC				
	51186	2/24/2022	2022 - February - Early 4th February Batch for 3/17/2022 CM	
	02252022 AR 1410			
	Gym - Roof Repair			
	310-000-002-594-18-62-05		Gym Improvements	\$16,935.46
	Total 02252022 AR 1410			\$16,935.46
	Total 51186			\$16,935.46
Total Allied Roofinng Installation Services LLC				\$16,935.46
	Vendor Count	1	Grand Total	\$16,935.46



Voucher Directory with Transaction Date

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Amazon Capital Services, Inc.				
51187	1466-XFPW-Q4JN PW - Supplies 101-000-000-542-30-31-12 Key Tags	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies	\$12.50
	Total 1466-XFPW-Q4JN			\$12.50
51187	161R-VMJM-3Q1L CH - Supplies 001-000-180-518-50-31-00 File Tabs, Post Its. Clips	2/21/2022	2022 - February - 4th February Batch for 03/17/2022 CM Office Supplies City Hall	\$19.45
	Total 161R-VMJM-3Q1L			\$19.45
51187	1CNM-RGNH-67KT CH - Supplies 001-000-180-518-50-31-00 Ink Stamp	2/15/2022	2022 - February - 4th February Batch for 03/17/2022 CM Office Supplies City Hall	\$10.28
	Total 1CNM-RGNH-67KT			\$10.28
51187	1CQ9-NJ1W-7DF7 Covid Tech 001-000-195-525-60-49-03 Monitor Arm, Microphone, Rack Mount	2/16/2022	2022 - February - 4th February Batch for 03/17/2022 CM COVID Technology Costs	\$326.99
	Total 1CQ9-NJ1W-7DF7			\$326.99
51187	1F37-K1GM-H3WG IT - Gym/Shop Conectivity Proj 310-000-011-594-18-64-00 Misc cables and accessories	3/1/2022	2022 - February - 4th February Batch for 03/17/2022 CM Gen Gvt-Pc related Hardware	\$994.33
	Total 1F37-K1GM-H3WG			\$994.33

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
51187	1FFX-9HCY-1WDF PW - Supplies 101-000-000-542-30-31-12 Paper Towel	2/25/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies	\$37.29
	Total 1FFX-9HCY-1WDF			\$37.29
51187	1GCW-36TP-1TG9 Crt - Supplies 001-000-120-512-50-31-00	2/3/2022	2022 - February - 4th February Batch for 03/17/2022 CM Operating Supplies	\$6.51
	Total 1GCW-36TP-1TG9			\$6.51
51187	1GKV-677W-WKQG PW - Supplies 101-000-000-542-30-31-12 PW - Impact Driver	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies	\$96.73
	Total 1GKV-677W-WKQG			\$96.73
51187	1JXC-TNDR-K9JP PW - Supplies 101-000-000-542-30-31-12 Office Supplies	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies	\$17.92
	Total 1JXC-TNDR-K9JP			\$17.92
51187	1KF6-T6LD-4N9F IT - Covid Tech 001-000-195-525-60-49-03 Returned Keyboard	2/22/2022	2022 - February - 4th February Batch for 03/17/2022 CM COVID Technology Costs	(\$44.03)
	Total 1KF6-T6LD-4N9F			(\$44.03)
51187	1M74-TLWR-6WCP PW - Supplies 101-000-000-542-30-31-12 Batteries	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies	\$75.00
	Total 1M74-TLWR-6WCP			\$75.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
51187	1M74-TLWR-RR3X CH - Supplies 001-000-180-518-50-31-00	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM Office Supplies City Hall Office Supplies - City Hall	\$235.83
	Total 1M74-TLWR-RR3X			\$235.83
51187	1PHY-X4RY-VP!Q CD - Supplies 001-000-254-518-20-31-00	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM Facilities Operating Supplies Coat Rack	\$43.47
	Total 1PHY-X4RY-VP!Q			\$43.47
51187	1WHI-1RJ7-F9R3 PW - Supplies 101-000-000-542-30-31-12	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM PW Clearing Acct-Supplies Fire Extinguisher Bracket and Sign	\$48.85
	Total 1WHI-1RJ7-F9R3			\$48.85
51187	1XTW-HP41-DQXR EM - Supplies 001-000-191-525-60-31-00	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM Emergency Management Supplies Water Jug Lids	\$13.03
	Total 1XTW-HP41-DQXR			\$13.03
51187	D1V-XR99-1CFQ PW - Supplies 001-000-270-575-51-31-00	2/25/2022	2022 - February - 4th February Batch for 03/17/2022 CM Gym Operating Supplies Bld Maint Supplies	\$37.29
	Total D1V-XR99-1CFQ			\$37.29
	Total 51187			\$1,931.44
Total Amazon Capital Services, Inc.				\$1,931.44

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Architects Rasmussen Triebelhorn AIA/PS				
	51188	3/3/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1830			
		February 2022 Service		
		310-000-002-594-18-62-03	Gen Govt Campus Improvements	\$2,560.00
	Total 1830			\$2,560.00
	Total 51188			\$2,560.00
Total Architects Rasmussen Triebelhorn AIA/PS				\$2,560.00
Art Gamblin Motors				
	51189	2/10/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	410243			
		MDRT - Veh Rep & Maint		
		001-000-246-558-70-48-00	Vehicle Repair & Maintenance	\$80.68
		2019 Dodge Ram		
	Total 410243			\$80.68
	51189	2/17/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	41085			
		PW - Veh Rep & Maint		
		101-000-000-542-30-48-04	PW Clearing- Shared Veh/Equip Maint	\$433.03
		2014 Chev Silverado		
	Total 41085			\$433.03
	Total 51189			\$513.71
Total Art Gamblin Motors				\$513.71
Automatic Wilbert Vault Co., Inc.				
	51190	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	79630			
		PW/Cem Supplies		
		001-000-280-536-20-31-02	Cemetery Operating Supplies	\$165.00
		Urns		
		410-000-000-531-10-31-01	Stormwater Operating Supplies	\$1,284.80
		Catch Basins, Catch Basin Risers		
	Total 79630			\$1,449.80
	Total 51190			\$1,449.80
Total Automatic Wilbert Vault Co., Inc.				\$1,449.80

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Bens Cleaner Sales, Inc.				
	51191	2/9/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	329379			
		PW - Equip Maint		
		101-000-000-542-30-48-03	PW Clearing-shared Shop Cost	\$535.03
	Total 329379			\$535.03
	Total 51191			\$535.03
Total Bens Cleaner Sales, Inc.				\$535.03
Black Diamond Auto Parts				
	51192	2/9/2000	2022 - February - 4th February Batch for 03/17/2022 CM	
	459950			
		PD - Veh Maint Supplies		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$24.87
	Total 459950			\$24.87
	Total 51192			\$24.87
Total Black Diamond Auto Parts				\$24.87
Black Diamond Municipal Court				
	51193	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	02282022 BDMC			
		Traffic School		
		001-000-210-342-10-01-00	Police Traffic School Fee	\$169.00
		J Einert - Cancellation		
	Total 02282022 BDMC			\$169.00
	Total 51193			\$169.00
Total Black Diamond Municipal Court				\$169.00
Blueline				
	51194	3/4/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	23008			
		February 2022 Service		
		001-000-240-558-60-41-01	Prof Serv- Long Range Planning	\$6,338.25
	Total 23008			\$6,338.25

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	51194	3/4/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	23009			
		February 2022 Service		
		310-000-004-594-76-63-04	Parks Pros Plan	\$2,650.00
	Total 23009			\$2,650.00
	Total 51194			\$8,988.25
Total Blueline				\$8,988.25
CallTower, Inc.				
	51195	2/26/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	200981591			
		February 2022 Landline Service		
		001-000-120-512-50-42-00	Telephone/DSL	\$175.35
		Court Telephone		
		001-000-214-521-20-42-00	Police Tele/web/DSL/Air Cards	\$526.04
		Police Telephone		
		001-000-240-558-51-42-00	Telephone	\$243.73
		Comm Dev Telephone		
		001-000-246-558-70-42-01	Telephones	\$137.22
		MDRT Telephone		
		001-000-254-518-20-42-00	Facilities-Telephones	\$418.47
		City Hall Telephone		
		001-000-270-576-80-42-00	Telephone/DSL/Radios	\$10.56
		4% Parks Telephone		
		001-000-280-536-20-42-00	Telephone, DSL & Radios	\$5.28
		2% Cemetary Telephone		
		101-000-000-542-30-42-01	Telephone/DSL/Radios	\$58.09
		22% Streets Telephone		
		401-000-000-534-80-42-00	Telephone/DSL/Radios	\$63.37
		24% Water Telephone		
		407-000-000-535-80-42-00	Telephone/DSL/Radios	\$63.37
		24% Sewer Telephone		
		410-000-000-531-10-42-00	Telephone/DSL/Radios	\$63.36
		24% Drainage Telephone		
	Total 200981591			\$1,764.84
	Total 51195			\$1,764.84
Total CallTower, Inc.				\$1,764.84

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
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CHS/Cenex Inc

51196	124244 02282022 CH	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	GG - February 2022 Fuel			
	001-000-180-518-50-32-01		Fuel-Central Services	\$38.00
	Central Services - CH			
	001-000-181-518-30-32-00		Fuel	\$271.00
	Facilities Clearing			
	001-000-240-558-51-32-00		Fuel	\$150.27
	Com Dev / Inspections			
	001-000-246-558-70-32-00		Fuel	\$369.00
	MDRT			
	001-000-270-576-80-32-00		Fuel	\$31.75
	PARKS 4%			
	001-000-280-536-20-32-00		Fuel	\$15.87
	CEMETERY 2%			
	101-000-000-543-50-32-00		Fuel	\$174.60
	STREETS 22%			
	401-000-000-534-80-32-00		Fuel	\$190.48
	WATER 24%			
	407-000-000-535-80-32-00		Fuel	\$190.48
	SEWER 24%			
	410-000-000-531-10-32-00		Fuel	\$190.47
	STORM WATER 24%			
	Total 124244 02282022 CH			\$1,621.92
51196	128275 02282022 PD	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	PD - February 2022 Fuel			
	001-000-210-521-10-32-00		PD-Fuel	\$3,203.62
	Police			
	Total 128275 02282022 PD			\$3,203.62
Total 51196				\$4,825.54
Total CHS/Cenex Inc				\$4,825.54

City of Black Diamond

51197	02282022 COBD	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-212-521-50-47-01		Water	\$49.88
	30. 1399.14 Police - Water			

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name	Void Amount
	Account Number		Title	
	001-000-212-521-50-47-02		Sewer	\$72.37
	31. 1399.14 Police - Sewer			
	001-000-212-521-50-47-03		Stormwater	\$97.50
	32. 1399.14 Police - Storm			
	001-000-248-518-20-47-01		MDRT BD Wtr, Swr, Storm	\$58.20
	33. 1399.15 MDRT 40%			
	001-000-254-518-20-47-00		Facilities-Utilities	\$87.29
	34. 1399.15 City Hall 60%			
	001-000-270-575-30-47-01		Museum Water/Sewer/Storm	\$39.00
	24. 1399.5 Museum - Water / Sewer / Storm			
	001-000-270-575-30-47-01		Museum Water/Sewer/Storm	\$108.75
	36. 1399.18 Museum - Water / Sewer / Storm			
	001-000-270-575-51-47-01		Gym-Stormwater	\$39.00
	21. 1399.1 Gym - Storm			
	001-000-270-575-51-47-02		Gym-Sewer	\$72.37
	19. 1399.0 Gym - Sewer			
	001-000-270-575-51-47-03		Gym-Water	\$49.97
	20. 1399.0 Gym - Water			
	001-000-270-576-80-47-01		Water	\$3.26
	01. 1399.9 PW Shops - Water			
	001-000-270-576-80-47-01		Water	\$35.63
	26. 1399.11 Eagle Creek - Water			
	001-000-270-576-80-47-02		Sewer	\$5.79
	02. 1399.9 PW Shops - Sewer			
	001-000-270-576-80-47-03		Stormwater	\$14.04
	03. 1399.9 PW Shops - Storm			
	001-000-270-576-80-47-03		Stormwater	\$117.00
	22. 1399.2 Boat Launch - Storm			
	001-000-280-536-20-47-01		Water	\$35.66
	25. 1399.8 Cemetery - Water			
	001-000-280-536-20-47-01		Water	\$0.81
	04. 1399.9 PW Shops - Water			
	001-000-280-536-20-47-01		Water	\$35.63
	29. 1399.13 Coal Car - Water			
	001-000-280-536-20-47-02		Sewer	\$1.45
	05. 1399.9 PW Shops - Water			
	001-000-280-536-20-47-03		Stormwater	\$3.51
	06. 1399.9 PW Shops - Storm			
	001-000-530-522-10-47-01		Water	\$36.60
	27. 1399.12 Fire Dept - Water			
	001-000-530-522-10-47-02		Sewer	\$72.37
	28. 1399.12 Fire Dept - Sewer			

Vendor	Transaction Number Transaction Reference	Invoice Date	Fiscal Description Name Title	Void Amount
		001-000-530-522-10-47-03	Stormwater	\$48.75
		23. 1399.4 Fire Dept - Storm		
		101-000-000-543-50-47-01	Water	\$35.63
		35. 1399.16 Railroad Ave Irrigation - Water		
		101-000-000-543-50-47-01	Water	\$6.11
		07. 1399.9 PW Shops - Water		
		101-000-000-543-50-47-02	Sewer	\$10.86
		08. 1399.9 PW Shops - Water		
		101-000-000-543-50-47-03	Stormwater	\$26.33
		09. 1399.9 PW Shops - Storm		
		401-000-000-534-80-47-01	Water	\$10.19
		10. 1399.9 PW Shops - Water		
		401-000-000-534-80-47-02	Sewer	\$18.09
		11. 1399.9 PW Shops - Sewer		
		401-000-000-534-80-47-03	Stormwater	\$43.88
		12. 1399.9 PW Shops - Water		
		407-000-000-535-80-47-01	Water	\$10.19
		13. 1399.9 PW Shops - Water		
		407-000-000-535-80-47-01	Water	\$86.40
		37. Morganville / Alpine Sew Pump Station - Water		
		407-000-000-535-80-47-02	Sewer	\$18.09
		14. 1399.9 PW Shops - Sewer		
		407-000-000-535-80-47-03	Stormwater	\$43.88
		15. 1399.9 PW Shops - Storm		
		410-000-000-531-10-47-01	Water	\$10.19
		16. 1399.9 PW Shops - Water		
		410-000-000-531-10-47-02	Sewer	\$18.09
		17. 1399.9 PW Shops - Sewer		
		410-000-000-531-10-47-03	Stormwater	\$43.85
		18. 1399.9 PW Shops - Water		
		Total 02282022 COBD		\$1,466.61
		Total 51197		\$1,466.61
		Total City of Black Diamond		\$1,466.61
		City of Covington		
	51198	2/10/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	0008462			
		CD - Training		
		001-000-240-558-60-49-01	Training	\$318.00

Vendor	Transaction Number	Invoice Date	Fiscal Description	Void
	Transaction Reference	Account Number	Name Title	Amount
			CPTED Training - J Portman	
	Total 0008462			\$318.00
	Total 51198			\$318.00
Total City of Covington				\$318.00
City of Enumclaw				
	51199	3/3/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	22-01			
		Planning - Training		
		001-000-240-558-51-49-00	Training	\$160.00
			Jurassic Parliament for 2 Planning Commissioners	
		001-000-240-558-51-49-00	Training	\$80.00
			Jurassic Parliament M Davis	
	Total 22-01			\$240.00
	Total 51199			\$240.00
Total City of Enumclaw				\$240.00
City of Issaquah				
	51200	3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	22000098			
		February 2022 Service		
		001-000-211-523-60-49-00	Jail Costs	\$140.00
			1 days	
	Total 22000098			\$140.00
	Total 51200			\$140.00
Total City of Issaquah				\$140.00
Ditch Witch West				
	51201	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	902823			
		PW - Equip Maint		
		101-000-000-542-30-48-04	PW Clearing- Shared Veh/Equip Maint	\$4,770.24
			Vactor Trailer Repair	
	Total 902823			\$4,770.24
	Total 51201			\$4,770.24
Total Ditch Witch West				\$4,770.24

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Elwalu LLC (Elephant Car Wash)				
	51202	12/31/2021	2022 - February - 4th February Batch for 03/17/2022 CM	
	1405			
		December 2021 Service		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$34.98
		Lube		
	Total 1405			\$34.98
	51202	1/31/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1411 ECW			
		January 2022 Service		
		001-000-210-521-10-48-01	PD-Vehicle/Eq. Mtc. & Repair	\$191.12
		Lube		
	Total 1411 ECW			\$191.12
	Total 51202			\$226.10
	Total Elwalu LLC (Elephant Car Wash)			\$226.10
Enumclaw School District				
	51203	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	0301022 ESD			
		February 2022 Fees		
		111-000-100-518-65-49-01	Enumclaw School Mitigation Fees MPD Single-Fam	\$143,552.00
		MPD Single Fam		
	Total 0301022 ESD			\$143,552.00
	Total 51203			\$143,552.00
	Total Enumclaw School District			\$143,552.00
E-Plan, Inc.				
	51204	3/1/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1647 EPS			
		CD - Software Implementation		
		001-000-240-558-51-41-13	E-Plan Permitting Software	\$5,600.00
	Total 1647 EPS			\$5,600.00
	Total 51204			\$5,600.00
	Total E-Plan, Inc.			\$5,600.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Ferguson Waterworks #3011				
	51205	2/22/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1031631-1			
		PW - Supplies		
		401-000-000-534-80-31-01	Water Operating Supplies	\$576.69
		Couplings		
	Total 1031631-1			\$576.69
	Total 51205			\$576.69
	Total Ferguson Waterworks #3011			\$576.69
Fugate Ford				
	51206	2/9/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	460911			
		Fac - Veh Rep & Maint		
		001-000-181-518-30-48-00	Vehicle Mtc. & Repair	\$98.82
		2015 Ford F-150		
	Total 460911			\$98.82
	Total 51206			\$98.82
	Total Fugate Ford			\$98.82
Grindline Skateparks				
	51207	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	5851			
		February 2022 Service		
		310-000-004-594-76-63-07	Skate Park Design-Grindline	\$4,760.00
	Total 5851			\$4,760.00
	Total 51207			\$4,760.00
	Total Grindline Skateparks			\$4,760.00
Gunderson Law Firm				
	51208	1/30/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1177			
		January 2022 Service		
		001-000-151-515-41-41-04	Court Legal-Pros Attorney	\$3,400.00
	Total 1177			\$3,400.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	51208	3/1/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1182 GLF			
		February 2022 Service		
		001-000-151-515-41-41-04	Court Legal-Pros Attorney	\$3,400.00
	Total 1182 GLF			\$3,400.00
Total 51208				\$6,800.00
Total Gunderson Law Firm				\$6,800.00
H.D. Fowler Company				
	51209	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	I6023019			
		PW - Supplies		
		401-000-000-534-80-31-01	Water Operating Supplies	\$127.96
		Pipe, PSI Guage		
Total I6023019				\$127.96
	51209	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	I6023021			
		PW - Supplies		
		401-000-000-534-80-31-01	Water Operating Supplies	\$158.49
		Couplings, Stiffener		
Total I6023021				\$158.49
	51209	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	I6023022			
		PW - Supplies		
		401-000-000-534-80-31-01	Water Operating Supplies	\$1,232.00
		Air Release Valves		
Total I6023022				\$1,232.00
Total 51209				\$1,518.45
Total H.D. Fowler Company				\$1,518.45
Hillier, Scheibmeir, Kelly & Satterfield				
	51210	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	20905			
		February 2022 Service		
		001-000-257-558-70-42-02	Hearing Examiner	\$212.50
		MDRT		
Total 20905				\$212.50

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	51210	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	20906			
		February 2022 Service		
		001-000-242-558-60-41-00	Prof Serv-Hearing Examiner	\$2,437.50
		CD		
	Total 20906			\$2,437.50
	Total 51210			\$2,650.00
	Total Hillier, Scheibmeir, Kelly & Satterfield			\$2,650.00
Home Depot Credit Service				
	51211	2/15/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1676088			
		Wellness Supplies		
		001-000-180-518-50-31-03	Wellness Supplies	\$45.49
	Total 1676088			\$45.49
	51211	2/8/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	8510242			
		Fac - Tables		
		001-000-180-518-50-31-04	Gen Bldg chairs & Misc Furniture	\$264.15
		6' Tables		
	Total 8510242			\$264.15
	51211	2/8/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	8596491			
		Wellness Supplies		
		001-000-180-518-50-31-03	Wellness Supplies	\$94.78
	Total 8596491			\$94.78
	51211	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	8612913			
		PW - Supplies		
		101-000-000-542-30-31-12	PW Clearing Acct-Supplies	\$27.14
		Surge Protector		
	Total 8612913			\$27.14
	51211	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	8612914			
		COVID Tech Supplies		
		001-000-195-525-60-49-03	COVID Technology Costs	\$102.66

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
			Council Chambers Wiring	
	Total 8612914			\$102.66
	Total 51211			\$534.22
Total Home Depot Credit Service				\$534.22
Johnsons Home & Garden				
	51212	2/17/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	462338			
	PW - Supplies			
	402-000-003-594-34-63-06		Springs Water Project	\$384.35
			Springs Booster Station	
	Total 462338			\$384.35
	51212	2/25/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	462468			
	PW - Supplies			
	101-000-000-542-30-48-03		PW Clearing-shared Shop Cost	\$212.53
			Shop Supplies	
	Total 462468			\$212.53
	Total 51212			\$596.88
Total Johnsons Home & Garden				\$596.88
King County Prosecuting Attorney				
	51213	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	03012022 KCPA			
	February 2022 Court Fees			
	633-000-100-589-30-00-00		Court Fees for King County	\$88.39
			Court Remittance	
	Total 03012022 KCPA			\$88.39
	Total 51213			\$88.39
Total King County Prosecuting Attorney				\$88.39

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
King County Radio Comm Services				
	51214	2/26/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	2022-02-26			
		February 2022 Service		
		001-000-214-521-20-41-03	K/C 800 Mhz Radio Costs	\$1,483.76
	Total 2022-02-26			\$1,483.76
	Total 51214			\$1,483.76
	Total King County Radio Comm Services			\$1,483.76
Kyocera Document Solutions Northwest Inc				
	51215	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	55T1106456			
		11/2021 - 2/2022 Service		
		001-000-248-518-20-45-03	MDRT-Copier Costs	\$16.71
		MDRT		
		001-000-254-518-20-45-04	City Hall/Comm Deve Copier Lease	\$103.95
		City Hall		
		001-000-254-518-20-45-04	City Hall/Comm Deve Copier Lease	\$35.44
		Community Dev		
	Total 55T1106456			\$156.10
	Total 51215			\$156.10
	Total Kyocera Document Solutions Northwest Inc			\$156.10
Language Line Services, Inc.				
	51216	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	10472602			
		February 2022 Service		
		001-000-211-523-60-49-02	Prisoner Lang/ Medical Costs	\$237.94
	Total 10472602			\$237.94
	Total 51216			\$237.94
	Total Language Line Services, Inc.			\$237.94
Law Office of Krista White Swain				
	51217	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	02282022 KWS			
		February 2022 Service		
		001-000-120-512-50-41-00	Court Judge	\$4,200.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
		Regular Calendar		
	Total 02282022 KWS			\$4,200.00
	Total 51217			\$4,200.00
Total Law Office of Krista White Swain				\$4,200.00
Long Bay Enterprises, Inc				
	51218	3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	2022-1022			
	February 2022 Service			
	310-000-002-594-18-62-10		Future Campus Planning	\$4,197.50
	Total 2022-1022			\$4,197.50
	Total 51218			\$4,197.50
Total Long Bay Enterprises, Inc				\$4,197.50
Madrona Law Group LLC				
	51219	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	11190			
	February 2022 Service			
	001-000-150-515-41-41-38		Legal Svs Comp Plan appeal	\$3,128.83
			Comp Plan CEPA Appeal	
	Total 11190			\$3,128.83
	51219	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	11191			
	February 2022 Service			
	310-000-002-594-18-62-10		Future Campus Planning	\$775.00
			City Hall Financial Planning Mtg	
	310-000-031-594-22-64-01		Fire Improv. Equip	\$1,116.00
			Aid Car Purchase	
	Total 11191			\$1,891.00
	51219	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	11192			
	February 2022 Service			
	001-000-150-515-41-41-40		Legal Svs Development Permits	\$1,136.00
			CD - Permit Review	
	Total 11192			\$1,136.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
51219	11193 MLG	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-150-515-41-41-38		Legal Svs Comp Plan appeal	\$1,893.03
			Comp Plan Appeal - Growth Mgmnt Hearing Board	
	Total 11193 MLG			\$1,893.03
51219	11194	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-195-525-60-41-39		COVID Legal Service	\$1,085.00
			Covid	
	Total 11194			\$1,085.00
51219	11196	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-150-515-41-41-01		Legal Services-General Govt	\$5,475.38
			General City Billing	
	101-000-000-543-30-41-05		Legal Costs	\$1,216.75
			General City Billing	
	401-000-000-534-80-41-04		Legal Svcs	\$1,825.12
			General City Billing	
	407-000-000-535-80-41-09		Legal Costs	\$1,825.12
			General City Billing	
	410-000-000-531-10-41-01		Legal Costs	\$1,825.13
			General City Billing	
	Total 11196			\$12,167.50
51219	11197	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-150-515-45-41-10		Legal Lawsuits/Other Charges	\$310.00
			Lawsuit - Koler	
	Total 11197			\$310.00
51219	11198	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	February 2022 Service			
	001-000-150-515-41-41-02		Legal Services -Employment	\$900.00
			Employment	
	Total 11198			\$900.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
51219	11199	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		February 2022 Service		
		001-000-257-558-70-41-00	MDRT Legal Services	\$620.00
		Lawson Hills Fire Station Appeal		
	Total 11199			\$620.00
51219	11200	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		February 2022 Service		
		001-000-257-558-70-41-00	MDRT Legal Services	\$3,782.00
		MDRT / OakPoint		
	Total 11200			\$3,782.00
51219	11201	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		February 2022 Service		
		001-000-150-515-41-41-17	Legal Costs-Public Disc/Oth	\$300.00
		Public Records Requests Advice		
	Total 11201			\$300.00
51219	11202	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		February 2022 Service		
		001-000-150-515-41-41-40	Legal Svs Development Permits	\$949.00
	Total 11202			\$949.00
51219	11203 MLG	3/7/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		February 2022 Service		
		001-000-150-515-45-41-10	Legal Lawsuits/Other Charges	\$391.00
		Talmadge Claim		
	Total 11203 MLG			\$391.00
	Total 51219			\$28,553.36
Total Madrona Law Group LLC				\$28,553.36
McClure and Sons, Inc.				
51220	03092022 14 MSI	3/9/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		Pmt 14 - Springs Proj		
		402-000-003-594-34-63-06	Springs Water Project	\$21,740.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
		pmt 14		
	Total 03092022 14 MSI			\$21,740.00
	Total 51220			\$21,740.00
	Total McClure and Sons, Inc.			\$21,740.00
O'Brien, Barton, & Hopkins, PLLP				
	51221	3/3/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	69006			
		February 2022 Service		
		001-000-151-515-91-41-00	Court Legal-Public Defender	\$3,500.00
		001-000-151-515-91-41-00	Court Legal-Public Defender	\$750.00
		Three Additional Wednesday calendar		
	Total 69006			\$4,250.00
	Total 51221			\$4,250.00
	Total O'Brien, Barton, & Hopkins, PLLP			\$4,250.00
Office Products Nationwide				
	51222	2/22/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1173677-0			
		CH - Supplies		
		001-000-180-518-50-31-00	Office Supplies City Hall	\$19.64
		CH Office Supplies		
	Total 1173677-0			\$19.64
	51222	2/23/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1173842-0			
		MDRT - Supplies		
		001-000-246-558-70-31-00	Office Supplies	\$228.57
		Labels, Bandages, Paper		
	Total 1173842-0			\$228.57
	51222	2/24/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1174038-0			
		PD - Supplies		
		001-000-210-521-10-31-00	PD-Operating Supplies	\$107.63

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
		PD Office Supplies		
	Total 1174038-0			\$107.63
	Total 51222			\$355.84
	Total Office Products Nationwide			\$355.84
	Positive Concepts/ATPI			
	51223	2/25/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	0234133-IN			
	PD - Supplies			
	001-000-210-521-10-31-00		PD-Operating Supplies	\$255.00
	Thermal paper			
	Total 0234133-IN			\$255.00
	Total 51223			\$255.00
	Total Positive Concepts/ATPI			\$255.00
	Republic Services #176			
	51224	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	0176-006659585			
	February 2022 Service			
	001-000-248-518-20-47-03		MDRT-Waste Disposal Costs	\$148.66
	MDRT			
	001-000-254-518-20-47-01		Facilities-Waste Disposal	\$222.98
	City Hall			
	Total 0176-006659585			\$371.64
	51224	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	0176-006659842			
	February 2022 Service			
	001-000-270-576-80-47-04		Garbage & Waste Disposal	\$220.54
	PW-Parks			
	001-000-280-536-20-47-04		Waste Disposal	\$17.64
	PW-Cemetery			
	101-000-000-543-50-47-04		Waste Disposal	\$141.15
	PW-Street			
	401-000-000-534-80-47-04		Waste Disposal	\$167.61
	PW-Water			
	407-000-000-535-80-47-04		Waste Disposal	\$167.61
	PW-Sewer			

Vendor	Transaction Number Transaction Reference	Invoice Date Account Number	Fiscal Description Name Title	Void Amount
		410-000-000-531-10-47-04 PW-Drainage	Waste Disposal	\$167.63
	Total 0176-006659842			\$882.18
	51224	3/9/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	Invoice - 3/9/2022 10:22:52 AM			
		001-000-212-521-50-47-04 Police & Court	Waste Disposal	\$371.64
	Total Invoice - 3/9/2022 10:22:52 AM			\$371.64
	Total 51224			\$1,625.46
	Total Republic Services #176			\$1,625.46
Scott Hanis				
	51225	3/4/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	03042022 SH			
	AFLAC Reimbursement			
		001-000-900-588-10-00-01	AWC Lia.Bld.Equip Ins /Flex Reimbs	\$150.00
	Total 03042022 SH			\$150.00
	Total 51225			\$150.00
	Total Scott Hanis			\$150.00
Severson's Building Maintenance				
	51226	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	576146			
	February 2022 Service			
		101-000-000-542-30-48-03	PW Clearing-shared Shop Cost	\$200.00
			PW Shop Janitorial Services	
	Total 576146			\$200.00
	51226	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	576147			
	February 2022 Service			
		001-000-270-575-51-48-00	Gym Facility Repair & Maintenance	\$250.00
			Gym Janitorial Services	
	Total 576147			\$250.00
	51226	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	576390			
	February 2022 Service			
		001-000-248-518-20-49-01	MDRT Bldg Custodial Costs	\$180.00
			MDRT Janitorial Services	

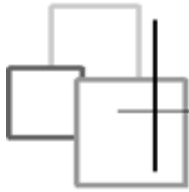
Vendor	Transaction Number Transaction Reference	Invoice Date Account Number	Fiscal Description Name Title	Void Amount
		001-000-254-518-20-49-01	Facilities Bldg.Custodial & Maint. City Hall/Com Dev Janitorial Services	\$720.00
	Total 576390			\$900.00
	51226	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	576400			
		February 2022 Service		
		001-000-212-521-50-41-03	Police Custodial Cost Police/Court Janitorial Services	\$500.00
	Total 576400			\$500.00
	Total 51226			\$1,850.00
	Total Severson's Building Maintenance			\$1,850.00
SHI International Corp.				
	51227	2/15/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	B14760839			
		PD - Technology Supplies		
		510-000-300-594-21-64-00	Police Vehicles-replace Tech Upgrade for Vehicles	\$551.11
	Total B14760839			\$551.11
	Total 51227			\$551.11
	Total SHI International Corp.			\$551.11
Somer Johnson				
	51228	1/30/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1001			
		January 2022 Service		
		001-000-121-512-50-41-00	Prof Svs-Therap. Grant	\$2,500.00
	Total 1001			\$2,500.00
	51228	2/1/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1002 SJ			
		February 2022 Service		
		001-000-121-512-50-41-00	Prof Svs-Therap. Grant	\$2,500.00
	Total 1002 SJ			\$2,500.00
	Total 51228			\$5,000.00
	Total Somer Johnson			\$5,000.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Sound Publishing Inc.				
	51229	2/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	ECH947790			
		February 2022 Service		
		001-000-240-558-60-41-75	Advertising-Long range planning	\$127.95
		Noise Variance Application		
	Total ECH947790			\$127.95
	51229	2/9/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	ECH948155			
		February 2022 Service		
		001-000-246-558-70-44-00	Advertising	\$262.50
		Stockpile area		
	Total ECH948155			\$262.50
	Total 51229			\$390.45
Total Sound Publishing Inc.				\$390.45
Stericycle, Inc				
	51230	2/25/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	8001045855			
		February 2022 Service		
		001-000-120-512-50-49-04	Shredding Services	\$26.95
		001-000-180-518-50-49-04	Shredding Services	\$26.95
		001-000-210-521-10-49-05	PD-Shredding Services	\$26.95
	Total 8001045855			\$80.85
	Total 51230			\$80.85
Total Stericycle, Inc				\$80.85
Thomson Reuters - West				
	51231	3/1/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	845965602			
		February 2022 Service		
		001-000-210-521-10-41-07	PD-Prof Serv/Leads Online-Pawn shop	\$195.66
	Total 845965602			\$195.66
	Total 51231			\$195.66
Total Thomson Reuters - West				\$195.66

Vendor	Transaction Number	Transaction Reference	Invoice Date	Fiscal Description	Void
			Account Number	Name Title	Amount
UBM					
	51232		3/4/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		INV468554			
			February 2022 Service		
			001-000-120-512-50-49-02	Printing and Binding	\$99.12
		Total INV468554			\$99.12
	Total 51232				\$99.12
Total UBM					\$99.12
Uline					
	51233		2/10/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		144935439			
			Prk - Supplies		
			001-000-270-576-80-31-03	Parks Operating Supplies	\$571.16
			Refuse Cans		
		Total 144935439			\$571.16
	Total 51233				\$571.16
Total Uline					\$571.16
Varius Inc.					
	51234		3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		1479			
			February 2022 Service		
			001-000-257-558-70-41-02	MDRT Civil Engineering	\$7,840.20
		Total 1479			\$7,840.20
	51234		3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		1480			
			February 2022 Service		
			001-000-257-558-70-41-02	MDRT Civil Engineering	\$6,993.00
		Total 1480			\$6,993.00
	51234		3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
		1481			
			February 2022 Service		
			001-000-257-558-70-41-02	MDRT Civil Engineering	\$2,849.00
		Total 1481			\$2,849.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	51234	3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1482			
		February 2022 Service		
		001-000-257-558-70-41-02	MDRT Civil Engineering	\$4,473.20
	Total 1482			\$4,473.20
	51234	3/2/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	1483			
		February 2022 Service		
		001-000-257-558-70-41-02	MDRT Civil Engineering	\$1,295.00
	Total 1483			\$1,295.00
	Total 51234			\$23,450.40
Total Varius Inc.				\$23,450.40
Washington State Patrol				
	51235	3/3/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	I22005034			
		February		
		633-000-500-589-30-00-00	CPL Fees for WSP/FBI - Fingerprint	\$39.75
		Fingerprints - CPL		
	Total I22005034			\$39.75
	Total 51235			\$39.75
Total Washington State Patrol				\$39.75
Washington State Treasurer				
	51236	2/28/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	03012022 WST			
		February 2022 Court Report		
		633-000-200-589-30-00-00	Court Fees for WA State Treasurer	\$6,925.00
		Court Remittance		
	Total 03012022 WST			\$6,925.00
	Total 51236			\$6,925.00
Total Washington State Treasurer				\$6,925.00
Water Management Laboratories, Inc.				
	51237	2/27/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	200916			
		February 2022 Service		
		401-000-000-534-80-41-02	Water Testing and Sampling	\$23.00
	Total 200916			\$23.00

Vendor	Transaction Number	Invoice Date	Fiscal Description	Void
	Transaction Reference	Account Number	Name Title	Amount
	51237	2/27/2022	2022 - February - 4th February Batch for 03/17/2022 CM	
	200917			
		February 2022 Service		
		401-000-000-534-80-41-02	Water Testing and Sampling	\$23.00
	Total 200917			\$23.00
	Total 51237			\$46.00
Total Water Management Laboratories, Inc.				\$46.00
	Vendor Count	51	Grand Total	\$303,103.34



Voucher Directory with Transaction Date

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Amazon Capital Services, Inc.				
51238	11QF-RTHR-1M1Q	3/8/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	Ch - Supplies			
	001-000-180-518-50-31-00		Office Supplies City Hall	\$7.60
			Highlighters	
	Total 11QF-RTHR-1M1Q			\$7.60
51238	1P7L-QCPW-TQQQ	3/5/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	CH - Supplies			
	001-000-254-518-20-31-00		Facilities Operating Supplies	\$99.46
			Building Supplies - City Hall	
	Total 1P7L-QCPW-TQQQ			\$99.46
51238	1WMY-6G9G-QYY7	3/7/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	CH - Supplies			
	001-000-180-518-50-31-00		Office Supplies City Hall	\$39.32
			Report Covers, Post-It's	
	Total 1WMY-6G9G-QYY7			\$39.32
Total 51238				\$146.38
Total Amazon Capital Services, Inc.				\$146.38
Ferguson Waterworks #3011				
51239	1059614	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	PW - Supplies			
	401-000-000-534-80-48-02		Water System Rep & Mtc-Ext/Int	\$191.16
			Strt Couplers	
	Total 1059614			\$191.16

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
	51239	3/3/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	1079085			
		PW - Supplies		
		401-000-000-534-80-48-02	Water System Rep & Mtc-Ext/Int	\$452.01
		PVC Hose		
	Total 1079085			\$452.01
	51239	3/3/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	1079173			
		PW - Supplies		
		101-000-000-542-30-31-12	PW Clearing Acct-Supplies	\$96.28
		PVC Hose		
	Total 1079173			\$96.28
	Total 51239			\$739.45
	Total Ferguson Waterworks #3011			\$739.45
Home Depot Credit Service				
	51240	3/8/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	0520989			
		510-000-300-594-21-64-01	Police Other Equipment & Radios	\$181.67
		Painting Supplies for Gym Proj		
	Total 0520989			\$181.67
	Total 51240			\$181.67
	Total Home Depot Credit Service			\$181.67
Honey Bucket/Northwest Cascade Inc.				
	51241	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	0552623586			
		March 2022 Service		
		001-000-270-576-80-31-00	Portable Restroom Facility	\$98.00
		Parks-Boat Launch Rental: 145291		
	Total 0552623586			\$98.00
	51241	3/7/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	0552623587			
		001-000-270-576-80-31-00	Portable Restroom Facility	\$98.00
		Lake Sawyer Regional Park: 71400002		
	Total 0552623587			\$98.00
	Total 51241			\$196.00
	Total Honey Bucket/Northwest Cascade Inc.			\$196.00

Vendor	Transaction Number	Invoice Date	Fiscal Description	Void
	Transaction Reference	Account Number	Name Title	Amount
Jack E. Wilson				
	51242	3/8/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	03082022 JEW			
		Cem - Refund		
		001-000-280-594-36-64-00	Cemetery lot buy back	\$150.00
	Total 03082022 JEW			\$150.00
	Total 51242			\$150.00
Total Jack E. Wilson				\$150.00
Johnsons Home & Garden				
	51243	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	462536			
		001-000-215-521-10-31-00	Marine Operating Supplies VRF	\$44.51
		Cleats, Fender Line, Key Buoy		
	Total 462536			\$44.51
	51243	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	462572			
		101-000-000-542-30-31-12	PW Clearing Acct-Supplies	\$202.89
		Misc Supplies		
	Total 462572			\$202.89
	51243	3/4/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	462642			
		101-000-000-542-30-31-12	PW Clearing Acct-Supplies	\$25.57
		Cable, measuring cup, wire rope clip		
	Total 462642			\$25.57
	Total 51243			\$272.97
Total Johnsons Home & Garden				\$272.97
King County Finance - Wastewater Treat Div.				
	51244	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	30033379			
		March 2022 Service		
		407-000-000-535-80-41-04	Metro Sewer Charges	\$92,726.14
	Total 30033379			\$92,726.14
	Total 51244			\$92,726.14
Total King County Finance - Wastewater Treat Div.				\$92,726.14

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Lennar Northwest, Inc				
	51245	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	4656.362			
		Utility Refund		
		401-000-000-343-40-00-01	Water Charges	\$345.79
		Refund Closed Account		
	Total 4656.362			\$345.79
	Total 51245			\$345.79
	Total Lennar Northwest, Inc			\$345.79
OakRidge Homes				
	51246	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	5226.36			
		Utility Refund		
		401-000-000-343-40-00-01	Water Charges	\$305.11
		Refund Closed Acct		
	Total 5226.36			\$305.11
	51246	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	5226.42			
		Utility Refund		
		401-000-000-343-40-00-01	Water Charges	\$126.29
	Total 5226.42			\$126.29
	51246	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	5226.45			
		Utility Refund		
		401-000-000-343-40-00-01	Water Charges	\$302.09
		Refund Closed Account		
	Total 5226.45			\$302.09
	51246	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	5226.6			
		Utility Refund		
		401-000-000-343-40-00-01	Water Charges	\$305.16
		Refund Closed Account		
	Total 5226.6			\$305.16
	Total 51246			\$1,038.65
	Total OakRidge Homes			\$1,038.65

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Office Products Nationwide				
	51247	3/8/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	1175255-0			
	CH - Supplies			
	001-000-180-518-50-31-00		Office Supplies City Hall	\$87.26
	Expanding Files			
	Total 1175255-0			\$87.26
	Total 51247			\$87.26
	Total Office Products Nationwide			\$87.26
Pollardwater.com-West				
	51248	3/4/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	0209556			
	PW - Supplies			
	101-000-000-542-30-31-12		PW Clearing Acct-Supplies	\$227.77
	Quick Couplings			
	Total 0209556			\$227.77
	Total 51248			\$227.77
	Total Pollardwater.com-West			\$227.77
Regional Animal Services of King County				
	51249	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	03012022 RAS			
	Lic Renewal 432837, 432868			
	633-000-600-589-30-00-00		Pet License Fees for King County	\$45.00
	Total 03012022 RAS			\$45.00
	Total 51249			\$45.00
	Total Regional Animal Services of King County			\$45.00
Schuyler & Diana Brazier				
	51250	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	4298.0			
	Utility Refund			
	401-000-000-343-40-00-01		Water Charges	\$56.13
	Refund Closed Account 4298.0			
	Total 4298.0			\$56.13
	Total 51250			\$56.13
	Total Schuyler & Diana Brazier			\$56.13

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Secure Pacific Corporation				
	51251	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	326567			
		March 2022 Service		
		101-000-000-542-30-48-03	PW Clearing-shared Shop Cost	\$67.00
		32820 3rd Ave - PW Shop		
	Total 326567			\$67.00
	Total 51251			\$67.00
	Total Secure Pacific Corporation			\$67.00
TRM Wood Products Co. Inc.				
	51252	3/3/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	409794			
		PW - Supplies		
		101-000-000-542-64-31-01	Street Signs	\$202.83
		Sign Posts		
	Total 409794			\$202.83
	51252	3/3/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	409795			
		PW - Supplies		
		101-000-000-542-64-31-01	Street Signs	(\$43.05)
		Returned Posts		
	Total 409795			(\$43.05)
	Total 51252			\$159.78
	Total TRM Wood Products Co. Inc.			\$159.78
VenTek International				
	51253	3/1/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	131050			
		March 2022 Service		
		001-000-270-576-80-41-02	Venue Pay Station	\$90.00
	Total 131050			\$90.00
	Total 51253			\$90.00
	Total VenTek International			\$90.00

Vendor	Transaction Number Transaction Reference Account Number	Invoice Date	Fiscal Description Name Title	Void Amount
Washington Workwear Stores, Inc.				
	51254	3/2/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	5618			
		PW - Uniforms		
		101-000-000-542-30-49-07	PW Clearing-Shared Other costs	\$327.78
		Uniforms		
	Total 5618			\$327.78
	Total 51254			\$327.78
	Total Washington Workwear Stores, Inc.			\$327.78
Water Management Laboratories, Inc.				
	51255	3/4/2022	2022 - March - 2nd March Batch for 03/17/2022 CM	
	201155			
		March 2022 Service		
		401-000-000-534-80-41-02	Water Testing and Sampling	\$23.00
	Total 201155			\$23.00
	Total 51255			\$23.00
	Total Water Management Laboratories, Inc.			\$23.00
	Vendor Count	18	Grand Total	\$96,880.77



Register

Fiscal: 2022

Deposit Period: 2022 - March, 2022 - February

Check Period: 2022 - March - 2nd March Batch for 03/17/2022 CM, 2022 - February - Feb EFT Batch for 3/17/2022 Council, 2022 - February -

Early 4th February Batch for 3/17/2022 CM, 2022 - February - 4th February Batch for 03/17/2022 CM

Number	Name	Print Date	Clearing Date	Amount
Columbia Bank				
Check				
<u>51186</u>	Allied Roofing Installation Services LLC	2/25/2022		\$16,935.46
<u>51187</u>	Amazon Capital Services, Inc.	3/18/2022		\$1,931.44
<u>51188</u>	Architects Rasmussen Triebelhorn AIA/PS	3/18/2022		\$2,560.00
<u>51189</u>	Art Gamblin Motors	3/18/2022		\$513.71
<u>51190</u>	Automatic Wilbert Vault Co., Inc.	3/18/2022		\$1,449.80
<u>51191</u>	Bens Cleaner Sales, Inc.	3/18/2022		\$535.03
<u>51192</u>	Black Diamond Auto Parts	3/18/2022		\$24.87
<u>51193</u>	Black Diamond Municipal Court	3/18/2022		\$169.00
<u>51194</u>	Blueline	3/18/2022		\$8,988.25
<u>51195</u>	CallTower, Inc.	3/18/2022		\$1,764.84
<u>51196</u>	CHS/Cenex Inc	3/18/2022		\$4,825.54
<u>51197</u>	City of Black Diamond	3/18/2022		\$1,466.61
<u>51198</u>	City of Covington	3/18/2022		\$318.00
<u>51199</u>	City of Enumclaw	3/18/2022		\$240.00
<u>51200</u>	City of Issaquah	3/18/2022		\$140.00
<u>51201</u>	Ditch Witch West	3/18/2022		\$4,770.24
<u>51202</u>	Elwalu LLC (Elephant Car Wash)	3/18/2022		\$226.10
<u>51203</u>	Enumclaw School District	3/18/2022		\$143,552.00
<u>51204</u>	E-Plan, Inc.	3/18/2022		\$5,600.00
<u>51205</u>	Ferguson Waterworks #3011	3/18/2022		\$576.69
<u>51206</u>	Fugate Ford	3/18/2022		\$98.82
<u>51207</u>	Grindline Skateparks	3/18/2022		\$4,760.00
<u>51208</u>	Gunderson Law Firm	3/18/2022		\$6,800.00
<u>51209</u>	H.D. Fowler Company	3/18/2022		\$1,518.45
<u>51210</u>	Hillier, Scheibmeir, Kelly & Satterfield Home	3/18/2022		\$2,650.00
<u>51211</u>	Depot Credit Service	3/18/2022		\$534.22
<u>51212</u>	Johnsons Home & Garden	3/18/2022		\$596.88
<u>51213</u>	King County Prosecuting Attorney	3/18/2022		\$88.39
<u>51214</u>	King County Radio Comm Services	3/18/2022		\$1,483.76
<u>51215</u>	Kyocera Document Solutions Northwest Inc	3/18/2022		\$156.10
<u>51216</u>	Language Line Services, Inc.	3/18/2022		\$237.94
<u>51217</u>	Law Office of Krista White Swain	3/18/2022		\$4,200.00
<u>51218</u>	Long Bay Enterprises, Inc	3/18/2022		\$4,197.50
<u>51219</u>	Madrona Law Group LLC	3/18/2022		\$28,553.36
<u>51220</u>	McClure and Sons, Inc.	3/18/2022		\$21,740.00

Number	Name	Print Date	Clearing Date	Amount
<u>51221</u>	O'Brien, Barton, & Hopkins, PLLP	3/18/2022		\$4,250.00
<u>51222</u>	Office Products Nationwide	3/18/2022		\$355.84
<u>51223</u>	Positive Concepts/ATPI	3/18/2022		\$255.00
<u>51224</u>	Republic Services #176	3/18/2022		\$1,625.46
<u>51225</u>	Scott Hanis	3/18/2022		\$150.00
<u>51226</u>	Severson's Building Maintenance	3/18/2022		\$1,850.00
<u>51227</u>	SHI International Corp.	3/18/2022		\$551.11
<u>51228</u>	Somer Johnson	3/18/2022		\$5,000.00
<u>51229</u>	Sound Publishing Inc.	3/18/2022		\$390.45
<u>51230</u>	Stericycle, Inc	3/18/2022		\$80.85
<u>51231</u>	Thomson Reuters - West	3/18/2022		\$195.66
<u>51232</u>	UBM	3/18/2022		\$99.12
<u>51233</u>	Uline	3/18/2022		\$571.16
<u>51234</u>	Varius Inc.	3/18/2022		\$23,450.40
<u>51235</u>	Washington State Patrol	3/18/2022		\$39.75
<u>51236</u>	Washington State Treasurer	3/18/2022		\$6,925.00
<u>51237</u>	Water Management Laboratories, Inc.	3/18/2022		\$46.00
<u>51238</u>	Amazon Capital Services, Inc.	3/18/2022		\$146.38
<u>51239</u>	Ferguson Waterworks #3011	3/18/2022		\$739.45
<u>51240</u>	Home Depot Credit Service	3/18/2022		\$181.67
<u>51241</u>	Honey Bucket/Northwest Cascade Inc.	3/18/2022		\$196.00
<u>51242</u>	Jack E. Wilson	3/18/2022		\$150.00
<u>51243</u>	Johnsons Home & Garden	3/18/2022		\$272.97
<u>51244</u>	King County Finance - Wastewater Treat Div.	3/18/2022		\$92,726.14
<u>51245</u>	Lennar Northwest, Inc	3/18/2022		\$345.79
<u>51246</u>	OakRidge Homes	3/18/2022		\$1,038.65
<u>51247</u>	Office Products Nationwide	3/18/2022		\$87.26
<u>51248</u>	Pollardwater.com-West	3/18/2022		\$227.77
<u>51249</u>	Regional Animal Services of King County	3/18/2022		\$45.00
<u>51250</u>	Schuyler & Diana Brazier	3/18/2022		\$56.13
<u>51251</u>	Secure Pacific Corporation	3/18/2022		\$67.00
<u>51252</u>	TRM Wood Products Co. Inc.	3/18/2022		\$159.78
<u>51253</u>	VenTek International	3/18/2022		\$90.00
<u>51254</u>	Washington Workwear Stores, Inc.	3/18/2022		\$327.78
<u>51255</u>	Water Management Laboratories, Inc.	3/18/2022		\$23.00
<u>EFT Payment 2/03/2022 1:58:30 PM - 1</u>	Dept of Licensing-Firearms Online	2/3/2022		\$183.00
<u>EFT Payment 2/08/2022 2:00:57 PM - 1</u>	Invoice Cloud	2/1/2022		\$384.00
<u>EFT Payment 2/10/2022 2:02:49 PM - 1</u>	Merchant Card Services / Vantive Holding, LLC	2/10/2022		\$97.74
<u>EFT Payment 2/18/2022 2:00:14 PM - 1</u>	First Bankcard	2/18/2022		\$8,912.30
<u>EFT Payment 2/22/2022 2:01:36 PM - 1</u>	US Bank Equipment Finance	2/22/2022		\$1,472.76
<u>EFT Payment 2/28/2022 2:02:20 PM - 1</u>	Washington State Department of Revenue	2/8/2022		\$7,171.65
Total				\$435,141.02
Check Total				\$435,141.02
Grand Total				\$435,141.02

City of Black Diamond

Payroll Register February 2022

Number	Name	Fiscal Description	Amount
20162	BD Police Officers Association	2022 - February - Month End	\$1,080.00
20163	City of Black Diamond Flex	2022 - February - Month End	\$536.67
20164	Joseph Kaufman	2022 - February - Month End	\$147.40
20165	Minnesota Child Support Payment Ctr	2022 - February - Month End	\$455.00
20166	Teamsters Local 117	2022 - February - Month End	\$2,086.23
20167	Trusted Plans Service CP LTD	2022 - February - Month End	\$73.48
20168	Western States Police Medical	2022 - February - Month End	\$675.00
February 2022 Aflac	Aflac	2022 - February - Month End	\$166.53
February 2022 Draw	Payroll Vendor	2022 - February - Month End	\$59,714.87
February 2022 Draw Counter	Payroll Vendor	2022 - February - Month End	(\$3,100.00)
February 2022 DRS: DCP	DOR - Deferred Comp	2022 - February - Month End	\$12,220.30
February 2022 ESD	Employment Security Dept	2022 - February - Month End	\$670.71
February 2022 Fed Taxes	City of Black Diamond Taxes	2022 - February - Month End	\$84,117.81
February 2022 L&I	Dept of Labor and Industries	2022 - February - Month End	\$4,865.25
February 2022 Medical Ins	AWC Employee Benefit Trust	2022 - February - Month End	\$69,028.95
February 2022 Month End	Payroll Vendor	2022 - February - Month End	\$174,483.25
February 2022 PFML	PFML ESD	2022 - February - Month End	\$2,018.10
February 2022 DRS: Ret	Dept of Retirement Systems	2022 - February - Month End	\$48,745.05
			\$457,984.60

I hereby certify that payroll and benefits have been processed and delivered as required under contract or legal obligation.

Finance
Director

May Miller

Date 3-10-2022

BLACK DIAMOND CITY COUNCIL MINUTES
Council Meeting of March 3, 2022
Hybrid Meeting Via Zoom and In-Person
Council Chamber, 25510 Lawson Street, Black Diamond, Washington

CALL TO ORDER, FLAG SALUTE:

Mayor Benson called the regular meeting to order at 7:00 p.m. and led us all in the Flag Salute.

ROLL CALL:

PRESENT: Councilmembers Deady, Stallard, Smith, Mulvihill, de Leon, O'Donnell, and Page

ABSENT: None

Staff present: Brian Martinez, Commander; May Miller, Finance Director; Mona Davis, Community Development Director; Scott Hanis, Public Works Director; Andrew Williamson, Ec Dev/MDRT Director; David Linehan, City Attorney; Tristen Bennett, IS Department, and Brenda L. Martinez, City Clerk/HR Manager.

AGENDA REVIEW AND APPROVAL:

Councilmember Mulvihill **moved** to approve the agenda; **second** Councilmember Smith. Motion **passed** with all voting in favor (7-0).

APPOINTMENTS, ANNOUNCEMENTS, PROCLAMATIONS AND PRESENTATIONS:

Presentation – Update from WSDOT on current projects including fish passage on SR 169, brief overview of upcoming fish passage projects planned for 169 near Black Diamond, and discussion on existing issues on the SR 169 corridor.

Adrienne Hatmaker, WSDOT updated Council on SR 169 fish passage projects. She discussed timelines, what's happening now, worked expected near Black Diamond in 2024, fish passage facts. Maan Sidhu and Thomas Noyes spoke regarding transportation issues on SR 169.

Discussion followed and Councilmembers expressed concerns regarding safety issues at the intersection of 288th and SR 169, and prioritizing fish passage improvement project at Roberts Drive in order for the roundabout to be completed.

CONSENT AGENDA:

Councilmember de Leon **moved** to adopt the Consent Agenda; **second** Councilmember O'Donnell. Motion **passed** with all voting in favor (7-0). The Consent Agenda was approved as follows:

- 1) **Claim Checks** – March 3, 2022, Check No. 51138 through 51185 in the amount of \$361,516.65

PUBLIC COMMENTS:

Justin Wortman, Oakpointe spoke to Council.

Kristen Bryant, Bellevue spoke to Council.

Geoff Bowie, Black Diamond spoke to Council.

Angela Fettig, Black Diamond spoke to Council.

PUBLIC HEARINGS: None

UNFINISHED BUSINESS: None

NEW BUSINESS:

- 2) **AB22-018** – Resolution Regarding Jail Contract with City of Issaquah

Commander Martinez reported on this item to Council.

Councilmember Page **moved** to approve Resolution No. 22-1474 authorizing the Mayor to execute an Interlocal Agreement for inmate housing with the City of Issaquah; **second** Councilmember Deady. Motion **passed** with all voting in favor (7-0).

- 3) **AB22-019** – Resolution Regarding Lease Agreement with Black Diamond Historical Society

Mayor Benson briefed Council on this agenda item.

Councilmember de Leon **moved** to approve Resolution No. 22-1475 authorizing the Mayor to enter into a lease agreement with the Black Diamond Historical Society for the term of 10 years, commencing on April 1, 2022 and expiring on March 31, 2032; **second** Councilmember Deady. Motion **passed** with all voting in favor (7-0).

- 4) **AB22-020** – Resolution Regarding Purchase of New Aid Car

Finance Director Miller reported on this item.

Councilmember Deady **moved** to adopt Resolution No. 22-1476, accepting the bid and authorizing the Mayor to sign a contract with HGAC's Cooperative Purchasing Program to purchase a new aid vehicle; **second** Councilmember Mulvihill. Motion **passed** with all voting in favor (7-0).

DEPARTMENT REPORTS:

Fire -Chief Smith thanked Council for making this purchase tonight and echoed the comments heard from Council and citizens on the 288th intersection.

Community Development – Director Davis provided Council with a status update on the 2020 and 2021 annual comp plan updates and shared where the city is at with these due the appeals. She explained that an agenda item will be coming forward at the next meeting for a public hearing about considering the repeal of the Ordinance adopting the 2020 annual amendments of the comp plan and suspending further consideration of the 2021 final dockets and prioritizing city planning resources toward preparation of the 2024 major periodic update to the Comprehensive plan. She also discussed the PROS plan getting an extension until July to get through SEPA and Council adoption.

MAYOR'S REPORT:

Mayor Benson reported attending the SEAL TC meeting, King County Health report on how infection and hospital rates are going down and the mask mandate will end at 11:59 p.m. on March 11 with the first day in our city offices being March 14. She reminded everyone that City offices opened to the public on March 1 and there hasn't been a huge increase in customer traffic.

COUNCIL REPORTS:

Councilmember de Leon mentioned concerns on how Black Diamond was left out of a lot of the strategic plans and financial plans for public transportation. She noted following through with submitting comments as she is in agreement with the Mayor – we need to make sure Black Diamond is prioritized. She wondered if it would be good to petition our legislators around these kind of SEPA appeals to make sure our city is able to function. She does want to see our state reps speak more on 169 and 288th, and the earliest could be March 17th and hopes we can get them to speak and hear from the Council directly. She suggested that the conversation on how we move forward with staffing and equipment purchase for a new fire station might be a good work session item. She reported attended her Finance Committee meeting and next round of Regional Law, Safety, and Justice Committee meeting. She thanked everyone who has been sharing their comments. She explained she chose to speak as a Councilmember on how to move forward about planning for the future of our city and testified on HB 1099. Lastly, she took a moment to express that her heart goes out to all our neighbors who have loved ones in Ukraine and those in Russia who didn't want this to happen.

Councilmember O'Donnell commented on the discussion on the Fire Response Plan and the level of service and noted we also need to be doing this for our police department, and succession planning and retention of our public employees. He noted the retreat is coming up and it would be important to look at what's our Facilities Plan, he gave other examples of discussion topics for the retreat. He gave accolades to our Fire Chief and Police Chief for all they do. He does hope we can put together a coordinated list to WSDOT and not let it die. He urged that we need to lobby our legislators as WSDOT can only do so much.

Councilmember Page reminded everyone that it's Women's History month and that next Tuesday is International Women's Day. She also reminded the community that the Town Hall meeting is next Thursday with the focus on discussion with business owners in Black Diamond to share what is important to them. The Labor Days committee is having a

meeting on March 15 at 6:30 at the Black Diamond Bakery. She extended her congratulations to Captain Trout and thanked the police department for increasing patrols during this increase in crimes and discussed the importance of residents reporting something suspicious they see. She brought up a public safety issue, with the rain over the past few days she would like to talk about fencing stormwater retention ponds as she worries about the one on Sunny Lane.

Councilmember Deady thanked WSDOT for the update and for listening to Council concerns. She shared that she will be attending the SCA PIC committee next week and will send information out to Council on issues they will be discussing. She wanted to make sure that when Council talks to citizens, news outlets, etc. that they are talking for themselves unless there is an approved statement from the Council.

Councilmember Stallard congratulated Dustin Trout on his promotion to Captain, she touched on the Town Hall on businesses next week and noted it being for all businesses and encouraged them to attend.

Councilmember Smith reported attending his committee meeting, he noted the city needs to seriously look at changes in code to be more business friendly. He noted his neighborhood being hit by burglaries and reminded everyone to lock things up and be mindful and know your neighbors. He expressed his heart is heavy seeing the million plus people fleeing and the complete disregard, and the need to have empathy for these refugees. He stressed to know your neighbors and check in on the people you care about. His door is open and to feel free to send him an email if things are getting heavy.

Councilmember Mulvihill thanked staff for all their hard work and thanked WSDOT for their presentation and expressed SR 169 being very important. She is looking forward to next week's Town Hall and hearing from local businesses about their struggles. She noted it being Irish Heritage month.

ATTORNEY REPORT:

Attorney Linehan commented on the fire station equipment, and long-range planning. He reminded everyone that as part of a previous council's action, the Development Agreement also requires the developer to outfit the station with equipment. He talked about the 2024 major periodic update of the Comprehensive Plan coming up and it being a great time to address things like level of service as brought up earlier by Councilmembers. He also asked if Council would indulge a ten-minute executive session to discuss pending litigation with no action to follow.

PUBLIC COMMENTS:

Kristin Bryant, Bellevue spoke to Council.

Kelley Sauskojus, Black Diamond spoke to Council.

EXECUTIVE SESSION:

At 9:19 p.m. Mayor Benson announced the Council would be going into an executive session pursuant to RCW42.30.110(1)(i) to discuss with legal counsel pending litigation. The executive session was anticipated to last ten minutes with no action to follow.

Mayor Benson called the meeting back to order at 9:30 p.m.

ADJOURNMENT:

Councilmember Deady **moved** to adjourn the meeting; **second** Councilmember Smith. Motion **passed** with all voting in favor (7-0). The meeting ended at 9:30 p.m.

ATTEST:

Carol Benson, Mayor

Brenda L. Martinez, City Clerk

CITY COUNCIL AGENDA BILL

City of Black Diamond
Post Office Box 599
Black Diamond, WA 98010

ITEM INFORMATION		
SUBJECT: Resolution authorizing the Mayor to execute a Letter of Understanding with the Black Diamond Police Officers Association	Agenda Date: March 17, 2022	
	AB22-021	
	Mayor Carol Benson	X
	City Administrator	
	Labor Attorney Sofia Mabee	X
	City Clerk – Brenda L. Martinez	X
	Com Dev – Mona Davis	
	Finance – May Miller	
	MDRT/Ec Dev – Andy Williamson	
	Police – Chief Kiblinger	X
Cost Impact (see also Fiscal Note):		
Fund Source: General Fund		
Timeline: 2022		
Agenda Placement: ☒ Mayor ☐ Two Councilmembers ☐ Committee Chair ☐ City Administrator		
Attachments: Resolution and Letter of Understanding		
SUMMARY STATEMENT: The growing officer shortage is a recognized national crisis. The Black Diamond Police Department is no exception. In 2021, our agency had one new authorized position, which took eleven (11) months to fill. A strong job market, heightened public skepticism of policing, changes in legislation, and changes in generational preferences have been blamed for reducing the pool of interested candidates. Jurisdictions regionally and locally are all aggressively hiring from the same limited pool of applicants. Surrounding police agencies have made appeals to prospective candidates by offering competitive wages, incentives, and hiring bonuses. Local competition for candidates is fierce. We currently have two officers in backgrounds with outside agencies who are offering significant increased wages and benefits. Black Diamond needs to compete, both to keep the officers we have and to attract already-certified officers from other agencies. Departments are challenged to think creatively for how to recruit and retain applicants who are mission-aligned and have strong work values. Our standards remain high. Testing, vetting, hiring, training, and fielding a new recruit officer requires at least 14 months, so it is critical that we are able to retain current staff. To remain competitive in the current climate, considering the growth of the city as well, the city reviewed surrounding agency compensation and determined that increased cost of living, deferred compensation, and longevity should be increased. The increases look to target difficult to fill and difficult to retain police officer positions. FISCAL NOTE (Finance Department): This Letter of Understanding was negotiated as directed by the City Council.		
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:		

RECOMMENDED ACTION: **MOTION to approve Resolution No. 22-1477 authorizing the Mayor to execute a Letter of Understanding with the Black Diamond Police Officers Association**

RECORD OF COUNCIL ACTION

<i>Meeting Date</i>	<i>Action</i>	<i>Vote</i>
March 17, 2022		

RESOLUTION NO. 22-1477

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
BLACK DIAMOND, KING COUNTY, WASHINGTON
AUTHORIZING THE MAYOR TO EXECUTE THE LETTER
OF UNDERSTANDING BETWEEN THE CITY OF BLACK
DIAMOND AND THE BLACK DIAMOND POLICE
OFFICERS ASSOCIATION**

WHEREAS, the Black Diamond Police Officers Association (the "Association") is the authorized bargaining representative for the Black Diamond Police Officers; and

WHEREAS, the City desires to recognize Juneteenth as a holiday for all City employees; and

WHEREAS, the labor market for recruiting and retaining law enforcement officers to work for the City is at a critical level; and

WHEREAS, the City's negotiating team has reached out to the Association and they have executed the Letter of Understanding; and

WHEREAS, the City Council has reviewed the Letter of Understanding and finds it was negotiated as directed by the City Council and it is in the best interest of the City and its employees to authorize the Mayor to execute the Letter of Understanding;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby authorizes the Mayor to execute the Letter of Understanding with the Black Diamond Police Officers Association as attached hereto as Exhibit A.

PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, AT A REGULAR MEETING THEREOF, THIS 17TH DAY OF MARCH 2022.

CITY OF BLACK DIAMOND:

Carol Benson, Mayor

Attest:

Brenda L. Martinez, City Clerk

LETTER OF UNDERSTANDING

By and Between

City of Black Diamond

And

Black Diamond Police Officers Association

Re: Police Retention

This Letter of Understanding (LOU) is entered this ____ day of _____, 2022, between the City of Black Diamond (City) and the Black Diamond Police Officers Association (Union).

WHEREAS, the City intends to recognize Juneteenth as a holiday for all City employees; and

WHEREAS, the labor market for recruiting and retaining law enforcement officers to work for the City is at a critical level;

NOW, THEREFORE, it is agreed between the City and the Union as follows:

1. Juneteenth (June 19) is hereby adopted as a holiday and Article 6 is amended as follows:

- 6.1 Each full time Employee shall receive 110 hours of holiday time in lieu of holidays. Effective January 1, 2022, each full time Employee shall receive 120 hours of holiday time in lieu of holidays. If the City recognizes more than ~~11~~ 12 holidays in a year as official holidays, then this allotment shall increase by 10 hours for each additional recognized holiday. Holiday time may be used before or after vacation time, and must be used in the calendar year in which it is received, with exception for the carry over provided in Article 6.3. This allotment amount shall be prorated for regular part time employees based on the percentage of a fulltime shift that they normally work. An Employee whose shift starts on a holiday shall be paid overtime for the entire shift (for example, an employee starting a 10-hour shift at 8:00 PM on Christmas shall be paid overtime for 10 hours). Provided, if, during any holiday, an off-duty Employee is called to duty, ~~he~~ they shall be compensated at the double time rate (2x). In addition, any employee who already qualifies for overtime based on the hours worked in Article 5.1, and who is subsequently assigned to work the Fourth of July or Labor Day, or any portion thereof, shall be compensated at the overtime rate of double time (2x).

2. A new subsection is hereby added to the collective bargaining agreement as follows:

- 24.8 **Deferred Compensation**
The Employer participates in the Washington State Deferred Compensation Program. Employees may voluntarily participate to save for retirement. As soon as practicable after the effective date of this LOU, the Employer shall match an employee's contribution on a monthly basis up to \$100.00 per month. Participation in the Washington State Deferred Compensation Program shall be subject to Program rules and IRS regulations.

3. Effective the first full pay period after this LOU is effective, Article 24.7 is hereby amended as follows:

24.7 LONGEVITY – Longevity pay shall be added to an employee's base pay according to the following schedule:

Upon completion of 5 years of service with the City: 1.5%

Upon completion of 10 years of service with the City: ~~0.5%~~ 2.5%

Upon completion of 15 years of service with the City: ~~1.0%~~ 3.5%

Upon completion of 20 years of service with the City: ~~2.0%~~ 4.5%

Longevity is paid monthly as a premium added to base wages and is not cumulative.

4. Appendix A is hereby amended as follows:

Effective January 1, 2022, employees shall receive a base wage increase equal to the June 2020-to-June 2021 CPI-U for Seattle-Tacoma-Bellevue, with a guaranteed minimum of 2.0% and a maximum of 3.5%, plus 2.0%.

5. This LOU is effective when signed by the parties and shall be incorporated into the next collective bargaining agreement.

City of Black Diamond

Black Diamond Police Officer Association

Carol Benson
Mayor

Date



07/05/2022
Date

CITY COUNCIL AGENDA BILL

City of Black Diamond
Post Office Box 599
Black Diamond, WA 98010

ITEM INFORMATION		
SUBJECT: Resolution authorizing the Mayor to execute a Letter of Understanding with Teamsters Local Union No. 117 representing both the Public Works/Admin Support and Professional Units	Agenda Date: March 17, 2022	
	AB22-022	
	Mayor Carol Benson	X
	City Administrator	
	City Attorney David Linehan	
	City Clerk – Brenda L. Martinez	X
	Com Dev – Mona Davis	
	Finance – May Miller	
	MDRT/Ec Dev – Andy Williamson	
	Police – Chief Kiblinger	
Cost Impact (see also Fiscal Note):	Public Works – Scott Hanis	
Fund Source: Various	Court – Stephanie Metcalf	
Timeline: 2022		
Agenda Placement: ☒ Mayor ☐ Two Councilmembers ☐ Committee Chair ☐ City Administrator		
Attachments: Resolution and Letter of Understanding		
SUMMARY STATEMENT: Approval of this Letter of Understanding would recognize Juneteenth as a holiday for all City employees. In addition, it would also authorize a one-time payment to employees to reward and acknowledge their continued perseverance and dedication in maintaining City services during the COVID-19 pandemic. FISCAL NOTE (Finance Department): This Letter of Understanding was negotiated as directed by the City Council.		
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:		
RECOMMENDED ACTION: MOTION to approve Resolution No. 22-1478, authorizing the Mayor to execute a Letter of Understanding with Teamsters Local Union No. 117 representing both the Public Works/Admin Support and Professional Units.		
RECORD OF COUNCIL ACTION		
Meeting Date	Action	Vote
March 17, 2022		

RESOLUTION NO. 22-1478

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
BLACK DIAMOND, KING COUNTY, WASHINGTON
AUTHORIZING THE MAYOR TO EXECUTE THE LETTER
OF UNDERSTANDING BETWEEN THE CITY OF BLACK
DIAMOND AND TEAMSTERS LOCAL UNION NO. 117
PROFESSIONAL AND PUBLIC WORKS/ADMIN SUPPORT
UNITS**

WHEREAS, the Teamsters Local Union No. 117 is the authorized bargaining representative for the Black Diamond Professional and Public Works/Admin Support Units; and

WHEREAS, the City desires to recognize Juneteenth as a holiday for all City employees; and

WHEREAS, the City desires to reward employees for their continued perseverance and dedication to maintaining City services during the COVID-19 pandemic; and

WHEREAS, the City's negotiating team has reached out to the Union and they have signed the Letter of Understanding; and

WHEREAS, the City Council has reviewed the Letter of Understanding and finds it was negotiated as directed by the City Council and it is in the best interest of the City and its employees to authorize the Mayor to execute the Letter of Understanding;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby authorizes the Mayor to execute the Professional and Public Works/Admin Support Unit's Letter of Understanding as attached hereto as Exhibit A.

PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, AT A REGULAR MEETING THEREOF, THIS 17TH DAY OF MARCH 2022.

CITY OF BLACK DIAMOND:

Carol Benson, Mayor

Attest:

Brenda L. Martinez, City Clerk

LETTER OF UNDERSTANDING

By and Between

City of Black Diamond

And

Teamsters Local Union No. 117

Re: Juneteenth Holiday and One-Time Payments

This Letter of Understanding (LOU) is entered this **9th** day of **March**, 2022, between the City of Black Diamond and Teamsters Local Union No. 117 representing both the (1) Public Works and Admin and (2) Professional bargaining units (Union).

WHEREAS, the City desires to recognize Juneteenth as a holiday for all City employees; and

WHEREAS, the City desires to reward employees for their continued perseverance and dedication to maintaining City services during the COVID-19 pandemic;

NOW, THEREFORE, it is agreed between the City and the Union as follows:

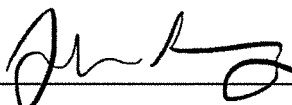
1. Juneteenth (June 19) is hereby added to the list of recognized holidays for the members of both bargaining units.
2. Each Union-represented employee who was employed with the City as of December 31, 2021 and remains employed at the time of payment shall receive a one-time, non-precedent setting lump sum payment of \$2000.00, subject to payroll withholdings. Payments will be made within forty-five (45) calendar days of the effective date of this LOU.
3. This LOU is effective when signed by the parties.

City of Black Diamond

Teamsters Local Union 117

Carol Benson
Mayor

Date



John Searcy
Secretary-Treasurer

3/9/2022

Date

CITY COUNCIL AGENDA BILL

City of Black Diamond
Post Office Box 599
Black Diamond, WA 98010

ITEM INFORMATION		
SUBJECT: Ordinance repealing the 2020 Annual Amendments to the Comprehensive Plan as adopted by Ord. No. 21-1169, suspending further work on the proposed 2021 Annual Amendments, and directing planning resources to the 2024 major periodic update	Agenda Date: March 17, 2022	AB22-023
Cost Impact (see also Fiscal Note):	Mayor Carol Benson	
Fund Source: N/A	City Attorney David Linehan	
Timeline:	City Clerk – Brenda L. Martinez	
	Com Development – Mona Davis	X
	Finance – May Miller	
	MDRT/Econ Dev – Andy Williamson	
	Police – Chief Kiblinger	
	Public Works – Seth Boettcher	
	Court Administrator – Stephanie Metcalf	
Agenda Placement: ☒ Mayor ☐ Two Councilmembers ☐ Committee Chair ☐ City Administrator		
Attachments: Proposed Ordinance – Repealing 2020 Annual Amendments to the Comprehensive Plan, Ordinance No. 21-1169, Resolution No. 21-1424, Public Hearing Notice		
SUMMARY STATEMENT: The City updated the 2009 Comp Plan with the 2015-2035 Comprehensive Plan, which was adopted in May 2019 by Ordinance 19-1121. The Puget Sound Regional Council (PSRC) partially certified the 2019 Comprehensive Plan with recommended conditions to obtain full certification. On December 2, 2021, the City Council passed Ordinance No. 21-1169, which adopted a limited set of 2020 Annual Amendments to Comprehensive Plan, which were designed in coordination with PSRC staff specifically to comply with the PSRC’s certification conditions and to enable the City to receive full certification of its Comprehensive Plan. Full PSRC certification would enable the City to be eligible to apply for regional transportation grant funds for any City sponsored projects that might later be added to the Regional Transportation Plan. Although it is somewhat disappointing to do so, City Staff now recommends that the City Council repeal the prior adoption of the 2020 Annual Amendments to the Comprehensive Plan (“2020 Annual Amendments”). Before the Council adopted the 2020 Annual Amendments, the City received an appeal of the SEPA Determination of Nonsignificance (DNS) issued by the City’s SEPA Responsible Official. The City prevailed in that SEPA appeal, but the appeal nonetheless had the effect of delaying the Council’s ability to adopt the 2020 Annual Amendments from May 26, 2021, when the DNS was issued, until the Hearing Examiner dismissed the appeal and overruled the appellant’s motion for reconsideration on December 1, 2021. The City Council adopted the 2020 Annual Amendments the next day, on December 2, 2021. However, the appellant has now filed a further appeal of the 2020 Annual Amendments to the state Growth Management Hearings Board (GMHB). It is unlikely that the GMHB will issue a ruling on this appeal until August 2022, and depending on the outcome, that decision will be subject to still further potential appeals to Superior Court, the Court of Appeals, and potentially the state Supreme Court. The ongoing appeals of the 2020 Annual Amendments have left the City’s planning efforts in a		

state of flux. Despite much important planning work that remains to be done, progress cannot be made with any certainty while the Comprehensive Plan remains under appeal.

One example of important planning work that has been hindered is the City's effort to address known inconsistencies between its zoning code and its land use designations in the Comprehensive Plan. On June 3, 2021, the City Council passed Resolution No. 21-1424, which established the final 2021 Docket of potential Comprehensive Plan amendments, to be studied by the Planning Commission with recommendations to follow. The main focus of the 2021 Docket was to analyze discrepancies between the land use designations in the Future Land Use Map and the Zoning Map in the Black Diamond Municipal Code. City Staff's objective was to harmonize the two documents in a way that better reflects public input, public preferences, and the City's anticipated needs, and that helps to bridge the gap between previously approved growth and the City's regional growth targets. On November 11, 2021, after months of public hearings and analysis, including extensive public participation and public comment that was incorporated into its recommendations, the Planning Commission forwarded a recommended set of 2021 annual amendments to the City Council for review and adoption ("2021 Annual Amendments"). As part of this process, the City's SEPA Official issued a SEPA DNS for the proposed 2021 Annual Amendments. The DNS was immediately appealed to the City's Hearing Examiner, with the appellant raising many of the same or similar concerns as were raised in the appeal of the 2020 Annual Amendments, particularly with respect to alleged inaccuracies or deficiencies in the transportation modeling used by the City's consultants when updating the Comprehensive Plan in 2015 (which was later finalized in 2019). The appellant has argued that the Comprehensive Plan is fatally flawed and that the 2020 and 2021 Annual Amendments cannot be approved unless and until the City updates its traffic data and demand modeling in the transportation appendix. City Staff has every reason to believe that even if the City were to again prevail in the 2021 SEPA appeal to the Hearing Examiner, any Council action on the 2021 Annual Amendments would likewise be appealed to the GMHB and possibly beyond.

With these concerns in mind, on February 18, 2022, the City advised the Hearing Examiner that the SEPA DNS for the 2021 Annual Amendments was being withdrawn, rendering the SEPA appeal moot. Director Davis issued the formal notice of withdrawal of the DNS on February 23, 2022. As Director Davis explained, due to the ongoing appeal of the 2020 Annual Amendments to the GMHB, the City does not believe it is a productive use of limited staffing and financial resources to continue pursuing the 2021 Annual Amendments (and related appeals) while the previous year's Comprehensive Plan update remains in flux. Indeed, no final action on the recommended 2021 Annual Amendments could even be taken until there is clarity on the status of the 2020 Annual Amendments, including resolution of all related appeals, which could continue for unknown duration. Depending on the outcome of the 2020 appeal, additional revisions may be required to the Comprehensive Plan, which could trigger further changes to the proposed 2021 Annual Amendments, which may then require further SEPA review and a revised threshold determination. Under these circumstances, continuing work on the proposed 2021 Annual Amendments and the related appeals seems unwise and impractical.

Against this backdrop is City Staff's keen awareness that the GMA requires the City to undertake and complete its major periodic review of the Comprehensive Plan by June 2024. This will be an enormous undertaking for the City, which may entail extensive revisions to many of the various elements of the Plan. This work cannot be completed with any certainty or confidence so long as the Comprehensive Plan remains under continuous appeal. Accordingly, given the scope of the efforts that will be required for the 2024 major periodic update, City Staff believe that it would be in the City's best interest to repeal the 2020 Annual Amendments, suspend further work on the proposed 2021 Annual

Amendments, and direct all further long-term planning resources toward completion of the 2024 major periodic update. By repealing the 2020 Annual Amendments and suspending further work on the proposed 2021 Annual Amendments, the City will be able to proceed with the 2024 periodic update based on the stable and certain 2019 Comprehensive Plan, which has already been upheld as valid by the GMHB during a previously completed appeal. Moreover, the City will not be faced with the continual distraction and drain of resources caused by defending multiple appeals from the 2020 and 2021 update cycles.

Importantly, the voluminous work of City Staff and the Planning Commission on the 2020 and 2021 updates will not be lost or rendered futile by the proposed repeal of Ordinance 21-1169. The prior work of Staff and the Planning Commission will simply be rolled into the larger task of the 2024 major periodic update and can be considered on a holistic basis with other revisions that will necessarily be required to other elements of the Comprehensive Plan (including an update to the transportation modeling, as the appellants have so strongly urged).

Lastly, City Staff have discussed with PSRC senior staff the potential consequences to the City of having an uncertified Comprehensive Plan between now and the completion of the 2024 periodic update. Staff have been assured that the only consequence is that the City will not be eligible to apply for regional transportation dollars during that time period. However, this is more of a theoretical concern than a practical one. Funding for projects on the Regional Transportation Plan is done on a two-year cycle. The City has no projects on the Regional Transportation Plan for the current funding cycle, so there are no current funding opportunities available to the City. And the Public Works Director has advised that it is unlikely the City would have any projects that would be eligible to be added to the Regional Transportation Plan before 2024.

FISCAL NOTE (Finance Department): The proposed action would eliminate substantial City expenditures for legal fees and expert consulting fees associated with ongoing appeals.

COUNCIL COMMITTEE REVIEW AND RECOMMENDATION:

RECOMMENDED ACTION: **MOTION to adopt Ordinance No. 22-1172, repealing the 2020 Annual Amendments to the Comprehensive Plan as adopted in Ordinance No. 21-1169, suspending further work on the proposed 2021 Annual Amendments, and directing long-term planning resources toward the 2024 major periodic update to the Comprehensive Plan.**

RECORD OF COUNCIL ACTION

<i>Meeting Date</i>	<i>Action</i>	<i>Vote</i>
March 17, 2022		

ORDINANCE NO. 22-1172

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, KING COUNTY, WASHINGTON, REPEALING THE 2020 ANNUAL AMENDMENTS TO THE COMPREHENSIVE PLAN (ORDINANCE NO. 21-1169); SUSPENDING FURTHER WORK ON THE PROPOSED 2021 ANNUAL AMENDMENTS; DIRECTING PLANNING RESOURCES TOWARD THE 2024 MAJOR PERIODIC UPDATE TO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, in August 1996, the City of Black Diamond adopted a Comprehensive Plan in conformance with the Washington State Growth Management Act; and

WHEREAS, the 1996 Comprehensive Plan was repealed and replaced in 2009; and

WHEREAS, RCW 36.70A.130 requires jurisdictions to periodically review and update their comprehensive plans; and

WHEREAS, the City Council adopted its 2015 periodic update to the Comprehensive Plan in May 2019 via Ordinance No. 19-1121; and

WHEREAS, the Puget Sound Regional Council (PSRC) partially certified the City's Comprehensive Plan in January 2020, specifying four conditions necessary to obtain full certification; and

WHEREAS, City staff worked with PSRC senior staff to develop additional Comprehensive Plan amendments to satisfy the PSRC's conditions for full certification; and

WHEREAS, the City Planning Commission and City Council conducted numerous joint work sessions to review staff's proposed revisions to the Comprehensive Plan for the 2020 update cycle; and

WHEREAS, the City Planning Commission held meetings and conducted a public hearing on the proposed 2020 Annual Amendments to the Comprehensive Plan on December 1, 2020, and then voted on December 8, 2020 to recommend adoption by the City Council; and

WHEREAS, the proposed 2020 Comprehensive Plan Update was sent to the Washington State Department of Commerce and other agencies for 60-day review as required by the GMA pursuant to RCW 36.70A.106, and no written comments were received; and

WHEREAS, on May 26, 2021, a SEPA Determination of Nonsignificance (DNS) for the proposed 2020 Annual Amendments to the Comprehensive Plan was issued in compliance with WAC 197-11-340, and that SEPA DNS was upheld on appeal to the City's hearing examiner in a decision dated November 4, 2021, and further affirmed on December 1, 2021, when the Hearing Examiner denied the appellant's motion for reconsideration; and

WHEREAS, on December 2, 2021, the City Council conducted a duly noticed public hearing, received and considered public comments, and then passed Ordinance No. 21-1169 to adopt the 2020 Annual Amendments to the Comprehensive Plan with one additional change recommended by City Staff ("2020 Annual Amendments"); and

WHEREAS, although the City prevailed in the SEPA appeal, it nonetheless had the effect of delaying the Council's ability to adopt the 2020 Annual Amendments until December 2, 2021, when the SEPA appeal was resolved; and

WHEREAS, the 2020 Annual Amendments and the related SEPA DNS have now been further appealed to the state Growth Management Hearings Board (GMHB), and it is unlikely that the GMHB will issue a ruling on this appeal until August 2022, and depending on the outcome, that decision will be subject to still further potential appeals to Superior Court, the Court of Appeals, and potentially the state Supreme Court; and

WHEREAS, the ongoing appeals of the 2020 Annual Amendments and related SEPA DNS have left the City's planning efforts in a state of flux, precluding the City from making further progress on long-range planning efforts with any certainty while the Comprehensive Plan remains under appeal; and

WHEREAS, on June 3, 2021, the City Council passed Resolution No. 21-1424, which established the final 2021 Docket of potential Comprehensive Plan amendments, to be studied by the Planning Commission with recommendations to follow; and

WHEREAS, the main focus of the 2021 Docket was to analyze discrepancies between the land use designations in the Future Land Use Map (FLUM) in the Comprehensive Plan and the Zoning Map in the Black Diamond Municipal Code; and

WHEREAS, a key objective of the 2021 Docket process was to harmonize the FLUM and the Zoning map in a way that better reflects public input, public preferences, and the City's anticipated needs, and that helps to bridge the gap between previously approved growth and the City's regional growth targets; and

WHEREAS, on November 11, 2021, after months of public hearings and analysis, including extensive public participation and public comment that was incorporated into its recommendations, the Planning Commission forwarded a recommended set of 2021 annual amendments to the City Council for review and adoption ("2021 Annual Amendments"), which resolved the inconsistencies between the FLUM and the Zoning map; and

WHEREAS, as part of this process, the City's SEPA Official issued a DNS for the proposed 2021 Annual Amendments, which was then immediately appealed to the City's Hearing Examiner, with the appellant raising many of the same or similar concerns that it raised in the appeal of the 2020 Annual Amendments, particularly with respect to alleged inaccuracies or deficiencies in the transportation modeling used by the City's consultants when updating the Comprehensive Plan in 2015 (which was later finalized in 2019); and

WHEREAS, the appellant has argued that the Comprehensive Plan is flawed and that the 2020 and 2021 Annual Amendments cannot be approved unless and until the City updates the transportation modeling, and City Staff is concerned that even if the City were (once again) to prevail in the 2021 SEPA appeal to the Hearing Examiner, any Council action on the 2021 Annual Amendments would likewise be appealed to the GMHB and possibly beyond; and

WHEREAS, with these concerns in mind, on February 18, 2022, the City advised the Hearing Examiner that the SEPA DNS for the 2021 Annual Amendments was being withdrawn, rendering the SEPA appeal moot, and Director Davis issued the formal notice of withdrawal of the DNS on February 23, 2022; and

WHEREAS, as Director Davis explained, the City does not believe it is a productive use of limited staffing and financial resources to continue pursuing the 2021 Annual Amendments (and related appeals) while the previous year's Comprehensive Plan update remains in flux; and indeed, no final action on the recommended 2021 Annual Amendments could even be taken until there is clarity on the status of the 2020 Annual Amendments, including resolution of all related appeals, which could continue for unknown duration; and

WHEREAS, continuing work on the proposed 2021 Annual Amendments and the related appeals seems unwise and impractical because, depending on the outcome of the 2020 appeal to the GMHB (and beyond), additional revisions may be required to the Comprehensive Plan, which could trigger further changes to the proposed 2021 Annual Amendments, which may then require further SEPA review and a revised threshold determination; and

WHEREAS, the GMA requires the City to undertake and complete its major periodic review of the Comprehensive Plan by June 2024, which will be an enormous undertaking for the City, and which may entail extensive revisions to many of the various elements of the Plan; and

WHEREAS, work on the 2024 periodic update cannot be completed with any certainty or confidence so long as the Comprehensive Plan remains under continuous appeal; and

WHEREAS, given the scope of the efforts that will be required for the 2024 major periodic update, City Staff have advised, and the City Council finds, that it would be in the

City's best interest to repeal the 2020 Annual Amendments, suspend further work on the proposed 2021 Annual Amendments, and direct all further long-term planning resources toward completion of the 2024 major periodic update; and

WHEREAS, by repealing the 2020 Annual Amendments and suspending further work on the proposed 2021 Annual Amendments, the City will be able to proceed with the 2024 periodic update based on the stable and certain 2019 Comprehensive Plan, which has already been upheld as valid by the GMHB during a previously completed appeal; and

WHEREAS, by repealing the 2020 Annual Amendments and suspending further work on the proposed 2021 Annual Amendments, the City will not be faced with the continual distraction and drain of resources caused by defending multiple appeals from the 2020 and 2021 update cycles; and

WHEREAS, the voluminous work of City Staff and the Planning Commission on the 2020 and 2021 updates will not be lost or rendered futile by the proposed repeal of Ordinance 21-1169; rather, their work will simply be rolled into the larger task of the 2024 major periodic update and can be considered on a holistic basis with other revisions that will necessarily be required to other elements of the Comprehensive Plan (including an update to the transportation modeling, as the appellants have so strongly urged); and

WHEREAS, a duly noticed public hearing was held on March 17, 2022, for the Council to receive and consider public comment on the proposed actions described in this Ordinance;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. City of Black Diamond Ordinance No. 21-1169, which adopted the 2020 Annual Amendments to the Comprehensive Plan, is hereby repealed in its entirety.

Section 2. All further work on the proposed 2021 Annual Amendments to the Comprehensive Plan, as authorized by Resolution 21-1424 for study and recommendation by the Planning Commission, is hereby suspended.

Section 3. The Mayor is requested to direct City Staff and consultants to focus all further long-range planning efforts and resources toward the work necessary for completion of the 2024 major periodic update to the Comprehensive Plan, which must be accomplished by June 30, 2024, as provided in RCW 36.70A.130.

Section 4. The foregoing recitals are hereby adopted as legislative findings of the City Council in support of the actions taken in this Ordinance.

Section 5. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of

the entire Ordinance, as authorized by State law.

Section 6. If any portion of this Ordinance, or its application to any person or circumstance, is determined by final order of a court of competent jurisdiction to be invalid, pre-empted, or otherwise unenforceable for any reason, such determination shall not affect the validity or enforceability of the remaining provisions hereof or its application to other persons or circumstances.

**ADOPTED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND AT A
REGULAR MEETING THEREOF ON THE 17TH DAY OF MARCH, 2022.**

Mayor Carol Benson

ATTEST:

Brenda L. Martinez, City Clerk

APPROVED AS TO FORM:

David Linehan, City Attorney

Filed with the City Clerk:

Date of Publication:

Effective Date:

ORDINANCE NO. 21-1169

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
BLACK DIAMOND, KING COUNTY, WASHINGTON, ADOPTING
A 2020 COMPREHENSIVE PLAN UPDATE; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, in August 1996, the City of Black Diamond adopted a Comprehensive Plan in conformance with the Washington State Growth Management Act; and

WHEREAS, the 1996 Comprehensive Plan was repealed and replaced in 2009; and

WHEREAS, RCW 36.70A.130 requires jurisdictions to periodically review and update their comprehensive plans; and

WHEREAS, the City Council adopted its 2015 periodic update to the Comprehensive Plan in May 2019; and

WHEREAS, the Puget Sound Regional Council (PSRC) partially certified the City's Comprehensive Plan in January 2020, specifying four conditions necessary to obtain full certification; and

WHEREAS, City staff worked with PSRC to develop additional Comprehensive Plan amendments to satisfy the PSRC's conditions for full certification; and

WHEREAS, on August 6, 2020, the City Council adopted Resolution 20-1371 approving a final docket of potential Comprehensive Plan updates in 2020, consisting of items needed (i) to obtain full certification from PSRC and (ii) to restore items that were inadvertently omitted or altered during formatting of the approved Comprehensive Plan adopted in 2019;

WHEREAS, the City Planning Commission and City Council conducted numerous joint work sessions to review staff's proposed revisions to the Comprehensive Plan for the 2020 update cycle; and

WHEREAS, the City Planning Commission held meetings and conducted a public hearing on the proposed 2020 Comprehensive Plan Update on December 1, 2020, and then voted on December 8, 2020 to recommend adoption by the City Council; and

WHEREAS, the proposed 2020 Comprehensive Plan Update was sent to the Washington State Department of Commerce and other agencies for 60-day review as required by the GMA pursuant to RCW 36.70A.106, and no written comments were received; and

WHEREAS, Exhibit A attached hereto is a true and correct copy of the proposed 2020 Comprehensive Plan Update as sent to the Department of Commerce and as recommended for adoption by the Planning Commission;

WHEREAS, on May 26, 2021, a SEPA Determination of Nonsignificance (DNS) was issued in compliance with WAC 197-11-340, and that SEPA DNS was upheld on appeal to the City's hearing examiner in a decision dated November 4, 2021; and

WHEREAS, on November 8, 2021, the City Council held a special meeting and work session to review and discuss the proposed 2020 Comprehensive Plan updates as recommended by the Planning Commission; and

WHEREAS, during the November 8, 2021 work session, staff raised concerns about one of the changes in the Planning Commission's December 8, 2020 recommendations—specifically, the changes to Section 5.13 (Commercial Goals and Policies) that would prohibit residential mixed-use development in areas zoned Community Commercial. Staff's concern was that such a change could significantly limit the City's ability to plan for and accommodate the affordable housing needs of current and future Black Diamond residents; and

WHEREAS, the City Council finds that retaining the ability to site mixed-use residential development in Community Commercial zones is an important means to serve the City's goals of providing an appropriate mix of affordable housing to residents, particularly along SR 169 where public transportation and commercial services are most likely to be available; and

WHEREAS, on December 2, 2021, the City Council conducted a duly noticed public hearing on the proposed 2020 Comprehensive Plan Update;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. Pursuant to RCW 36.70A.130, the 2015-2035 City of Black Diamond Comprehensive Plan, as adopted on May 2, 2019 by Ordinance No. 19-1121, is hereby amended as recommended by the Planning Commission and shown in Exhibit A attached hereto, except as specified in Section 2 below.

Section 2. The 2020 Comprehensive Plan amendments shown in Exhibit A hereto are adopted except for the proposed changes to Section 5.13 of the Land Use chapter. The Council desires to retain residential mixed-use development as a permitted use in Community Commercial zones. Accordingly, the proposed new text shown in highlighted and underlined text, including the changes to LU Goal 10 and new Policy LU-50, shall not be added to the Comprehensive Plan.

Section 3. The Mayor is requested to instruct City staff to revise and publish the Comprehensive Plan as hereby amended.

Section 3. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by State law.

Section 4. If any portion of this Ordinance, or its application to any person or circumstance, is determined by final order of a court of competent jurisdiction to be invalid, pre-empted, or otherwise unenforceable for any reason, such determination shall not affect the validity or enforceability of the remaining provisions hereof or its application to other persons or circumstances.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND AT A REGULAR MEETING THEREOF ON THE 2ND DAY OF DECEMBER, 2021.

Mayor Carol Benson

ATTEST:

Brenda L. Martinez, City Clerk

APPROVED AS TO FORM:

David Linehan, City Attorney

Filed with the City Clerk:

Date of Publication:

Effective Date:



Department of Commerce

Notice of Intent to Adopt Amendment / Notice of Adoption Cover Sheet

Pursuant to RCW 36.70A.106, the following jurisdiction provides the following required state agency notice.

1. Jurisdiction Name:	City of Black Diamond
2. Select Submittal Type: Select the Type of Submittal listed. (Select One Only)	☒ 60-Day Notice of Intent to Adopt Amendment. ☐ Request of Expedited Review / Notice of Intent to Adopt Amendment. ☐ Supplemental Submittal for existing Notice of Intent to Adopt Amendment. ☐ Notice of Final Adoption of Amendment.
3. Amendment Type: Select Type of Amendment listed. (Select One Only)	☒ Comprehensive Plan Amendment. ☐ Development Regulation Amendment. ☐ Critical Areas Ordinance Amendment. ☐ Combined Comprehensive and Development Regulation Amendments. ☐ Countywide Planning Policy .
4. Description Enter a brief description of the amendment. Begin your description with "Proposed" or "Adopted", based on the type of Amendment you are submitting. Examples: <i>"Proposed comprehensive plan amendment for the GMA periodic update."</i> or <i>"Adopted Ordinance 123, adoption amendment to the sign code."</i> (Maximum 400 characters).	Proposed annual amendment to the City of Black Diamond Comprehensive Plan. The proposed text amendments are necessary to achieve full certification of the City's periodic update (adopted in 2019) by the Puget Sound Regional Council.



Department of Commerce

5. Is this action part of your 8-year periodic update required under RCW 36.70A.130 of the Growth Management Act (GMA)?	☐ Yes ☒ No
6. Proposed Dates: Enter the anticipated public hearing date(s) for your Planning Commission/Planning Board or for your Council/Commission.	Planning Commission: PC held hearing on Dec 1, 2020 City Council: Anticipated date for Council Hearing/Action is Feb 18, 2021 Proposed / Date of Adoption: Feb 18, 2021
7. Contact Information:	
A. Prefix/Salutation: <i>(Examples: "Mr.", "Ms.", or "The Honorable" (elected official))</i>	Ms.
B. Name:	Mona David
C. Title:	Community Development Director
D. Email:	mdavis@blackdiamondwa.gov
E. Work Phone:	360-851-4528
F. Cell/Mobile Phone: <i>(optional)</i>	
Consultant Information:	
G. Is this person a consultant?	☐ Yes
H. Consulting Firm name?	
8. Would you like Commerce to contact you for Technical Assistance regarding this submitted amendment?	☐ Yes

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please email the reviewteam@commerce.wa.gov



Department of Commerce

Questions? Call the review team at (509) 725-3066.

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CHAPTER 3. PARKS, RECREATION, TRAILS AND OPEN SPACE

3.1 Introduction

The City's parks, recreation, trails and open space areas are a vital component of the health and wellbeing of the community. Access to these places contribute to Black Diamond's physical, mental and environmental health as they support the City's economic vitality and provide valuable fish, wildlife and vegetation habitat. Conservation and enhancement of ecological resources within the City is a key concept in this Comprehensive Plan.

City residents and visitors enjoy access to a system of citywide and regional parks, trails, and open space areas. The City parks, recreation, trails and open space system comprises about 5% of the total city land area and includes a range of uses from conservancy to active play areas. Lake Sawyer, the fourth largest natural lake in King County, offers public access for boating, water skiing, swimming and fishing.

Other agencies, such as King County and Washington State Parks, also provide significant recreational and open space opportunities for Black Diamond residents. All in all, Black Diamond and other public and private agencies have amassed an impressive amount of open space acreage. Much of it encompasses and preserves valuable streams, wetlands, and habitat conservation areas. Almost every type of park, trail and open space experience is within or very near the City's boundaries.

3.2 Planning Framework

Regulatory Setting and Relationship to Other Plans:

Growth Management Act (GMA)

Cities planning under Washington State's Growth Management Act (GMA) are required to include a parks and recreation element in their comprehensive plan. RCW 36.70A.070(8) of the GMA states that the parks and recreation element must implement and be consistent with the parks and recreation facilities identified in the Capital Facilities Element. The element must also include three components:

- Estimates of park and recreation demand for at least a 10-year period.
- An evaluation of facilities and service needs.
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This Element meets these directives. The Parks, Recreation, Trails and Open Space Appendix provides an inventory and evaluation of demand and facility and service needs.

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Americans with Disabilities Act (ADA)

The ADA was signed into law in 1990 and it is an important piece of legislation that ensures physical accessibility for people with disabilities. The City of Black Diamond is committed to providing equal access under Title II of the ADA for its parks, recreational and trails system.

Kommentar [BK1]:

Kommentar [BK2]: Added ADA language that was inadvertently deleted during formatting of updated CP document.

Washington Recreation and Conservation Office (RCO)

The RCO is a significant source of grant funding for parks and recreation in the State of Washington. The RCO oversees parks and recreation planning throughout the state and through its grant program and ongoing planning activities, the RCO seeks to enhance and maintain statewide opportunities for recreation and protect the best of the state's wildlands and threatened and endangered species.

The RCO program provides leadership, funding and technical assistance to help communities plan for and implement parks and recreation projects. These projects may include trails, playfields, and other park facilities. In addition, the program helps to protect and restore the state's important habitat and biological heritage through open space protection and conservation.

Countywide Planning Policies

The King County Countywide Planning Policies (CWPPS) require the identification and protection of local open space in comprehensive plans. The Community Character and Open Space chapter of the King County Comprehensive Plan includes a requirement that all jurisdictions shall identify, establish and protect recreational open space and environmentally sensitive areas (King County, 2012). This requirement encourages policies that establish and contribute to the protection and stewardship of open space lands and green corridors.

3.3 Parks, Recreation, Trails, and Open Space Concepts

The Black Diamond Parks, Recreation, Trails, and Open Space Element highlights the following Vision Goals:

- ❖ **Natural Environment Vision Goal 1:** Retain the City's natural environment and scenic beauty.
- ❖ **Land Use Vision Goal 1:** Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community.
- ❖ **Capital Facility Vision Goal 1:** Ensure that public facilities and services are available to support future development.
- ❖ **Parks, Recreation, Trails, and Open Space Vision Goal 1:** Support the stewardship of natural resources and amenities throughout the community in the form of parks, trails, open space, and recreation.
- ❖ **Economic Development Vision Goal 1:** Encourage job creation by making the community a better place to live, work, play, and do business.

Black Diamond is committed to the continued provision of accessible and well-maintained facilities and services for current and future residents and to promote environmental conservation and education for

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publicly owned natural open space areas. The City endeavors to provide a system of parks, trails and recreational facilities that are located within easy reach of every resident and which meets the community's diverse recreational needs. The City will most likely continue to face the challenges of meeting the needs of a diverse range of age groups and interests, but it will work to strategically and creatively deal with these demands.

To meet the community's park and recreational needs, the City will have to focus on existing gaps in its parks and recreational system and resolve to meet future needs as it grows over the next 20 years. Meeting current and future needs includes having a full variety of park types, such as neighborhood and Community parks as well as enough recreational facilities to support the City's population. Trails are an important feature of the open space system. Trails provide people with valuable links and nonmotorized transportation between neighborhoods, parks, schools, and other public facilities, and commercial areas. By developing its trail system, the City will improve social interactions, health, and mobility for its residents.

These needs can be met through the strategic location of new parks, trails and recreational facilities and by maintaining and upgrading existing facilities. Adherence to adopted Levels of Service (LOS) standards assures that the City is serious about meeting its citywide parks and recreational needs, as will an ongoing dialog with city staff and legislators regarding system wide capital improvements and funding levels. LOS standards will guide the type and location of the new parks and facilities needed and enable the City to require new development to pay its proportionate share of such facilities.

Planning for and maintaining a network of open space areas and green corridors in and around Black Diamond as it develops is critical for the City to achieve desirable land use and development patterns over time. The intent of this is to enhance and protect the overall appearance and character of the city; to retain its sense of place, design and character. Connected open space areas and green corridors serve many important functions including recreation, fish and wildlife habitat and the connection of individual features that comprise a natural system (e.g. wetlands linked by a stream in a watershed). They help connect people with nature and provide numerous economic, health, and educational benefits as well as allowing spaces where the City's residents can play and rest. Black Diamond open space and green corridors are composed of parks and other publicly owned land, along with sensitive areas and their buffers.

Black Diamond continues to look for ways to improve its parks, recreation, trails, and open space system. Coordination with other agencies and service providers is necessary for ensuring efficiencies in the utilization of park and recreational facilities and services. The City's network of open space, green corridors and trails needs to have connectivity with the broader, regional network to optimize system wide recreational, social, and environmental functionality.

3.4 Financing

The City's Capital Improvement Program (CIP) and Capital Facilities Plan contain capital project needs and funding sources for park projects. The parks, recreation, trails, and open space projects included in the City's CIP are the result of the overall strategic park planning efforts that include adopted LOS standards. Capital project financing comes from a variety of sources including current operating funds,

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Real Estate Excise Tax (REET), reserve funds, grants, private sector support, and voter-approved general obligation bonds. Additional funding sources such as park impact fees, user/concession fees, special use agreements, public-private partnerships, service contracts, and joint development ventures should be explored to ensure the City's financial capacity to meet its parks and recreational needs. In considering various park and recreation revenue sources as described above, funding sources should generally be matched to specific needs in order to take advantage of each fund's specific possibilities.

Specific funding strategies may include park and recreation program services user fees and general fund resources for facility maintenance, operation, minor construction, and facility development. Capital improvements can be funded through the general fund, real estate excise taxes, park impact fees, or other funding sources as described above.

3.5 Parks, Recreation, Trails, and Open Space Goals and Policies

- ❖ **PRTO Goal 1:** Support the stewardship of natural resources and amenities throughout the community in the form of parks, trails, and open space.
- ❖ **PRTP Goal 2:** Develop an interconnected system of local and regional parks, trails and open space.
- ❖ **Policy PRTO-1:** Include a variety of active, passive, developed, natural parks, trails and open spaces that are accessible to all residents.
- ❖ **Policy PRTO-2:** Black Diamond's natural beauty and ecology shall be represented in the parks, recreation, trails and open space system.
- ❖ **Policy PRTO-3:** Provide a citywide system of recreational facilities that are attractive, safe, functional, assessable and accessible to all segments of the population.
- ❖ **Policy PRTO-4:** Continue development of a trail system which shall connect the City's historic district, neighborhoods, Jones Lake, and Morganville with an integrated King County regional trail system, the Lake Sawyer park sites, and a state trail system along the Green River.
- ❖ **Policy PRTO-5:** Budgeting for repair and maintenance of existing park and recreational facilities shall be a priority.
- ❖ **Policy PRTO-6:** Development of new parks, trails and open space areas within the City shall involve:
 - Strategic planning to identify need, location, partnerships and funding opportunities,

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- Obtaining land by purchase or dedication,
- Emphasizing accessibility, recreational and environmental benefits, connectivity for nonmotorized transportation, and highlighting the historical aspects of the town's character, and
- Ensuring adequate maintenance and operational funding prior to development of new parks or recreational facilities.

❖ **Policy PRTO-7:** Maintain an up-to-date Parks Plan.

❖ **Policy PRTO-8:** Coordinate with property owners, neighboring cities, school districts, King County and Washington State Parks in the planning and provision of recreational activities and facilities.

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CHAPTER 4. NATURAL ENVIRONMENT

4.1 Introduction

This Natural Environment chapter is the framework for protecting the natural resources of the City. Black Diamond has an abundance of natural resources. The forests, fields, lakes, streams and natural drainage systems provide rich habitat for fish and wildlife unlike any other city in King County. The City's extensive natural beauty and intricate ecosystems form the basis of our natural resource and open space network that is integral to enjoying a high quality of life.

4.2 Planning Framework

Washington's Growth Management Act (GMA) requires cities and counties to designate critical (or sensitive) areas, which GMA defines as wetlands; critical aquifer recharge areas (CARAs); fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. According to the GMA, critical areas must be protected using the "best available science" for designating, preserving, and mitigating for impacts when critical areas are affected by development.

The goals and policies in this chapter provide for the protection, preservation, and maintenance of sensitive areas to provide open space for the enjoyment of City residents; furnish habitat for fish, wildlife, flora and fauna; improve water quality; and reduce the risk to residents of flooding and geologic hazards. The City's sensitive areas ordinance (Black Diamond Municipal Code Chapter 19.10) regulates land use and development consistent with this Chapter. Maps illustrating the general area and distribution of the City's Sensitive Areas may be found in Appendix 3.

4.3 Natural Environment General Goals and Policies

❖ **NE Goal 1:** Designate and protect the City's sensitive areas.

- **Policy NE-1:** Use best available techniques to preserve and enhance the functions and values of sensitive areas through policies, regulation programs, and incentives.
- **Policy NE-2:** Actively engage with King Conservation District to develop a stewardship program to encourage private landowners to manage their land in ways that support the preservation of sensitive areas and associated buffers.
- **Policy NE-3:** Encourage the use of creative and appropriate site design and housing types to balance environmental protection and achievable density.
- **Policy NE-4:** Encourage clustering and density transfers for both commercial and residential development to retain natural features, habitat, and sensitive areas as open space.

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- **Policy NE-5:** Coordinate with adjacent jurisdictions and tribes to identify, protect, and develop enhancement plans and actions for habitat networks and wetlands that cross jurisdictional lines.

4.4 Wetlands Goals and Policies

Wetlands are areas that are inundated through ground or surface waters, either permanently or seasonally, such that they are able to support vegetation typically adapted to saturated soils. Wetlands perform many ecological functions, including flood control, reductions of erosion and siltation, water storage, groundwater recharge, water quality maintenance, nutrient absorption, and supplying fish and wildlife habitat. Additionally, wetlands provide opportunities for open space enjoyment, research and scientific study, and outdoor education, and are economic resources for hunting, fishing, and recreation.

❖ **NE Goal 2:** Protect wetlands as ecosystems, and essential elements of watersheds.

- **Policy NE-6:** Conserve areas of native vegetation that connect wetland systems, through regulations, incentives and non-regulatory means.
- **Policy NE-7:** Ensure wetlands can fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the sensitive areas ordinance.
- **Policy NE-8:** Prevent fragmentation of habitat areas and enhance biodiversity through development review procedures.

4.5 Fish and Wildlife Conservation Areas Goals and Policies

Fish and wildlife habitat conservation areas are lands meant for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available is sufficient to support viable populations over the long term. Fish and wildlife areas are fundamental to the quality of life of the Black Diamond community. Healthy systems that sustain fish and wildlife habitat provide ecosystem services that include clean and abundant water, protection from flooding and climate extremes, and recreational opportunities, and are sources of aesthetic and educational values.

❖ **NE Goal 3:** Promote preservation of fish and wildlife habitat corridors.

- **Policy NE-8:** Avoid disturbance to valuable fish and wildlife habitat through the proper location, design, construction, and management of new development.
- **Policy NE-9:** Minimize disruption of areas in current use by endangered wildlife species or by unique wildlife populations.

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- **Policy NE-10:** Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government.
- **Policy NE-11:** Implement salmon habitat protection and restoration priorities identified in the Water Resource Inventory Area (WRIA) 9 plans.
- **Policy NE-12:** Minimize habitat fragmentation by linking wildlife habitats via corridors. Connect wildlife habitats with each other within the City and the region to achieve a continuous network.
- **Policy NE-13:** Coordinate land use planning and management of fish and wildlife resources with adjacent jurisdictions and Tribes.
- **Policy NE-14:** Maintain a long-term management strategy to prevent the spread of noxious weeds and manage these weeds where they are present in the City.
- **Policy NE-15:** Implement the Shoreline Master Program Restoration Plan.

4.6 Geologically Hazardous Areas Goals and Policies

The City of Black Diamond contains areas that are susceptible to the geologic hazards of erosion, sliding, earthquakes, or other geologic events such as differential settlement. In addition, portions of the Black Diamond area are subject to the hazards caused by geological events to areas of coal extraction, known as coal mine hazards. All these types of hazards pose a threat to health and safety of the Black Diamond community when incompatible development is sited in areas of significant hazards.

❖ **NE Goal 4:** Avoid and/or minimize potential impacts to life and property from geologic hazards such that the site is rendered as safe as one not containing such hazard.

- **Policy NE-16:** Permit and condition development in geologic hazard areas when it is demonstrated that potential hazards will be stabilized through engineering or structural solutions.
- **Policy NE-17:** Minimize areas of vegetation loss and grading disturbance to protect water quality and prevent erosion, when developing on moderate and highly erodible soils.

4.7 Critical Aquifer Recharge Areas (CARA) Goals and Policies

The City is located within the South King County groundwater management area. The groundwater management plan for South King County identifies the western and northwestern portions of the City as having

the potential to serve as aquifer recharge areas but offer little contaminant removal ability, leaving groundwater susceptible to contamination. The King County Comprehensive Plan mapped these areas as “Areas Highly Susceptible to Ground Water Contamination” (Figure 4-1). As shown on the figure, the map is

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intended for informational purposes only and is not specific enough to be integrated into City regulations.

❖ **NE Goal 5:** Protect the quality and quantity of groundwater used for public water supplies.

- **Policy NE-18:** Encourage the reduction of the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risk to human health and the environment.
- **Policy NE-19:** Reduce the rate of expansion of impervious surface in the City consistent with local, state, and federal regulations.
- **Policy NE-20:** Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater.
- **Policy NE-21:** Use LID (Low Impact Development) techniques to manage stormwater runoff.

Kommentar [BK1]: This policy was inadvertently deleted during final formatting of the adopted Plan.

All subsequent policies have been renumbered with the addition of this policy.

4.8 Frequently Flooded Areas Goals and Policies

Frequently flooded areas are floodplains and other areas that are subject to flooding. They typically include areas within the 100-year floodplain, which is designated by the Federal Emergency Management Agency (FEMA). Frequently flooded areas are generally flat and low-lying and are adjacent to rivers or streams that flood during storm events. These areas perform important hydrologic functions and may present a risk to persons and property from the movement of large volumes of water and debris downstream during storm events.

❖ **NE Goal 6:** Reduce flood related financial and public safety impacts.

- **Policy NE-22:** Minimize the alteration of natural surface water features by man or wildlife that retain or carry floodwaters and prevent land alterations that would increase potential flooding.
- **Policy NE-23:** Seek to meet or exceed regulatory standards for floodplain development as these standards are updated for consistency with relevant local, state, and federal requirements including those related to the Endangered Species Act.

4.9 Climate Change

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❖ **NE Goal 7:** Recognize the value of ongoing preparation and planning climate change impacts by participating in and supporting local and regional efforts to reduce greenhouse gas emissions and prepare for climate change impacts.

- **Policy NE-24:** Reduce greenhouse gases through energy conservation, urban forests, and a reduction in vehicle emissions.
- **Policy NE-25:** Encourage the innovation of renewable energy resources.
- **Policy NE-26:** Promote energy conservation and maximize energy efficiency with programs and educational initiatives aimed to “reduce, re-use, and recycle” at individual and community-wide levels.
- **Policy NE-27:** Support the use of renewable resources and improvements in energy efficiency for new and existing development.

4.10 Air Quality

Because of its geographic and climatic characteristics, the City experiences prevailing winds, long summer days, and temperatures higher than those experienced in coastal areas of King County. Although there are no air quality monitoring stations in the planning area, southeast King County has a higher concentration of ozone pollution than the rest of the county.

❖ **NE Goal 8:** Identify and reduce or eliminate sources of air pollution.

- **Policy NE-28:** Adopt local land use planning and development control procedures designed to avoid and mitigate adverse cumulative air quality impacts prior to project approval and construction.
- **Policy NE-29:** Discourage using wood as a source of heat for residential development in low-lying areas susceptible to pollution accumulations.
- **Policy NE-30:** Conform to the federal and state clean air acts.

4.11 Water Quality

The City’s policies regarding water quality recognize the importance of groundwater and surface waters as a resource and a critical source of drinking water, especially in rural areas. Groundwater is also used for industrial purposes, to generate power, and to irrigate farmland. A finite amount of precipitation is available to replenish local water resources and most of this occurs during the fall and winter. The precipitation that reaches the ground replenishes groundwater and provides base flow for streams, wetlands, and rivers during the dry months of spring and summer. The base flows sustain fish, wildlife, and their habitats, and recreational values.

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❖ **NE Goal 9:** Ensure the long-term protection of the quality and quantity of groundwater resources within the City.

- **Policy NE-31:** The City recognizes the need for aquifer protection and will continue to coordinate planning efforts with King County in maintaining the management plan for South King County ground water through the South King County Ground Water Advisory Committee.
- **Policy NE-32:** Adopt stormwater regulations consistent with Ecology's Surface Water Management Manual for Western Washington (2012 or as revised).
- **Policy NE-33:** Require the installation of temporary erosion control measures before construction begins and, after the completion of construction, and their maintenance through the stabilization of the site to control the quantity of sediment entering surface water.
- **Policy NE-34:** The City should encourage and practice low impact development approaches for managing stormwater to protect water quality by controlling pollutants and minimizing flooding and erosion.

4.12 Native Vegetation

The City's native vegetation policies address the value of protecting native vegetation and enhancing Black Diamond by planting native vegetation. It helps stabilize the environment's ecological balance by helping to cool and purify the air, generating oxygen, absorbing carbon, slowing and absorbing stormwater runoff, stabilizing slopes, reducing erosion, masking noise, containing glare, and conserving energy. Native vegetation enhances the community's appearance, identity, and natural beauty while providing habitat for fish and wildlife.

Along waterways, wetlands and lakes, native vegetation provides many important functions: it shades the water, thus reducing its temperature in the summer, and it slows stormwater, thus reducing its erosive forces and stabilizing steep slopes. Native vegetation is the basis of the food web that supports local fish and wildlife, and it provides habitat elements for their survival.

Clearing and grading native vegetation for development can affect the community negatively because it can increase stormwater runoff by removing the vegetation and organic soils that absorb rainwater. Excessive erosion can be very damaging to water quality on adjacent and downstream water bodies, including those that support salmon and other fish. Requirements for clearing and grading and for preserving and replanting native vegetation help prevent these negative impacts by minimizing runoff and erosion.

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❖ **NE Goal 10:** Preserve trees and native vegetation to protect habitat and ecological functions.

- **Policy NE-35:** Require protection of significant trees and limit unnecessary disturbance of vegetation during all phases of development and require mitigation as needed, including replacement for trees removed during development.
- **Policy NE-36:** Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable.
- **Policy NE-37:** Preserve native vegetation within streams, wetlands, and their associated buffers.
- **Policy NE-38:** Plant suitable native vegetation within degraded stream, wetland, and lake buffers. Encourage planting suitable native trees and native vegetation within steep slopes.
- **Policy NE-39:** Encourage removal of noxious and invasive species as a significant threat to native ecosystems.
- **Policy NE 40:** Require native vegetation that supports wildlife instead of non-native plant species and eliminate the use of invasive species when landscaping new developments.
- **Policy NE 41:** Monitor compliance with the City's Tree Preservation Ordinance to maintain rural character.

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CHAPTER 5. LAND USE

5.1 Introduction

The land use element is central to the City of Black Diamond comprehensive plan and is intended to influence or alter development patterns over time. Decisions about the types and locations of land uses will determine where people live, shop, work, and play. The land use designations included in the element

are meant to positively affect the quality of life in Black Diamond by determining the patterns and location of land uses and reducing the environmental impacts of future development and redevelopment. The land use element should be sensitive to the natural environment and physical constraints of land, while accommodating anticipated future growth and including community involvement in the comprehensive plan process.

5.2 Planning Framework

The Growth Management Act (GMA) requires a land use element to address the following items:

- ❖ The proposed general distribution, location, and extent of land uses;
- ❖ population densities, building intensities and estimates of future population growth over the next 20 years;
- ❖ provision of open space;
- ❖ protection of critical (sensitive) areas and public land;
- ❖ protection of the quality and quantity of groundwater used for public water supplies;
- ❖ review of drainage, flooding, stormwater runoff in the area and nearby jurisdictions, including guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state; and
- ❖ planning approaches to physical activity;

This chapter addresses all the above except for sensitive areas which are discussed in Chapter 4, Natural Environment, water quality, stormwater runoff, flooding, and the provision of land for public purposes which are discussed in Chapter 8, Capital Facilities.

The community's vision is to guide and manage growth in a manner that promotes the City's natural beauty, friendly and community based small town atmosphere, and economic viability. This land use element supports the vision by providing a means to achieve and maintain desirable land use balances and development patterns over time.

5.3 General Land Use Goals and Policies

Black Diamond's overall land use concept is a shared desire to develop as a balanced community like traditional small towns that retain their distinctive local identity. A balanced, traditional small town means that the City will provide a variety of housing types, retail goods and services, and employment opportunities in proximity to one another. As the City grows, it is committed to protecting its sensitive

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areas, Treasured Places (e.g., historic structures and sites), and to retain the open spaces as key elements around which other land uses will be organized.

- ❖ **LU Goal 1:** Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community.
- ❖ **LU Goal 2:** Provide physical accessibility throughout the City.
 - **Policy LU-1:** Provide adequate land balance with a diversity of places to live, shop, work, and recreate.
 - **Policy LU-2:** Create an open space system that frames and separates distinct areas of development within City limits and urban growth areas (UGAs)/potential annexation areas (PAAs).
 - **Policy LU-3:** Explore new and existing funding sources to provide public services, amenities, and infrastructure.
 - **Policy LU-5:** Promote the health and well-being of Black Diamond residents by incorporating the importance of recreational facilities and opportunities for physical activity into development proposals.
 - **Policy LU-5:** Explore regulatory and financial incentives to encourage and support development that meets higher performing energy efficiency and environmental standards.
 - **Policy LU-6:** New developments should be designed to incorporate features to encourage alternative travel modes, such as biking, walking, and transit.

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Transfer of Development Rights (TDR) Program

The City's TDR Program was established as part of the Black Diamond Urban Growth Area Agreement (BDUGAA) and the Black Diamond Opens Space Agreement (BDOSPA). The TDR Program is central to the MPD Development Agreement for providing density bonuses to appropriate development sites while at the same time removing development rights from areas that have been determined to be of a greater public benefit as open space, parks, or community facilities. The TDR Program map shown in the Land Use Appendix in designates sending and receiving areas. TDR receiving areas are shown as an overlay on the Future Land Use Map, Figure 5-2.

Treasured Places

Treasured Places are part of the City's Transfer of Development Rights (TDR) Program. Treasured places are sites that offer outstanding environmental, resource or recreational value and/or provide significant public benefit by preserving or defining the character of the City. Treasured Place status is granted from City Council on property upon request. To qualify, the property must offer a unique public benefit using the following evaluation criteria:

- The property is a significant land resource that supports multiple environmental, resource or recreational purposes.
- The property offers educational or recreational value.
- The size of the property is of such size that the preservation of its environmental, resource or recreational values contribute to the character of the city.
- The property's open space value is substantially threatened due to encroaching, incompatible development patterns.
- The lands designated as treasured places become TDR "sending sites".

5.4 Community Character and Design Goals and Policies

Community character relates to the types of land uses and overall function, look and feel of different parts of the City. Character and design relate to key design elements, mixtures of uses, and the related activities and intensities of development. These are expressions of the relationship between the natural and built environment. The land use designations in this chapter define the intended character and function of the respective area. The City's "traditional" zoning approach must be implemented in a manner that achieves the intent of these small-town "character designations".

The community has expressed its strong desire that the City preserves forested areas and open spaces, views of Mt. Rainier, treasured places (e.g. historic and cultural places and structures), and a strong sense of community. The City will apply these fundamental principles to retain its small-town character:

- Retain the natural setting.
- Identify and protect treasured places and landmarks.
- Provide a mixture of uses and continuity of form.
- Encourage small scale residential, commercial, and mixed used development.

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- Implement Design Guidelines
- Recognize that the City is integrally connected to the larger region.
- Provide public spaces for social interaction, neighborliness, community, and civic life.

❖ **LU Goal 3:** Preserve the urban forest, significant trees, open spaces, views of Mt. Rainier, Treasured Places (e.g. historic and cultural places and structure), that are part of the community's identity.

- **Policy LU-7:** Use development regulations such as the Lighting/Dark Sky Ordinance to enhance and protect the overall appearance and character of the City.
- **Policy LU-8:** Retain a sense of place by protecting the community's important natural features and Treasured Places and support the City's Tree Preservation Program.
- **Policy LU-9:** Use building design, zoning regulations, and design standards to promote the development of buildings of a character and scale appropriate to the site and foster building variety while providing for designs that reflect the distinctive local character, historical character, and natural features.
- **Policy LU-10:** Develop incentives for infill development, redevelopment, and reuse of existing buildings and sites, provided that they enhance the existing character of the areas around them.
- **Policy LU-11:** Continue to rely on, evaluate, and enhance the City's Transfer of Development Rights (TDR) Program as an innovative technique to focus growth outside sensitive areas.
- **Policy LU-12:** Major entrances into the City will be given symbolic markers and landscaping to create a gateway effect around SR 169 and Roberts Drive.

5.6 Historic Preservation Goals and Policies

Maintaining the City's distinct historical settlement pattern as it grows, requires the retention of important historical elements. Historical resources make significant contributions to a sense of community and its quality of life and are sources of pride.

Historical downtowns and neighborhoods have invigorated local economies and these assets should be broadly interpreted to include structures, landmarks, sites, and views.

Design guidelines have been developed for areas of historical character. The intent is to ensure that the renovation and alteration of existing structures, as well as the construction of new buildings, are done in

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a manner that maintains the character of the district and improves its economic viability. Design guidelines for commercial and residential structures in historical areas were developed that address topics such as exterior building design and materials, setbacks from the street, and signage, sidewalks, building bulk, site design, and materials.

❖ **LU Goal 4:** Preserve historic resources to maintain the character of the City’s core historic fabric.

- **Policy LU-13:** Provide reasonable flexibility in applying development requirements and building codes to promote the preservation and rehabilitation of historically and culturally valuable buildings and sites.
- **Policy LU-14:** Explore alternatives to the demolition or inappropriate exterior modification of structures and sites that are historically significant or otherwise deemed eligible for state, or national registers to accommodate private or public-sector development proposals.
- **Policy LU-15:** Promote Old Town as the City’s primary historical component with the use of design standards.
- **Policy LU-16:** Encourage land uses and development that retain and enhance significant historical resources and sustain historical community character.
- **Policy LU-17:** Protect views of Mt. Rainier as the City develops and grows by using innovative and flexible development standards such as ability to alter setbacks and require changes in building size and shape to preserve view corridors.
- **Policy LU-18:** Partner with county, state and tribal agencies to ensure preservation of archaeologically significant sites.

Future Land Use Designations

The following describes each of the City’s future land use designations and the goals policies for implementing them. This coupled with the Future Land Use Map in Figure 5-2 provides the framework for organizing and directing land uses in Black Diamond. When densities are referred to in this chapter, they are expressed in the number of units per net acre of land, which is the total area within a parcel boundary excluding sensitive areas and buffers. Geologically hazardous areas are not subtracted as part of calculating net density.

5.7 Master Planned Development (MPD) Overlay

An overlay is a tool that is placed or laid “over” a base land use designation and establishes regulations that are in addition to those of the “underlying” zoning designation. The intent of the MPD overlay is to tailor criteria and implementing regulations for lands that have been proposed for an MPD. The MPD overlay is intended to take advantage of opportunities to create a clustered mix of residential,

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commercial, or civic uses along with open spaces and public facilities, on large sites in appropriate locations. These sites typically consist of large parcels in common ownership where a master plan will be developed to guide unified development over a period of many years.

The MPD overlay is applied to areas that are intended to allow a mix of those land uses and residential densities as depicted on the Future Land Use Map, Figure 5-2. Areas with an MPD overlay designation are intended to develop only after approval of an MPD permit pursuant to Black Diamond Municipal Code. An MPD may include residential and commercial uses clustered around private and community open space, supported by adequate services and facilities. As part of the process of approving an MPD, a specific development plan or site plan shall be prepared and will specify the residential and nonresidential uses, densities and intensities, phasing of development, and specific development standards that apply to the site. Some MPD sites may also be designated as TDR receiving areas.

There are two Master Planned Developments (MPDs) currently under construction in the City of Black Diamond. The build-out of these MPDs will result in housing units that exceed the Countywide adopted growth targets and the regional growth strategy, as discussed in Chapter 2 of this Plan. In order to align the City's future growth with countywide and regional growth projections, the allowance for any new MPD's must be carefully considered.

MPD Designation Criteria

- The designation of any new MPD should be discouraged until full buildout of the two currently under construction and until such time as the City's growth projections are within the range of adopted growth targets consistent with the King County CWPPs and the PSRC regional growth strategy, Vision 2050.
- Existing or planned public facilities are adequate to support the planned development density.
- The area is not predominated by environmentally sensitive areas, and/or the development plan contains standards that will allow development while providing appropriate protection to the environmentally sensitive areas. The level of protection must be equal or better than that provided by the City's environmentally sensitive area policies and regulations.
- There is either a need for or benefits that will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.
- The parcels are at least 80 contiguous acres in area and in single or unified ownership ~~or is subject to a pre-annexation agreement that requires an MPD for the parcel.~~
- The development plan requires flexibility to meet the requirements of an MPD.
- The MPD will provide public benefits, in the form of preservation or enhancement of physical characteristics, conservation of resources, provision of employment, improvement of the City's fiscal performance, provision of adequate facilities, and other public benefits identified by the City.

Kommentar [BK1]: New added language shown in underline text.

Kommentar [BK2]: New added language in underline text. Deleted language in strikethrough format.

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- At least 50% of the MPD site is devoted to open space uses, which may include recreational amenities.
- Adequate mitigation, consistent with Black Diamond Municipal Code and state and federal codes for adverse impacts on the community, neighborhood, and environment is provided.
- MPD densities are urban (min 4 dwelling units per acre).

MPD Goals and Policies

❖ **LU Goal 5:** Provide for alternative, innovative forms of development that preserve open space and promote a balanced mix of housing, employment, civic and recreational activities.

- **Policy LU-19:** Provide significant opportunities for public involvement when considering an MPD proposal
- **Policy LU-20:** Require innovative site design and use of progressive techniques to provide for environmentally sustainable development. This will include the use of “low impact” engineering techniques and the employment of “green infrastructure and construction” as feasible.

5.8 Transfer of Development Rights (TDR) Receiving Area Overlay

The TDR Receiving Areas Overlay is applied to lands that, pursuant to City policies, annexation agreements, or other legal instruments of records, are identified as areas that are suitable to receive development density bonuses through the TDR Program. Properties to which the TDR Receiving Area Overlay is applied should be those identified through the City’s TDR program, as codified in the Black Diamond Municipal Code. The TDR Receiving Areas are intended to develop at urban densities only after the transfer of development rights. General criteria for designating TDR Receiving Areas includes the following:

- Existing or planned public facilities are adequate to support the planned development density.
- The area is not predominated by environmentally sensitive areas, and/or the development plan contains standards that will allow development while providing appropriate protection to the environmentally sensitive areas.
- The level of protection must be equal or better than that provided by the City’s environmentally sensitive area policies and regulations.
- There is either a need for, or benefits will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.

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5.9 Gateway Corridor Overlay

The purpose of the gateway corridor overlay is to provide standards to protect the scenic character of the city's gateways along the SR 169 corridor, with its commanding views of Mount Rainier and other attractive natural features and also along the Auburn-Black Diamond Road to provide a positive transition from the adjacent rural unincorporated area.

The Gateway Corridor Overlay is applied to the following areas:

- Within two hundred feet of the State Route 169 right of way, commencing at the city's northern most boundary to the north side of the Roberts Drive intersection; and
- Within two hundred feet of the Auburn Black Diamond Road from the western city limits eastward to its first intersection with an arterial street.

5.10 Urban Reserve Goals and Policies

Under the provisions of the GMA, counties must identify Urban Growth Areas (UGAs) around existing cities within the County to accommodate planned growth. A UGA defines the area around the city that is available for its expansion during the 20-year planning period.

The UGA defines the limit within which the full range of urban services will be provided. Urban services typically refer to sanitary sewer and public water. GMA discourages the provision of urban services beyond UGA boundaries. Growth is first directed into areas already urbanized and that have existing public facility and service capacities. The purpose is to promote more compact urban development within, and adjacent to, existing urban areas in order to insure efficient utilization of land resources and to facilitate economic provision of urban services.

The King County designated UGA encompasses all cities located within the county. The boundary of the UGA is established by the County in consultation with the cities through consideration of land use demand projections, identification of critical and resource lands, and determination of areas already characterized by urban growth.

Potential Annexation Areas (PAAs) are areas adjacent to incorporated areas, within the King County designated UGA that have not yet been annexed to a city. As part of development of the Countywide Planning Policies (CPPs), King County and the cities throughout the county collaborated in determining each jurisdiction's most logical boundaries for long-term delivery of urban governmental services. The PAAs developed by the cities are included in the King County CPPs.

As of 2016, Black Diamond's PAAs include two areas totaling approximately 390 acres that have been identified as appropriate for future annexation. The PAAs are shown on the Future Land Use Map as "UGA/PAA". These two areas are the Lake 12 annexation area including a portion of SE Green River Gorge Road and West Lake Sawyer Annexation Area located west of Lake Sawyer along the Covington-Sawyer road, including Kentlake High School.

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The Urban Reserve designation recognizes Planned Annexation Areas (PAAs) that will not be considered for annexation until a plan for extending the required utilities is developed and financed. The Urban reserve designation allows for single-family residential uses, their accessory uses and public and semipublic uses that meet appropriate development standards.

❖ **LU Goal 6: GOAL: Future annexation of the PAAs will not occur until the City's growth is aligned with countywide growth targets and the regional growth strategy.**

Kommentar [BK3]: New added language in underline text.

❖ **LU Goal 7: Annexation may only occur in areas that can be serviced by adequate public facilities, utilities, and services**

Kommentar [BK4]: Numbering – old LU Goal 6 becomes 7.

- **Policy LU-21:** Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs.
- **Policy LU-22:** Give priority to infill development within the city limits and existing urbanized unincorporated areas.
- **Policy LU-23:** Urban development within a Potential Annexation Area will not occur without annexation. unless there is an interlocal agreement with King County defining land use, zoning, annexation phasing, urban services, street and other design standards and impact mitigation requirements.
- **Policy LU-24:** Consider only annexations that are within the PAA. Annexations shall be phased to coincide with the ability of the City, public services districts and utility providers serving the area to provide a full range of urban services to areas to be annexed.
- **Policy LU-25:** Approval of the annexation of the Lake 12 Area shall include permanent public access to the lake.
- **Policy LU-26:** Prior to annexing the Lake 12 Area, a traffic study shall be completed to determine the appropriate city road standards that apply to all public roads within the annexation area.
- **Policy LU-27:** Development in the Urban Reserve designation shall not be allowed until plans for public water, sewer, and other services are available and planned for with adequate funding mechanisms. Such plans shall be developed prior to or concurrent with annexation.

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5.11 Residential Goals and Policies

Low Density Residential (LDR)

The Low Density Residential (LDR) designation provides primarily for single-family residential neighborhoods on lands suitable for residential development. This designation is intended to foster stable and attractive residential neighborhoods. It should be applied to both existing developed neighborhoods and areas intended for future development. Some of these areas are also designated as TDR receiving areas and are potentially eligible for additional density. Increased density in the LDR designation would only be possible within an approved MPD area with a transfer of development rights from a designated sending area. Residential densities may range from a base density of 4 units per acre to 6 units per acre with the acquisition of TDRs.

LDR Designation Criteria

Properties designated Low Density Residential should generally reflect all the following criteria:

- Existing or planned public facilities are adequate to support residential development at this density.
- The area is free of significant amounts of environmentally sensitive areas, excluding aquifer recharge areas.
- If the area is undeveloped, it is proximate to a neighborhood of single-family dwellings or is well suited to that use and is not suited to more intense residential development.
- The area is identified for Low Density Residential (LDR) development as part of an MPD.

Medium Density Residential (MDR)

The Medium Density Residential Development designation provides for stable and attractive residential neighborhoods of small lot, single-family homes, or attached single- and multi-family residences on lands suitable for these residential intensities. Medium Density Residential areas should be located near commercial services, employment, and arterial roads, and may also be in mixed-use developments. The base residential density in these areas is 8 units per acre. Increased density may be approved up to 12 units per acre with the acquisition of TDRs.

MDR Designation Criteria

Properties designated Medium Density Residential (MDR) should reflect all the following criteria:

- Existing or planned public facilities are adequate to support residential development at this density.
- The area is free of significant amounts of environmentally sensitive areas.
- The area fronts an arterial.
- The area is developed and consists of a mix of attached and detached housing types. A residential neighborhood that is primarily single family with a strip of multifamily housing along an arterial does not meet this criterion.

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- Medium density housing can be developed to be compatible with existing development.
 - The area is identified as a receiving site for density under the TDR program.
- ❖ **LU Goal 7:** Protect and enhance the viability, livability, and affordability of residential neighborhoods while integrating multifamily development and higher residential densities where appropriate.
- **Policy LU-28:** Promote a variety of housing types to provide homes for all income levels and all family sizes on a mix of small and large lots.
 - **Policy LU-29:** Residential development patterns must allow for efficient provision of public services and utilities.
 - **Policy LU-30:** Promote developments to achieve maximum zoned density through clustering to create compact new communities surrounded by open space.
 - **Policy LU-31:** Allow multi-family residential in identified areas or when integrated as part of a MPD.
 - **Policy LU-32:** Use the MPD process to review all proposals on sites larger than 80 acres.

5.12 Industrial, Light Industrial/Business Park Goals and Policies

Industrial (I)

The Industrial (I) designation is intended to provide for industrial enterprises that manufacture and distribute goods for regional, national, or worldwide markets, and that supply jobs and a tax base for the economic growth and stability of the community and region. The industrial zone will accommodate changing industrial technology and facility siting requirements under performance standards that protect nearby properties and environmentally sensitive areas and will protect industrial uses by prohibiting intrusion by non-industrial uses except those that are considered accessory to industrial enterprises. Uses will provide appropriate opportunities for manufacturing, warehousing and distribution, including outside manufacturing and mineral resource processing, where continuing operations do not harm surface and groundwater resources.

Light Industrial/Business Park (LI/BP)

The Light Industrial/Business Park (LI/BP) designation encourages manufacturing activities and manufacturing-related businesses with attractively designed and efficiently used areas for research and development and advanced technology manufacturing. To protect the community and the natural environment, allowed uses are those that do not create significant hazards or negative impacts. The allowed uses and site regulations in the light industrial/business park zone will provide appropriate

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opportunities for manufacturing, advanced technology manufacturing, research and development, light industrial uses, wholesale businesses and essential public facilities, located in a campus-type setting. Corporate and general offices will also be allowed. Limited commercial and retail service activities that support the employees of the immediate area may also be found in this designation. Uses that require significant amounts of storage (both indoors and outdoors) of materials and equipment may be allowed after being subject to screening requirements and an evaluation of compatibility with adjacent uses.

❖ **LU Goal 8:** Provide sufficient opportunities for industrial and business park development sites within the community.

- **Policy LU-33:** Provide local employment opportunities that support the City as a sustainable community.
- **Policy LU-34:** Create an aggressive economic development strategy, with the cooperation of the City, County and business and property owners.
- **Policy LU-35:** Ensure that all Industrial, Light Industrial and Business Park development is consistent with all appropriate environmental standards.
- **Policy LU-36:** Ensure that zoning regulations are sufficiently flexible to accommodate changing industrial needs.
- **Policy LU-37:** Ensure that all Industrial, Light Industrial and Business Park development is functionally and aesthetically compatible with surrounding uses.
- **Policy LU-38:** Recognize that Light Industrial and Business Park uses can be compatible with other less-intensive uses where appropriate performance standards are established.
- **Policy LU-39:** Require Industrial/Light Industrial and Business Park areas to be functionally and aesthetically compatible with existing uses and to buffer impact generating uses from other uses, and site them carefully to minimize environmental impacts.
- **Policy LU-40:** Within areas approved for mineral extraction, require site reclamation and restoration pursuant to state mining laws, local environmental, and land use regulations.
- **Policy LU-41:** Protect industrial lands from encroachment by incompatible uses and development on adjacent lands. Proposed conversions of industrial and employment

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lands to non-employment lands should be discouraged unless there is no net loss of employment within the City.

5.13 Commercial Goals and Policies

Town Center Commercial (TC)

The Town Center (TC) designation recognizes and continues the pattern of development found in the historic “Old Town” center as a community focal point. Black Diamond’s town center as reflected by the Town Center designation is the social and cultural heart of the community and its character should be protected and enhanced. Mixed uses in this area should be encouraged. The Town Center designation is intended to be applied to the historic Old Town center.

Community Commercial (CC)

Larger, community-scale centers outside of the Town Center are intended to meet the community’s growing needs, serve the needs of the surrounding area, and accommodate commercial uses that require larger sites, involve significant areas of outdoor product display or storage, or are oriented to the needs of the motoring public. Community Commercial areas will allow retail, restaurants, motels/inns, professional offices, entertainment and cultural uses, public and semi-public uses. Community Commercial areas may also include land-intensive commercial activities such as automotive sales, lumberyards, and other activities that include outdoor product display and/or storage.

Community Commercial areas should be located along major arterial routes, such as SR 169 to serve the broader community with a wider range of goods and services. Access to the arterial should be limited to combine access points to commercial developments, preferable that being an intersecting public street. Interconnectivity for both vehicles and pedestrians should be provided between sites. Sufficient land within the City should be designated to allow for development of uses that provide significant employment opportunities and potential of sales tax generation. To that end, the Community Commercial designation is not intended to be a mixed-use area and residential development should not be allowed.

Kommentar [BK5]: New added language in underline text format.

Neighborhood Commercial (NC)

Areas designated Neighborhood Commercial (NC) are intended to provide smaller scale neighborhood centers with convenience goods and services, while protecting neighborhood character. They are also intended to help reduce automobile trip lengths and frequency and to allow for non-motorized mobility.

Neighborhood Commercial areas will emphasize limited retail and service businesses that serve neighborhood pockets. Uses will include restaurants, food stores, day care centers, dry cleaning, personal care and medical and dental services, and similar services. Small B&B’s up to eight units will also be allowed in the NC designation. The design and scale of these areas, and the size, location and design of parking areas, must be compatible with the surrounding the neighborhoods. Pedestrian and (future) transit access will be encouraged by providing shared parking and buildings sited near sidewalks.

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This designation provides for a mix of uses, including residential development, on a single site ranging in size from three to a maximum of ten-acres. Development sites should be located in areas capable of being served by transit when available and capable of connecting to existing or planned pedestrian walkways or bikeways. Existing or planned public facilities must be adequate to support the intended scale of development.

Commercial goals and policies are as follows:

- ❖ **LU Goal 9:** Ensure that opportunities for convenient and concentrated commercial development are provided to support both the local and regional market.

- ❖ **LU Goal 10:** Encourage the concept of mixed-use development in the TC and NC Designations to create diverse and self-sufficient neighborhoods.

Kommentar [BK6]: New added language in underline format.

- **Policy LU-42:** Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.
- **Policy LU-43:** Provide day-to-day retail goods and services within walking distance of most residential neighborhoods.
- **Policy LU-44:** Encourage well-planned, coordinated commercial development within the SR 169 area and discourage strip retail development through the use of design standards.
- **Policy LU-45:** Prioritize funding of infrastructure and community enhancement projects in the Town Center to encourage redevelopment and investment in this area.
- **Policy LU-46:** The Town Center area shall be pedestrian oriented and include a mix of parks, residential, civic, retail, commercial, office, entertainment, services, and hospitality services (inns and meeting centers).
- **Policy LU-47:** Parking in Community Commercial areas should be located to the sides and rear of buildings.
- **Policy LU-48:** Require cross-access between sites to reduce the number of driveways along arterial streets. Pedestrian connections between sites should also be provided.
- **Policy LU-49:** Promote a compatible mix of land uses that create a diversified environment that mixes shopping, employment, recreation, and residential opportunities where appropriate.

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- **Policy LU-49:** Promote quality in the design and construction of development through the use of design guidelines to maintain or enhance community character.
- **Policy LU-50:** Discourage the conversion of Community Commercial designated areas to uses that do not create jobs or ongoing sales tax revenue for the city.

Kommentar [BK7]: New added language in underline format.

5.14 Public Land Goals and Policies

The Public designation identifies properties under public ownership, whether by the City or other governmental entities that are either currently used or intended for uses such as public utilities, parks, libraries, community centers, or elementary schools. This includes the City's watershed, which is located approximately 1.5 miles southeast of the City limits and is otherwise surrounded by unincorporated King County. Lands falling within the Public category should be those intended to remain within public ownership and management for long periods.

- ❖ **LU Goal 11:** Ensure compatibility between land providing necessary services to the community and surrounding land uses.
- **Policy LU-50:** Public uses should respect the neighborhood and district context in which they are proposed by adherence to the City's design guidelines and zoning code.
- **Policy LU-51:** Public buildings and spaces should be designed to be compatible with Black Diamond's unique architectural heritage and qualities.
- **Policy LU-52:** Public buildings and spaces should fulfill their role as gathering areas and community resources.

5.15 Regional Coordination Goals and Policies

The City recognizes that coordination with neighboring cities, counties, and tribal government is a requirement for sustainable growth and prosperity. The GMA mandates regional coordination and Black Diamond shares planning and growth management responsibilities with King County and the Puget Sound Regional Council (PSRC). In addition to the regional coordination of comprehensive plan policies and allocation of population and employment growth targets, the GMA requires that city and county development regulations identify a process to review the siting of "essential public facilities". These are large scale land uses that provide regional benefits and include airports, state educational facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, and inpatient facilities (e.g. substance abuse, mental health, group home, and secure community transition facilities).

- ❖ **LU Goal 12:** Coordinate land use and development actions with government agencies, adjacent jurisdictions, and tribes as appropriate.

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- **Policy LU-53:** Use the countywide planning policies and PSRC Vision 2040 as a basis for regional coordination and land use decisions.
- **Policy LU-54:** Monitor implementation of the comprehensive plan for changed conditions in the City's anticipated growth, consistent with the City's vision, GMA requirements, countywide planning policies, and PSRC Vision 2040 and make amendments, as necessary.
- **Policy LU-55:** Coordinate with other governmental jurisdictions to site, when necessary, essential public facilities that are typically difficult to site and which are necessary to meet the needs of the regions present and future growth.
- **Policy LU-56:** Conduct appropriate public review and hearing processes, including environmental impact assessments and statements where appropriate, to ensure regional input on the siting of certain development activities.
- **Policy LU-57:** Ensure that essential public facilities sited in the City are consistent with the goals, objectives, and policies of the City's comprehensive plan.

5.16 Open Space Area Protection

A key implementing agreement of the Black Diamond Urban Growth Area Agreement, which provided for the City to expand through the annexation of approximately 467 acres in 1996, is the Black Diamond Area Open Space Agreement (BDOSA). This agreement was signed by King County, Black Diamond, the Plum Creek Timber Co. and the Cascade Land Conservancy in 2005. This agreement identified open space lands around the City for permanent preservation, see Figure 5-1. Open space is essential to the quality of life in Black Diamond. The City identifies the following areas as open space:

- All known environmentally sensitive areas, as regulated by the City.
 - Lands adjoining the Rock Creek, Ginder Creek, Lawson Creek, Ravensdale Creek, and other riparian corridors.
 - The following lakes: Jones Lake, Black Diamond Lake, Frog Lake, Lake Marjorie (Oak Lake), Lake Sawyer, and the land perimeters of those lakes when not subdivided.
 - All existing and proposed public parks and open spaces.
 - King County- and City-identified wildlife habitat corridors.
 - All City, County, and State Parks and trails.
- ❖ **LU Goal 13:** Preserve existing open space areas and continue to develop an open space network that offers opportunities for outdoor recreation and enjoyment and the provision of important ecological functions that contribute to the community's aesthetic beauty and character.

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- **Policy LU-58:** Create an open space system and map overlay for the primary unifying component of the comprehensive plan.
- **Policy LU-59:** Integrate all known significant natural areas (wetlands, streams, steep slopes, geologic hazards, and flood hazard areas) into the open space overlay.
- **Policy LU-60:** Protect and enhance the dominant natural features and open space structures, including gateways, viewpoints, and view corridors that characterizes the City.
- **Policy LU-61:** Protect the City's historical sites and structures by connection to the open space system.
- **Policy LU-62:** Plan for and retain a natural vegetation buffer around the perimeter of the City adjacent to unincorporated Rural-designated land. The buffer may vary in width based upon sensitive areas and other constraints. Once established by development, this buffer is to be permanent. Development adjacent to the buffer is encouraged to combine other open space features with the Urban-Rural buffer.
- **Policy LU-63:** Encourage the preservation and protection of open space through a variety of approaches, including but not limited to, TDR, open space tax incentives, cluster development, public land acquisition, conservation easements, and other public and private initiatives.
- **Policy LU-64:** Encourage the development of a stewardship plan for parks, recreation, trails, and open space. A stewardship plan would identify techniques and ways to maintain and enhance the active and passive open space areas (that lie outside the protected environmentally sensitive areas). The stewardship plan may rely on community involvement to implement the plan.
- **Policy LU-65:** Regularly review the Black Diamond Area Open Space Protection Agreement approved in 2005 to ensure that development is complying with this Agreement.

5.17 Shoreline Management

In 2014, the City updated its Shoreline Master Program (SMP) in accordance with WAC 173-26 and with a grant from the Department of Ecology. A map of shoreline jurisdiction is shown in the Land Use Appendix. Pursuant to RCW 36.70A.480, the Goals and Policies set forth in the City's Shoreline Master Program, including any future amendments, are hereby adopted and incorporated by reference into the Black Diamond Comprehensive Plan.

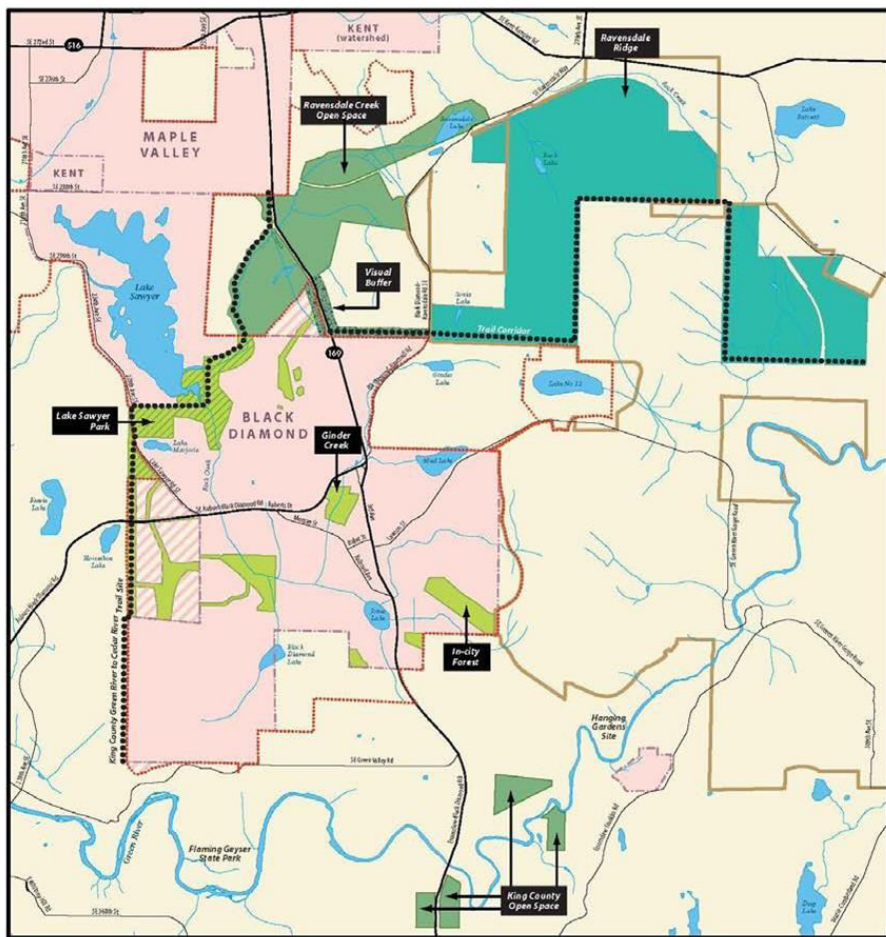
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Figure 5-1

Area Map Black Diamond Area Open Space Protection Agreement



- | | | |
|--|---|--|
| Black Diamond Open Space | Streams | Lake |
| King County Open Space | Minor Road | Incorporated Area |
| Conserved Forest Land | Major Road | Annexation Area |
| Visual Buffer | Future Trail Site | Urban Growth Area Line |
| Lake Sawyer Park | | Forest Production District Boundary |

Data Sources:
 2016 King County parcels, lakes, rivers, streams, urban growth areas, fire, forest production district, 2016 King County GIS Center datasets, Inc City Forest, annexation areas, King County open space, trails, 2016 King County GIS Center datasets, Inc City Open Space, Forest, King County Open Space, Lake Sawyer Visual Buffer

Notes:
 The information included on this map has been compiled by King County and is for informational purposes only. It is not intended to be used for legal purposes. King County makes no representation or warranty, express or implied, as to the accuracy, completeness, timeliness, or reliability of the information contained on this map. Any use of this map or information on this map is prohibited except by written permission of King County.

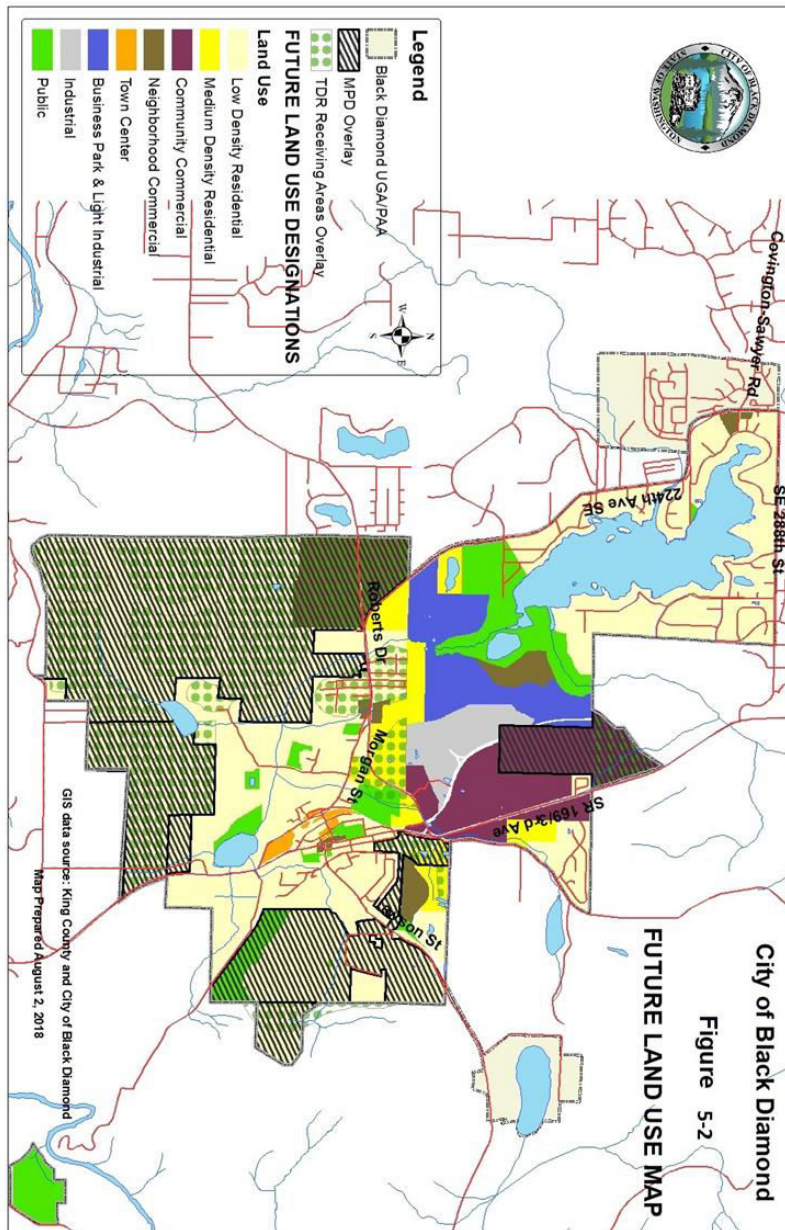
Prepared by:
 King County
 Natural Resources and Parks
 Water and Land Resources Division



King County
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 Natural Resources and Parks
 Water and Land Resources
 Division

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5.18 Future Land Use Map



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CHAPTER 7. TRANSPORTATION

7.1 Introduction

The City of Black Diamond's (City's) transportation system is essential to its ability to move people and goods efficiently throughout the city and to provide connectivity between Black Diamond and the greater Puget Sound region. As with many communities, the City's development pattern, natural features and transportation system are inextricably linked. As a small community of predominantly rural character, the transportation network within Black Diamond is reflective of the original settlement pattern, varied topography, and gradual growth up to the present. As accounted for in this Comprehensive Plan update, significant amounts of new residential and commercial development are forecasted within the Lawson Hills and The Villages master planned developments (MPDs). This chapter of the comprehensive plan, also called the comprehensive transportation plan, identifies the policies and strategies for maintaining a safe, efficient, and effective transportation system that will serve both current and future needs for the City of Black Diamond. This chapter is supported by the Transportation Technical Appendix attached to this Plan, which summarizes the data analysis completed to support the comprehensive transportation plan.

7.2 Planning Framework and Consistency Statements

The Growth Management Act (GMA) (RCW 36.70A) includes planning requirements that link transportation directly to land use decisions and fiscal planning. The comprehensive transportation plan is structured within the context of these GMA requirements. Comprehensive Plans are required at a minimum to include the following elements for transportation:

- Inventory of local and state facilities and services
- Land use assumptions for estimating travel.
- Traffic forecasts for at least ten years based on adopted land use plan.
- Level of service (LOS) standard for local arterials, state facilities and transit routes.
- Estimated traffic impacts and needs to meet current and future demands.
- Action plan to show compliance with level of service standards
- Pedestrian and bicycle component.
- Multiyear finance plan that identifies funding resources for action plan.

The GMA also requires coordination and consistency among planning efforts where there are "common borders or related regional issues" (RCW 36.70A.100). The Act also requires countywide and multicounty planning policies to serve as frameworks for ensuring consistency among local comprehensive plans (RCW 36.70A.210). The City's comprehensive transportation plan has been prepared consistent with State GMA requirements.

In addition, the Regional Transportation Planning Organization legislation, which was adopted with the GMA, mandates that regional agencies, Puget Sound Regional Council (PSRC) in this case, certify that the transportation elements in local comprehensive plans are consistent with regional transportation plans (RCW 47.80.023). PSRC is tasked with reviewing local agency comprehensive plans to ensure that

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regional and local planning efforts are coordinated, and adopted regional policies and provisions are addressed. Most notably this includes Vision 2040, the region's strategy for addressing anticipated growth of population and employment through 2040. Transportation 2040 is the region's long-range transportation plan that outlines the investments and strategies needed to keep the region moving as growth occurs. Regional population and employment forecasts provided by PSRC that include city approved growth projections were used to estimate future transportation needs. The City's comprehensive transportation plan has been prepared consistent with PSRC's Vision 2040 and Transportation 2040 regional planning initiatives.

PSRC requirements for Comprehensive Plans include the following major elements for transportation:

- Include transportation system management and demand management programs and strategies.
- Use land development tools and practices that support alternatives to driving alone, including walking, biking, and transit use.
- Include complete street provisions and improve local street patterns for walking and biking.
- Avoid new or expanded facilities in rural areas.
- Design transportation facilities to fit the community in which they are located.
- Use urban design principles when developing and operating transportation facilities in cities and urban areas.
- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.
- Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

King County requirements are generally consistent with those of the GMA and PSRC. One exception is that the County requires each local jurisdiction to establish mode-split goals for non-single-occupancy vehicle travel to all significant employment centers.

Need for the Comprehensive Transportation Plan

In 1996, the City completed its first comprehensive transportation plan which was updated in 2001 and 2009. This update provides a revised look at the existing transportation system; addresses changes in legislative requirements; reflects changes in economic conditions; evaluates current needs; and reviews the adequacy of the planned transportation improvements with consideration of the Master Plan Developments to meet future travel needs and conditions. Consistent with the regional update cycle, the City's comprehensive transportation plan is being updated to:

- **Determine Existing Transportation Deficiencies.** An inventory of the transportation system identifies the existing needs of the Black Diamond community. Some existing transportation deficiencies, including several on State Route (SR) 169, can be attributed to growth in other jurisdictions. These deficiencies could be addressed in a variety of ways, including improved interjurisdictional coordination and through the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.

Kommentar [BK1]: New added language in underline format.

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- **Meet GMA Requirements.** The City is required by the GMA to develop a comprehensive plan including a transportation chapter that includes a list of future system improvements to meet identified future needs and a multi-year financing plan.
- **Qualify for Funding.** State and Federal agencies require local governments to have a comprehensive transportation plan that demonstrates the community's vision of its future. The City's population has been steadily growing since 1996 and is anticipated to exceed 5,000 by 2021, which will provide expanded opportunities to pursue additional grant funds.
- **Plan for the City.** Both public and private sectors can use the comprehensive transportation plan when making decisions about the transportation system.

Kommentar [BK2]: New added language in underline format.

7.3 Elements of the Transportation Chapter

This Chapter of the Comprehensive Plan, with the information provided in the technical appendix, includes the following key elements:

- **Transportation Policies.** A list of policies the City will focus on to develop and maintain an efficient transportation system;
- **Transportation Improvement Program.** A list of transportation improvements to mitigate traffic congestion;
- **Funding Strategy.** A plan for funding the improvements and a contingency plan with additional funding sources; and
- **Concurrency Management System.** A monitoring system the City will use to make sure the transportation network will be able to accommodate development as it occurs.

7.4 Transportation Policies

The policies contained in this chapter are designed to guide development of the City's transportation system to serve development allowed under the land use chapter and adopted zoning. These policies are intended to guide the actions of the City, as well as private decisions related to individual developments.

Design, Construction, and Maintenance

The following policies guide the design, construction, operation, and maintenance of the City's transportation system. An underlying objective is to develop a multi-modal transportation system to serve all existing and future land uses. The policies address design and construction standards of transportation facilities to accommodate all types of transportation safely and efficiently. Level of service standards, maintenance standards, and the need for Transportation Demand Management strategies are also addressed.

- ❖ **Policy T-1 Roadway Design Policy:** The City will ensure adequate and safe access to property via a system of primarily public and limited private roads by:

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- Utilizing the functional classification system for existing and planned roadways to determine the level of mobility for all travel modes, level of access, and use.
 - Establishing a range of transportation standards and criteria to ensure roadways are designed in a manner that fits within the context of the built or natural environment, and consistent with the intended functional classification.
 - Implementing urban design principles in transportation programs and projects within the locally designated Town Center, Old Town.
 - Ensuring all roadway designs are coordinated with King County, Washington State, the Federal Highway Administration, and Metro Transit to achieve compatible design criteria, where applicable. The standards will also comply with federal and state design criteria.
 - Investigating the allowance of “low impact development” designs that minimize pavement width and emphasize the use of landscaping, and natural stormwater infrastructure treatment methods.
- ❖ **Policy T-2 Intersection Design Policy:** Intersection design should prioritize safety and efficiency for active and motorized modes of travel thus the roundabout is the preferred intersection control type for all new intersections when the mainline is an arterial or collector. Alternative intersection control types may be selected if roundabouts are determined to be unfeasible or inappropriate by the City engineer based on evaluation of the following considerations:
- Safety for each mode of intersection users (e.g. pedestrians, bicyclists, motorists);
 - Adequacy of right of way and/or availability of additional right of way;
 - Environmental risks that could result in significant adverse environmental impact or substantially increase project costs; and
 - Physical context of project site including visual, natural and cultural setting.
- ❖ **Policy T-3 Connectivity Policy:** Improve local roadway features, and patterns in a manner that enhances walking, bicycling, and transit use through improved connectivity.
- The City of Black Diamond recognizes that increasing connections throughout the city not only reduces vehicle miles of travel and therefore, pollution and traffic congestion, but also increases the sense of unity in the community. Therefore, the City will limit the use of cul-de-sacs, dead end roads, loops, and other street layouts that form barriers to travel. Where roadway connectivity is impractical, pedestrian and bicycle access ways should be provided.
 - The City will encourage the use of trails and other connections that provide ease of travel at mid-block locations, between neighborhoods, and to key destinations. Private streets should generally only be allowed to serve a limited number of lots/dwelling units and/or only in unique circumstances. Private streets should not detract from overall motorized and non-motorized circulation.

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- ❖ **Policy T-4 Level of Service (LOS) Standard Policy:** Monitor and adjust LOS standards that promote the optimal movement of people and goods. Ensure that new development does not degrade transportation facilities below adopted standards.
 - The adopted standard shall be LOS D for intersections along SR 169 and LOS C for all other arterial and collector roadways, and transit routes within the Black Diamond city limits. The LOS shall be based upon the Highway Capacity Manual and methodology detailed in the Transportation Element Support Appendix.
 - Assess transportation LOS standards for potential inclusion of pedestrian, bicycle, and transit.
- ❖ **Policy T-5 Maintenance Policy:** Maintain the City's transportation system at a level with a goal of achieving and maintaining a Transportation Improvement Board (TIB) average pavement rating of 70 to 80 and that seeks to use sustainable processes and materials.
 - The City will establish programs and schedules, such as a pavement overlay program, for the level and frequency of maintenance on its roadways, bikeways, and sidewalks.
- ❖ **Policy T-6 Driveway Spacing Policy:** Limit and provide driveway access to the road network in a manner consistent with the function and purpose of each roadway.
 - The City will seek consolidation of access points to state highways, arterials, and major collectors. This will complement the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local roads.
 - New roadways or redeveloping properties must comply with the spacing standards to the extent practical, as determined by the city. As the opportunity arises through redevelopment, roadways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.
- ❖ **Policy T-7 Local Access Policy:** Implement standards to limit the number of access points for each lot that may be served before a second point of access is required. Limit the length of dead-end streets by either distance or number of lots served. Safe and convenient access requires multiple routes of ingress and egress. This is important for both residential convenience as well as for fire and police protection. A standard should be developed that balances unique topographic characteristics, future development plans, and the need for providing adequate access.
- ❖ **Policy T-8 Transportation Demand Management (TDM) Policy:** Transportation demand management (TDM) helps people use the transportation system more efficiently through education, incentives, products, and programs that remove barriers to non-drive alone modes such as transit, carpool, vanpool, walking, biking, and teleworking. TDM activities help get the most out of transportation investments. TDM implementers seek to accomplish a primary objective: connect all people with travel options that optimize the transportation system's

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capacity. TDM activities produce wide-ranging benefits to individuals and the transportation system—saving people time and money and reducing traffic congestion, vehicle emissions, and fuel consumption while supporting physical activity and enhanced safety. TDM activities make existing transportation investments perform better, extend the life of existing infrastructure, and can improve outcomes for new investments. TDM is typically implemented through programs administered by employers, major institutions, local jurisdictions, transportation management agencies, transit agencies and other transportation agencies and providers. Examples of TDM actions include:

- Encouraging employers to provide information and promote the use of transit, carpools, or vanpools; promoting reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part- or fulltime at home or at an alternate work site closer to home; and encouraging employers to provide TDM measures in the work place through such programs as preferential parking for High Occupancy Vehicles (HOVs), improved access for transit vehicles, and employee incentives for sharing rides.
- Establishing mode-split goals for non-single-occupancy vehicle travel to all significant employment centers in the City.
- Managing parking by including incentives for rideshare vehicle parking.
- Promoting reduced parking requirements for new construction.
- Promoting investments in walking and cycling infrastructure.

❖ **Policy T-9 Transportation System Management Policy:** Transportation System Management (TSM) is an approach to mitigating congestion and improving traffic operations through better management and operation of existing transportation facilities rather than expanding capacity.

TSM techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety using low-cost but effective strategies such as:

- Intersection and signal improvements
- Roadway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies

The City of Black Diamond will encourage management of the transportation system by:

- Maintaining the existing transportation system assets;

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- Supporting use of HOVs, including buses, carpools, and vanpool programs through both private programs and the direction of Metro Transit;
- Implementing roadway connectivity, and access spacing standards;
- Investing in pedestrian, bicycle, and transit facilities; and
- Coordinating with WSDOT or other affected agencies to determine if communications or other ITS infrastructure should be addressed as part of roadway design/construction. Identifying opportunities to improve travel reliability and safety with TSM solutions.

❖ **Policy T-10 Pedestrians, Bicycles, and Transit Policy:** Black Diamond recognizes the primacy of pedestrians and other non-motorized modes of mobility. The City shall lessen dependence upon and the influence of the automobile by encouraging complete streets and multi-modal travel for all users including pedestrians, bicyclists, and transit passengers of all ages and abilities. City actions will:

- Require new roadways to incorporate pedestrian, bicycle and transit facilities including appropriately spaced crosswalks on arterials and collectors.
- Provide for transit user needs beyond basic provision of service (e.g., by providing sidewalk and bicycle connections, bus pads, benches, shelters) to encourage higher levels of use.
- Continue to provide sidewalk, bike lane, and multi-use path infill along existing roadways.
- Implement the Black Diamond Trails Plan.
- Encourage development of a network of off-road facilities for non-motorized travel in connection with new development and to identify potential off-street bicycle routes (Class I) for cyclists wherever sufficient public demand and space can be made available.
- Ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.
- Explore options to improve the walkability of the narrow streets lacking sidewalks typical of older portions of the City, including key sidewalk extensions, connections to trails, context-appropriate wayfinding signage, shared auto and pedestrian street policies and road improvements.
- Explore options to upgrade the physical environment of older existing neighborhoods to improve safety for pedestrians and bicyclists through reduced vehicular speed, warning signage, sidewalk widening at intersections, adding shoulders, improved paving, vegetation trimming to improve visibility and walkability to provide a safe and appealing walking environment.

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In lieu of physical upgrades, the City may, with the assistance of the City traffic engineer designated certain streets as shared vehicle and pedestrian facilities. As part of the designation process, the City traffic engineer will examine speeds, signage, and road improvements and adopt standards and ordinances to establish and facilitate reasonable accommodation for pedestrians.

❖ **Policy T-11 Safe Routes to School Policy:** Safe and desirable walking and bicycling routes shall connect schools to residential, recreational, and commercial areas throughout the City of Black Diamond to encourage families to walk or ride to school. To implement this policy, the City shall:

- Work with local school districts to develop appropriate route plans in compliance with WAC 392-151-025.
- Seek funding to support pedestrian improvements through the State of Washington's Safe Routes to School Program.
- Consider such factors as crash history, safety concerns and current or potential nonmotorized access when prioritizing non-motorized access to schools.

❖ **Policy T-12 Transportation Health and Safety Policy:** The City of Black Diamond will provide a transportation system that enhances the health and safety of residents by:

- Improving safety at locations with known safety issues.
- Minimizing conflict points (Location within intersection or roadway where two or more road users may share the same space at the same time resulting in potential collision) and improve safety of high accident locations.
- Expanding the sidewalk, bike lane, and multi-use path network in the city.
- Periodically reviewing and improving messaging for the travelling public.
- Reducing the amount of collisions involving pedestrians and cyclists.
- Improving personal security (e.g., street lighting).
- Identifying transportation improvements along emergency response routes.
- Maintaining prevention and recovery strategies that are coordinated locally and regionally under the Regional Transportation Recovery Plan.

❖ **Policy T-13 Parking Policy:** The parking needs of the City will be balanced by:

- Encouraging the construction of additional parking in the historic "Old Town" area of Black Diamond, both within the public right-of-way and in off-street lots.
- Promoting the addition of parking spaces in the "Old Town", possibly to include the use of a Local Improvement District (LID) to fund these parking improvements.
- Identifying available areas to provide parking facilities for weekend bicyclists.

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- Continued discouragement of on-street parking along the SR 169 corridor.
- Encouragement of adequate, but not excessive on-street parking on commercial and residential streets where it can be safely accommodated through both minimum and maximum parking allowances and monitoring of parking utilization.
- Development of an off-street parking plan for Old Town to address provision of shared parking, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to the City to ride on weekends.

Road Character Right of Way

Policies contained in this subsection promote the unique characteristics of Black Diamond and address issues regarding land use development emphasizing desired locations for development throughout the city. These policies also address the City's view on right-of-way issues.

❖ **Policy T-14 Character of the City Policy:** Enhance the character that the City currently possesses by:

- Encouraging landscaping, parkway trees, and compatible architecture in the design and construction of roadways, especially SR 169, and other facilities along selected corridors. Minimize obtrusive signs through provisions in the zoning code;
- Limiting the number of traffic signals within Black Diamond by considering the use of roundabouts as the first solution where appropriate;
- Implementing road standards and development guidelines consistent with LOS standards, to minimize paving widths; preserve desirable trees and vegetation through minimized right-of-way clearing; and allow creative designs;
- Implementing separate road standards for the older, historic areas within the city that are specific to individual street geometries, with the goal of not causing undue disruption to existing neighborhoods;
- Identifying transportation investments that support mixed-use and pedestrian friendly development;
- Prioritizing transportation investments that serve the locally designated Town Center, Old Town; and
- Exploring all viable multi-modal transportation improvement alternatives to single occupant vehicle transportation.

❖ **Policy T-15 Environmental Protection and Conservation Policy:** Design transportation facilities within Black Diamond that minimizes adverse environmental impacts resulting from both their construction and operation. The City will fulfill this need by:

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- Aligning and locating transportation facilities away from environmentally sensitive areas;
- Encouraging Low Impact Development (LID) in the design of transportation infrastructure where practical;
- Mitigating unavoidable environmental impacts;
- Provide opportunity for expressing concerns and comments of interested parties, and;
- Establish policies to minimize the use of de-icers or salt on roadways to protect the environment.

❖ **Policy T-16 Right-of-Way Policy:** Retain existing transportation system rights-of-way, and identify, acquire, and protect rights-of-way for future roadway and bikeway facilities. The policies provided in this Transportation Element will be used by the City to identify current and future transportation system needs. The City will identify specific transportation corridors and protect needed rights-of-way as soon as possible. Some methods used to acquire and preserve rights-of-way include:

- Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development and to support the City's economic development goals;
- Requesting donations of rights-of-way to the public;
- Purchasing rights-of-way by paying fair market value when donations and/or required dedications are not possible;
- Acquiring development rights and easements from property owners;
- Protecting rights-of-way from encroachment by structures, substantial landscaping, or other obstruction is also encouraged by the City. Protection methods may include minimum setback requirements for property improvements and development of guidelines regarding installation and maintenance of landscaping within the public right of-way and;
- Developing criteria and process for the vacation of public rights-of-way consistent with City goals and policies.

❖ **Policy T-17 Road Dedication Policy:** Road dedications shall be allowable on a limited basis consistent with the City's goals to increase the connectivity of the City's roadway network pursuant to the following provisions:

- Connector streets need to be public.
- New publicly-dedicated roadways must comply with City street standards.

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❖ **Policy T-18 Private Road Policy:** Private roads are discouraged and shall be allowable only if the following conditions are met:

- Private roads may provide local residential access, with no connections to the existing or future public street system.
- Private roads shall meet all applicable public road standards, including right-of-way widths.
- A financial analysis shall be performed to determine the amount of funding needed to maintain the road annually including funding to repave the road every 25 years.
- Private roads must be privately maintained through recognized Homeowner's Associations (HOAs). The developer shall establish a street maintenance covenant with each home served by the road establishing the HOA and regular periodic contributions for maintenance and funds to be set aside for future major rehabilitation. The form of the HOA and covenant shall be approved by the City Attorney.
- Internal circulation streets are private roads located within the boundaries of a commercial or multifamily development accessed directly from a public street. Internal circulation private streets shall meet the public local access street pavement section requirements and provide safe pedestrian connections.

Funding, Concurrency, and Impact Mitigation

The City faces the challenge of making the best use of the limited funds available to finance transportation projects. Issues addressed by these policies include concurrency, identifying favorable funding sources, and deciding impact mitigation assessments.

As described in Appendix 7, SR 169 serves as the primary north-south roadway connecting communities in southeast King County and northeast Pierce County to each other as well as the larger transportation network. SR 169 experiences high traffic volumes during peak periods as drivers from Bonney Lake, Buckley, and Enumclaw pass through Black Diamond in the morning to access major job centers to the north and return southbound in the evening. These volumes contribute to existing transportation deficiencies at intersections on SR 169 in Black Diamond, for which the City is legally obligated to address, however no mechanisms are in place to secure funding for improvements.

❖ **Policy T-19 Concurrency Policy:** Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities. This also includes coordinating the City's concurrency program with plans of other transportation agencies. While the City has the authority to adopted LOS standards for local roadways, the LOS for SR 169 is established by WSDOT. The City cannot accept a lower LOS for SR 169 as a mechanism to address concurrency. The most significant adopted policy of meeting concurrency standards is accomplished by the two major MPD Development Agreements that require the developer to implement any and all of the capacity adding projects

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in the City's comprehensive plan to maintain the City's level of service standards. To monitor these commitments, the City's Concurrency Management System includes the following:

Kommentar [BK3]: New added language in underline format.

- Assessing and determining compliance with the adopted level of service standards;
- Identifying facility deficiencies (e.g., sidewalk, bike lanes, multi-use paths and transit); and,
- Making appropriate revisions to the Six-Year TIP, including prioritization of improvements on SR 169, as the City cannot modify the adopted LOS for that facility.

In addition, the City could explore other means to improve LOS, such as the implementation of plans and programs that reduce reliance on single occupancy vehicle travel (e.g. transportation demand management).

❖ **Policy T-20 Funding Sources Policy:** Secure adequate long-term funding sources for transportation through all feasible and available methods. These methods may include:

- Adopting a Transportation Impact Fee (TIF) to fund capacity improvements that maintain adopted LOS standards for roadways;

Kommentar [BK4]: New added language in underline format.

- Taking advantage of state funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);
- Encouraging Washington State Department of Transportation (WSDOT) improvements on the state highway system;
- Encouraging the use of LIDs by property owners to upgrade roads to meet City road standards;
- Requiring impact mitigation and/or SEPA mitigation fees for projects as guided by this Plan. Impact mitigation payments and/or seeking voluntary contributions from developers may also be pursued;
- Promoting the use of Transportation Benefit Districts and Capital Facility Districts;
- Exploring the potential of assessing user fees to support maintenance and preservation of the transportation system; and

- Seeking funding from federal agencies and all other available grant sources. Once Black Diamond's population exceeds 5,000 (anticipated by 2021; to be confirmed by the 2020 United States Census), the City will be eligible to pursue grant funding available only to cities of that size. The grant programs available to large cities are generally bigger in overall size and the typical awards for funded projects are greater than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects.

Kommentar [BK5]: New added language in underline format.

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❖ **Policy T-21 Alternative Level of Service Policy:** Pedestrian and transit friendly development shall be encouraged within the locally designated Town Center, Old Town, and by allowing less restrictive LOS standards for roadways. If the adopted LOS standard cannot be maintained and expected funding for improvements to meet future transportation needs is found to be inadequate, then the City shall:

- Consider the impacts of land use on trip generation to reduce the travel demand placed on the transportation system; or
- Phase or restrict development to allow more time for the necessary LOS-driven transportation improvements to be completed by the development community and/or responsible agency or jurisdiction(s); or
- Reduce the LOS standard for the system or portions of the system to give the City more time to fund the needed transportation improvements.

❖ **Policy T-22 Financial Impact Mitigation Policy:** Require developers to contribute their fair share towards the transportation improvements required to meet the LOS standards. Impact mitigation efforts may include:

- Requiring developers who are subject to an approved development agreement with the City to continue fulfilling all mitigation requirements imposed therein;
- Requiring developers who are not subject to an approved development agreement or for whom an approved development agreement has expired, to assist in providing additional funding through an adopted program, such as a TIF, transportation facilities, and/or services in proportion to the impacts and needs generated by development;
- Encouraging developers to design projects that generate less vehicular traffic; and
- Requiring developers at the beginning and mid-point of each phase of the MPD project to monitor traffic generation and distribution to determine if traffic impacts of MPD development are occurring as projected.

Kommentar [BK6]: New added language in underline format.

Coordination and Consistency Policies

The policies contained in this subsection address such issues as multi-agency planning and coordination, consistency of transportation improvement programs and designs among jurisdictions, and cooperation among agencies that fund, build and operate the transportation system within Black Diamond.

❖ **Policy T-23 Traffic Impact Analysis Policy:** Require that a Traffic Impact Analysis (TIA) be prepared for new developments. The City will require a TIA for new developments that are proposed in the city limits of Black Diamond that generate ten (10) or more vehicle trips in the PM peak hour or are otherwise determined to have the potential for an adverse impact upon the City's transportation system. The study should include site access points, arterial and collector roadways and intersections of arterials and collectors that are impacted by 10 or more

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PM peak hour trips and may not be limited to intersections located within the city. The TIA should also identify gaps in the sidewalk, bike lane, and multi-use path networks, review the collision history of study area roadways (i.e., to identify safety issues, and traffic-related fatalities, serious injury, and pedestrian and bicyclist involved collisions), and evaluate roadway connectivity, and access spacing compliance for the study area. The TIA shall be prepared by the City's traffic engineer and will be accepted after approval by the City.

❖ **Policy T-24 Intergovernmental Agency Coordination Policy:** Coordinate planning, construction, and operations of transportation facilities and projects with other governmental agencies. This policy supports and complements the transportation functions of Washington State, King County, neighboring cities, PSRC, Metro Transit, and other entities responsible for transportation facilities and services within the city. Explore establishment of a coalition of cities with the purpose of developing transportation solutions and their associated funding mechanisms to provide for safer and more efficient travel along the SR 169 corridor. Efforts of the coalition could include studying forecast anticipated deficiencies resulting from growth in all affected jurisdictions, identifying solutions, and developing an intergovernmental strategy to pursue state and/or joint grant funding and equitably distribute developer-provided funds to all affected jurisdictions.

Kommentar [BK7]: New added language in underline format.

❖ **Policy T-25 Multi-modal Coordination Policy:** Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system. This will be accomplished by:

- Encouraging King County Metro Transit, as the provider of transit service in the Black Diamond urban area, to evaluate expanding regular fixed transit service within Black Diamond.
- Continued coordination between the City of Black Diamond and King County Metro Transit to provide transit connections between Black Diamond and other parts of King County.
- Supporting development of regional park-and-ride lot facilities by King County Metro Transit and WSDOT. The City encourages such lots on sites promoting compatible land uses and along primary travel corridors for travel between Black Diamond and other urbanized areas in King and Pierce counties.

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Appendix 7 TRANSPORTATION APPENDIX

Introduction

This Technical Appendix summarizes the data analysis completed to support the update of the City of Black Diamond's (City's) Transportation Element (Chapter 7) and includes information pertaining to:

- Transportation level of service, including definitions, relationship to concurrency, standards, and methodology;
- The City's existing transportation system, including operating conditions, availability of other modes of transportation, and the functional classification system;
- State, regional, and local transportation plans and improvements;
- Actions needed to meet the level of service standard;
- Travel forecasts used to estimate future traffic volumes based on future growth identified in the City's Land Use Element; and
- Existing and future roadway conditions and recommended transportation improvements.

Level of Service

A level of service (LOS) standard measures the performance of an existing transportation system and the adequacy of the planned future improvements. Additionally, LOS standards establish the basis for the concurrency requirements in the GMA. Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development." (RCW 36.70A.070 (6)(b)). Therefore, setting the LOS standard is an essential component of regulating development.

Definitions

Conflict Point: Location within intersection or roadway where two or more road users may share the same space at the same time resulting in potential collision. Collisions may involve any mode or road user or users including vehicles, bicycles, and pedestrians.

LOS is both a qualitative and quantitative measure of roadway operations. LOS, as established by the *Highway Capacity Manual* uses an "A" to "F" scale to define the operation of roadways and intersections for motor vehicles as follows:

LOS A. Primarily free flow traffic operations at desired travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.

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LOS B. Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

LOS C. Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower than average travel speeds.

LOS D. Small increases in traffic flow may cause substantial increases in approach delays and, hence decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these factors.

LOS E. Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

LOS F. Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes, and extensive queuing.

Level of Service and Concurrency

The concurrency provisions of the GMA require that local governments permit development only if adequate public facilities are or can be guaranteed to be available within six years to support the new development.

The GMA requires each local jurisdiction to identify future facility and service needs based on its LOS standards. To ensure that future development will not cause the City's transportation system performance to fall below the adopted LOS standard, the jurisdiction must do one or a combination of the following: modifying the land use element, limiting or "phasing" development, requiring appropriate mitigation, or changing the adopted standard.

Level of Service Methodology

The City has established specific methods to calculate the LOS for evaluating the performance of the roadway intersections and transit service and facilities. This section describes those methods.

Intersection Level of Service

For signalized and unsignalized intersections, and roundabouts, the LOS is calculated using the procedures described in the latest edition of the *Highway Capacity Manual* (2010 edition). At signalized and all-way stop-controlled intersections, and roundabouts, the LOS is based on the weighted average delays for all movements, whereas the LOS for two-way stop-controlled intersections is defined by the weighted average delay for the worst movement.

State Highway Level of Service

1998 amendments to the GMA require local jurisdictions to address state-owned transportation facilities, as well as local transportation system needs in their comprehensive plans. Highways of statewide significance (HSS) are designated by the Washington State Department of

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Transportation (WSDOT) for interstate and principal arterials that are essential to connectivity between major communities.

WSDOT adopted LOS standards for HSS facilities is LOS D for urban areas (RCW 47.06.140). The LOS target is established for comprehensive plans and for reviewing developer impacts along urban HSS facilities.

WSDOT also analyzes “screen lines” for deficiencies along state routes using a standard of 70% of the posted speed. This screen line analysis allows WSDOT to identify the “most congested” locations along its HSS facilities. A speed of approximately 70% of the posted speed equates to conditions where a highway achieves the maximum throughput of vehicles.

In 2007, the WSDOT added SR 169 to the list of HSS facilities. The State’s *2007- 2026 Highway System Plan* indicates that SR 169 is expected to operate below the 70% speed threshold (termed ‘operating less than efficiently’) during peak hours in 2030.

Transit Level of Service

The GMA (RCW 36.70A) requires communities to also adopt LOS standards for transit routes.

The City has established guidelines to address the performance of the transit system as follows:

- Encourage King County Metro to expand transit service as the demand dictates;
- Work with King County Metro to determine if additional transit facilities and routes are needed or if existing headways should be decreased (or frequency increased);

Trail Level of Service

The City’s 2008 Parks, Recreation and Open Space Plan established guidelines to measure the performance of the trail system. The level of service standard is to have 75% of the Black Diamond population within 0.5 miles of a trail facility.

Level of Service Standards

Based on the City Council’s recommendations, this plan identifies a LOS standard of LOS D for intersections along State Route (SR) 169 consistent with WSDOT’s standard for urban HSS facilities and LOS C for all other arterials and collectors throughout the city. Setting different LOS standards for specific areas is a common practice that accounts for the function and use of the roadways into the acceptable operating conditions.

The City also recognizes how intersection control (i.e., traffic signals, roundabouts, and stop signs) defines LOS. For two-way and one-way stop-controlled intersections, the LOS is defined by the amount of time vehicles are waiting at the stop sign.

Although a substantial volume of traffic can proceed through the intersection without any delays, a small volume at the stop sign can incur delays that would exceed LOS C or LOS D. To avoid mitigation that would only serve a small volume of traffic, the City allows two-way and one-way stop-controlled intersections to operate worse than the adopted LOS standard (see Table 0-1).

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-1. Existing Level of Service (2015)

Signalized Intersections	Level of Service
Baker St & SR-169	D
Lawson St & SR-169	D
Ravensdale Road & SR-169	D
Roberts Drive & SR-169	D
Morgan St & Roberts Drive	C
216 th Ave SE & SE 288 th St	C
Jones Lake Road & SR-169	D

However, the City requires that these instances be thoroughly analyzed from the operational and safety perspectives and the City will individually evaluate these situations to determine when mitigation is appropriate.

These LOS standards are higher than other cities in the area. For example, the Cities of Maple Valley and Covington have adopted a standard of LOS D. The higher LOS standards adopted within Black Diamond for non-HSS facilities indicate the City's desire to minimize congestion and the willingness to identify and fund future transportation improvements. The higher LOS standards adopted within Black Diamond for non-HSS facilities also will increase the size of intersections and may become an unaffordable standard to maintain. Should the City encounter challenges associated with funding transportation improvements, adoption of lower LOS standards for non-HSS facilities is a permissible option for remaining in compliance with concurrency requirements.

Kommentar [BK1]: New language added -shown in underline format.

Existing Transportation System

The City forms the southeastern edge of King County's urban area. The traffic circulation system within the city is basically the intersection of east west county roads with SR169 through the city, reflective of the original settlement pattern, natural barriers (Lake Sawyer and the Rock Creek Wetland), and lack of substantial growth up to the present. The area's road system consists of a state highway (SR 169), the City's arterials, collectors, and local access roads. Because the grid system is incomplete, many local access roadways are, in effect, long cul-de-sacs. Local access roads are also often narrow by current standards. Although the narrow widths and lack of locations for vehicles to turn-around are a problem for emergency services, the smaller area devoted to roads contributes significantly to the existing rural character of the community and reduces storm water impacts.

The city is bisected by SR 169, a north-south highway of statewide significance, providing both regional access from Renton to Enumclaw and cities in northeast Pierce County, and local access. With the limited arterial network in the surrounding area, SR 169 serves as the primary conduit connecting communities to the larger state roadway network, including major facilities such as SR 18 and I-405. As a result, SR 169 is the main roadway for drivers from cities to the south, including Bonney Lake, Buckley, and Enumclaw, to access major job centers to the north, experiencing high traffic volumes during the morning and evening peak periods. These volumes contribute to existing transportation deficiencies at

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SR 169 intersections in Black Diamond. The City is legally obligated to address these deficiencies in order to maintain the adopted LOS standard for the roadway, however no permanent mechanisms are in place to secure funding from private developments outside the City. This routeSR 169 is also known as 3rd Avenue within Black Diamond.

Kommentar [BK2]: New language added – shown in underline format (both red and blue text).

Kommentar [BK3]: New language added in underline format. Struck words “This route” as shown in strikethrough.

Along the city’s northern boundary, SE 288th Street is an east-west arterial that becomes a City of Maple Valley Street east of Black Diamond. The Roberts Drive arterial provides local east-west access west of SR 169 as well as a link from Black Diamond to the City of Auburn and the Green River Valley employment centers to the west. The Lawson Street/Green River Gorge Road is an east-west arterial providing local access east of SR 169 as well as access to the rural areas and communities to the east.

The Black Diamond/Ravensdale Road is a north-south arterial linking Black Diamond and Ravensdale and providing a secondary link to SR 516 (Kent-Kangley Road) and a link to Issaquah and SR 18 bypassing Maple Valley. The SE Lake Sawyer Road is a north-south arterial that forms the City’s western boundary and provides a connection to SR 516.

Existing Roadway and Intersection Characteristics

SR 169, within the planning area, is a two-lane principal arterial that generally divides the city into east and west sections. SR 169 serves an area extending between the cities of Renton and Enumclaw, providing both regional connections (to SR 18, SR 516 and Interstate 405, SR 410 and local access.

Posted speed limits along SR 169 vary depending on the amount of development adjacent to the highway. Areas immediately outside the city limits are posted at 50 miles per hour (mph). Within the city limits, legal speeds are reduced to 35 mph from the north City limits to 1st Ave, except for a school zone with a reduced speed of 20 mph between Baker St to Lawson St. The speed limit returns to 50 mph from 1st Ave to the southern city limits. All cross-streets intersecting with SR 169 are controlled by stop signs.

SE 288th Street is a two-lane road that runs east-west. The road is a minor arterial that changes to SE 291st Street as it approaches SR 169. The road serves City residents north of Lake Sawyer and also serves as the only access for Maple Valley residents living north of SE 288th Street and south of the Burlington Northern Railroad line. SE 288th (turns into 291st) Street is stop sign controlled at SR 169 and 216th Avenue SE on the west end. At all other intersections, the cross-street traffic is stop sign-controlled. The posted speed is 35 mph.

Roberts Drive (Auburn-Black Diamond Road west of city limits) provides access to the City of Auburn and is a two-lane minor arterial. The roadway branches into two facilities near Covington Creek allowing access to the City of Kent (Kent-Black Diamond Road) and Auburn (Auburn Black Diamond Road).

All cross-streets intersecting Roberts Drive are stop sign-controlled. Roberts Drive is controlled by a stop sign at its intersection with SR 169. Posted speeds are generally 40 mph outside the city limits and 25 to 35 mph once inside the city.

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Green Valley Road is a two-lane minor arterial that connects SR 169 and Auburn. This street is classified by King County as a collector. The roadway is posted for a maximum speed of 40 mph, but operating speed is constrained to 10 to 15 mph in certain areas due to its curvilinear horizontal alignment with steep grades. Green Valley Road is stop-controlled at SR 169. It should be noted that the annexation of property adjacent to Green Valley Road in 1995 included a condition that direct transportation access would not occur from the annexed area onto Green Valley Road.

Lake Sawyer Road/224th Avenue SE/216th Avenue SE is a two-lane generally north/south minor arterial that provides access to a predominantly residential area west of Lake Sawyer. The street generally parallels SR 169 between Roberts Drive and SR 516. There are traffic signals at the intersections of 216th Avenue SE/SR 516, 216th Avenue SE/Covington-Sawyer Road, and SE 296th Street/219th Avenue SE. All other cross-street traffic intersections along Lake Sawyer/216th Avenue SE are stop sign-controlled. Posted speeds vary between 35 mph and 45 mph.

Covington-Sawyer Road is a two-lane minor arterial that connects with 216th Avenue SE on the western border of the city. It provides access to the City of Covington, SR 18 and SR 516.

Morgan Street is a two-lane east west collector from Roberts Drive to Railroad Avenue/ Jones Road. Railroad Avenue extends Morgan Street as a two-lane collector from Morgan Street southeasterly to SR 169.

Functionally, Morgan Street and Railroad Avenue provide alternative connections between Roberts Drive and SR 169, through the downtown area by either Baker Street or Railroad Ave. and Jones Lake Road. The intersection of Morgan Street and Roberts Drive is stop sign-controlled on the minor approach (Morgan Street). Jones Lake Road is controlled by stop sign at its intersection with SR 169. The posted speed limit on Morgan Street is 25 mph.

Lawson Street is an east/west minor arterial with its western terminus at SR 169 and continuing east and northeast out of the city. Near the outskirts of the city, the roadway changes to Green River Gorge Road. The arterial provides access between SR 169 and residential developments in the city and rural areas east of the city. The posted speed limit along this route is 25 mph within the city limits. Near Mud Lake, the speed limit increases to 45 mph. Lawson Street is stop controlled at its intersection with 3rd Avenue (SR 169).

Black Diamond-Ravensdale Road is a two-lane minor arterial linking Black Diamond and Ravensdale and serves as a secondary connection between Kent-Kangley Road and SR 169 and provides a connection to the Issaquah/Hobart Road. The posted speed limit along this road is 45 mph within the city limits. Cross-street traffic along Black Diamond-Ravensdale Road is stop controlled.

Baker Street (between SR 169 and Railroad Avenue/Morgan Street) is a two-lane arterial collector located in the downtown area of the city that also provides connection to all points

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west. The roadway provides access to the post office and school; it has a posted speed limit of 25 mph. It is stop sign controlled at SR 169 and Railroad Avenue/Morgan Street.

All remaining roadways in the city are local roads with two-lane cross-sections. Most local roadways have posted 25 mph speed limits.

Existing Roadway Volumes and Travel Conditions

Figure 7-1 depicts the City's road network and associated 2015 traffic volumes, which are based on PM peak period turning movement counts collected at each of the 10 intersections within the city and included in the City's concurrency program. These traffic counts were supplemented with available traffic data for SR 169 provided by WSDOT. These PM peak hour volumes were used to evaluate the existing LOS for each intersection, which is summarized in Table 0-2.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-2. Existing Level of Service (2015)

Signalized Intersections	Level of Service	Delay (seconds)
SE 296th St/216th Ave SE/SE Covington-Sawyer Rd	B	16
219th Ave SE/SE 296th St/Lake Sawyer Rd SE	B	13
Unsignalized Intersections	Level of Service	Delay (seconds)
216th Ave/SE 288th St	D	25
SE Auburn-Black Diamond Rd/Lake Sawyer Rd SE	B	13
SR 169/SE Black Diamond-Ravensdale Rd	F	75
SR 169/Roberts Drive	E	43
Morgan St/SE Auburn-Black Diamond Rd	B	11
SR 169/Baker St	C	20
SR 169/Lawson Rd	C	16
SR 169/Jones Lake Rd	B	13

Note: intersections shown in bold do not meet LOS standards

Consistent with the City's adopted LOS standards established in this plan, intersections must operate at LOS D or better along SR 169 or LOS C or better for all other locations. The majority of intersections within the city operate at an acceptable LOS; however, three intersections currently operate below their respective standards: 216th Avenue/SE 288th Street, SE Black Diamond Ravensdale Road/SR 169 Roberts Drive/SR 169, and Roberts Drive/SR 169. For Black Diamond Ravensdale Road/SR 169, the primary contributor to the delay is the westbound left movements from the minor street, while for Roberts Drive/SR 169 the primary contributor is the eastbound left movements.

Other Modes

Rail Service

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Presently, there are no railroads located within the city limits. Rail lines that historically provided service from Seattle through Renton to the city have been decommissioned. The last coal trains left Black Diamond in 1969. The old rail line passed through town in a north-south direction paralleling Railroad Avenue.

Public Transportation Service

The City currently has a low population density and is distant from major Puget Sound urban employment centers. Public transportation service is available but is limited. Current transit service in the City is provided by King County Metro routes 143 and 907. Route 143 provides Monday-Friday peak-period fixed-route connections along SR 169 between Black Diamond and downtown Seattle through Maple Valley and Renton,. Metro's Demand Area Response Transit (DART) route 907 provides hourly all-day connection to Renton Monday to Friday, with service connections available at the Renton Transit Center. DART uses smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request within the area south of Roberts Drive, east of Morgan Street, north of Baker Street, and west of 3rd Avenue. DART also travels to Enumclaw between Black Diamond and Enumclaw.

Table 0-3 summarizes existing transit services in the city. Route 143 provides 15 to 20-minute service during commute hours with service to and from Black Diamond to downtown Seattle in the morning and from downtown Seattle to Black Diamond in the evening. DART Route 907 provides 60 -minute service during off-peak hours.

Table 0-3. Summary of Existing Transit Service

Route	Beginning Location	Ending Location	Headway Range (minutes)	Start	End	Trips
143	Downtown Seattle	Black Diamond** (via Renton)	15-20	3:59 PM	7:07 PM	6
143	Black Diamond**	Downtown Seattle (via Renton)	15-20	5:20 AM	8:34 PM	6
DART 907	Renton TC	Black Diamond*	60	8:45 AM	4:30 PM	8
DART 907	Black Diamond*	Renton TC	60	7:50 AM	5:33 PM	10

*Service to Black Diamond at 3rd Avenue & Baker Street.

**First and last run to/from Black Diamond starts and ends at Renton Transit Center (TC) and does not serve downtown Seattle (Departs Renton at 6:11AM and departs Black Diamond at 7:08PM).

A park and ride lot located at the Masonic Lodge at 3rd Avenue/Baker Street provides 30 parking spaces for weekday parking for transit users. There are two other facilities in Maple Valley; the Maple Valley Park and Ride is located at SE 231st Street/SR 169 approximately 6.6 miles to the north of the Black Diamond Park and Ride and provides 122 spaces and the Maple Valley Town Square Park and Ride is located 4.1 miles north and provides 97 spaces.

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The existing transit service meets the City's defined LOS criteria. However, in the future, additional service as well as provisions for bus pullouts, bus stops, and park and ride lots will become necessary, as the population increases.

Metro has an active Community Connections (formerly alternative service) project in Black Diamond - the Black Diamond-Enumclaw Community Ride (part of the South East King County Community Connections project). The project is currently in a two-year performance measurement phase, approaching the end of year one and Metro is currently examining the service for potential service modifications.

Surface Freight Transportation

There are no freight terminal facilities located in the city. However, truck operations related to mineral extraction, logging, and landfill commonly use the road network, primarily on SR 169.

Pedestrian Facilities

There are somewhat limited sidewalk facilities along the arterial and collector road network within the city. While adopted City road construction standards now require sidewalks on all new roads, many of the roads in areas of town that were developed prior to the 1980s were constructed to rural standards with gravel shoulders or no shoulder at all. Existing pedestrian facilities are illustrated on several subdivisions developed in the last 20 years were developed with sidewalks including: King County Housing Project (Rainier View), Ridge at Black Diamond, Diamond Glen, Morgan Creek, Eagle Creek, Lawson Hills Estates.

Bicycle Facilities

No formal bicycle network exists within the city. Bicyclists currently use the existing roadways as informal routes, although there are no markings or signs to support the street usage for bicycles. City residents have voiced a desire to include bicycle facilities within the transportation environment. Recently the City has widened the westbound lane of Roberts Drive to provide for a 14-foot-wide shared bike lane on Roberts Drive from Bruckners Way to just past the library.

Trail Facilities

The city has an adopted 2011 Trails Plan that outlines strategies to expand the local trail system. There are currently two multipurpose King County trails that are in the planning and engineering phases to provide combined hike, bike, and horse trail opportunities in the area. The Cedar to Green River Trail is a 3.7-mile multipurpose trail following an abandoned railroad corridor north of Maple Valley to SE Kent-Kangley Road. The next two phases of the Cedar Green trail will extend through Black Diamond along Ravensdale Creek, through the City's Lake Sawyer Regional Park and then south along the western city limits to the top of the Green River Gorge where it will connect with 218th Ave SE as access to the Green River, ending at the Flaming Geyser Park. The Cedar River Trail is a paved 17.3-mile multipurpose trail following an abandoned railroad corridor from Lake Washington in downtown Renton to Landburg Park on Summit Landsburg Road.

Shoreline/Water Transportation

There are no navigable waterways for freight or passenger transportation in the Black Diamond area. The region's primary river, Green River, is mainly used for recreational purposes.

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Aviation Transportation

The nearest major airport facility is SeaTac International Airport located approximately 22 miles to the west. The City does not have a local airport; however, a privately-owned field with a runway length of 1,500 feet is located along Roberts Drive west of SR 169.

Nearby public-use airports include Kent's Crest Airpark (6 miles), the Auburn Municipal Airport (14 miles) and the Renton Municipal Airport (18 miles). Seaplanes land and take off from lake Sawyer, one resident moors a private seaplane during high water in summer months.

Parking Facilities

On-street parking is presently provided informally throughout the city in conjunction with the local street network. Parking is restricted on SR 169. Additional public parking is currently needed, particularly in Old Town, and near the SR 169 corridor for weekend bicyclists driving to the city to ride, and for weekday commuters who wish to use transit.

Functional Classification System

Roadway classifications define the character of service that a street is intended to provide. The City has classified its roadway system and adopted roadway design standards based on the roadway's functional and physical characteristics. The functional classification system is a hierarchical system providing for the gradation of traffic flow from an access function to a movement function. The functional classification system for the City is described in **Table 0-4** and the accompanying roadway design standards are summarized in **Table 0-5**.

The following list provides the planned classifications by roadway.

Principal Arterials

- SR 169

Minor Arterials

- SE 288th Street
- Roberts Drive
- North Connector*
- North-South Connector*/Abrams Road
- Black Diamond-Ravensdale Road
- Lake Sawyer Road
- Pipeline Road*
- Lawson Connector*

Collectors

- Annexation Road*
- Southeast Loop Connector*
- Morgan Street
- Baker Street (west of SR 169)
- South Connector*
- Railroad Avenue (Jones Lake Road)
- Lake Sawyer Extension* a

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Local Access

All remaining roadways within the city are shown on Figure 7-1 and Table 0-4. These tables serve as only a general guide for the different classifications and the City's Road Design Standards should be reference for further clarification.

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-4. Functional Classification System Definition of Roadway Functions

*Speed limit in fully developed areas

Classification	Function	Continuity	Spacing (miles)	Direct Land Access	Minimum Intersection Spacing	Speed Limit (mph)	Parking	Comments
Principal Arterial	Primary – Intercommunity and intrametro area traffic movement Secondary – land access	Required	1/2 in CD; 1 in urban residential; 1-5 in suburban and fringe	Limited – major generators only	1/2 mile	35-45*	Prohibited	
Minor Arterial	Primary – Intercommunity and intrametro area traffic movement Secondary – land access	Required	1/8 – 1/2 in CBD; 1/2 – 1 in urban; 1-3 in suburban and urban fringe	Restricted – some movements may be prohibited; number and spacing of driveways controlled	1/4 mile	30-35	Generally Prohibited	Backbone of the street system
Collector	Primary – Collect/distribute traffic between local roads and arterial system; Secondary – land access; Tertiary – interneighborhood traffic movement	Desirable	Not less than 1/4 mile from higher classified arterials	Safety controls; limited regulation	300 feet	25-30	Limited	Through traffic should be discouraged
Local	Land Access	None	As needed	Safety controls only	300 feet	25	Permitted	Through traffic should be discouraged

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-5. Road Classifications and Development Standards

Classification	Minimum Right-of-Way (feet)	Minimum Paved Width (feet)	Additional Design Standards
Principal Arterial	60-100	38-62	Sidewalk, extra lane width for bicycles, planting strip
Minor Arterial	54 (2 lane) 66 (3 lane)	30 (2 lane) 40 (3 lane)	Sidewalk, extra lane width for bicycles, planting strip
Collector Road	60-72	28 (2 lane) 40 (3 lane)	Sidewalk, extra lane width for bicycles, planting strip
Local Access (Industrial)	50	28	Sidewalk, planting strip
Local Access (Commercial)	60-68	36	Sidewalk
Local Access (Residential)	48-60	22-32	Sidewalk, planting strip

Source: 2009 City of Black Diamond Engineering and Design Standards

Current Transportation Plans and Improvements

The City is working to identify the near-term improvements that address transportation needs for its community.

Planned Roadway Improvements

The current planned roadway improvements consist of projects programmed by WSDOT, King County, and the City.

WSDOT & SR169

SR-169 is a designated Highway of Statewide Significance (HSS) which functions as major rural and suburban route for the metropolitan area.

WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway. Concern over congestion and safety issues along the corridor have spurred several studies, one of which was a route development plan that considered widening the highway. However WSDOT did not complete this plan and therefore transportation demand modeling and the state's ~~WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway.~~ Within the city, WSDOT has proposed minor widening to allow for a two-way left turn lane north of the historic core of the city and a truck climbing lane south of Green Valley Road. For purposes of this plan, the City is assuming a 3-lane section for SR 169

~~through the old town area and through the north commercial area, with potential widening at intersections to accommodate turn lanes. The City is also planning long term for further widening (4 or 5 lanes north of Roberts Drive to the City's future north connector and is seeking additional right of way through dedication upon major development or redevelopment where the right of way width is less than 100 feet.~~ Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a proactive approach by seeking additional right of way through dedication upon major development or redevelopment where right of way width along SR-169 is less than 100 feet. The City is also working on access management along SR-169 to plan for necessary transportation improvements that would be funded by new development along the corridor to alleviate congestion and safety issues.

Kommentar [BK4]: New language added and existing language deleted. Both shown in underline/strikethrough format.

The City has recognized the potential impacts to SR 169 associated with forecast growth and has entered into agreements with major developers to ensure these impacts, as well as some existing deficiencies, are properly mitigated to maintain consistency with concurrency requirements.

Kommentar [BK5]: New language added in underline (blue and red text). Strike through is proposed for deletion.

King County

King County has identified two future improvements in the North Enumclaw/ Ravensdale Planning Area, which includes Black Diamond (detail is in the County's *2016 Transportation Needs Report*). The County's list of improvements in or around the city is shown in **Table 0-6**.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-6. King County Identified Black Diamond Area Facility Improvement Needs

Project #	Project Action	Location	Priority	Cost
NM-5051	Provide non-motorized facility	Black Diamond-Ravensdale Rd SE: from SR 169 to 276th Ave SE	High	\$2,480,000
RC-142	Reconstruction of existing 1.3-mile roadway segment	SE Green Valley Rd from 243 rd Ave SE to SR 169	High	\$2,140,000

Source: 2016 King County Transportation Needs Report

City of Black Diamond

Table 0-7 identifies the critical future road network to fill in the street grid and provide alternative east west as well as north south corridors. Lake Sawyer, Ravensdale Creek, and the Rock Creek Wetland prevent other connections and extensions of a grid system. The City has identified several road improvements shown in Figure 7-5.

The City maintains a Six-year Transportation Improvement Program (TIP). The Six-year program proposes improvements to existing substandard roads and includes repairing and overlaying existing roadways, paving gravel roadways, constructing sidewalks, and widening roadways. At the time that the Six-year Transportation Improvement Program was adopted only the capacity adding projects that the City was going to be participating in were included. So in addition to the projects identified in the 6-year TIP there are capacity adding projects that are planned for the

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May 2, 2019

Master Planned Developer to construct as identified in Table 0-9. If needed, the projects included in the TIP could be reprioritized to address those on SR 169 first, as the City cannot modify the adopted LOS standard as a mechanism to maintain concurrency.

Kommentar [BK6]: New added language shown as underline text.

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

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Table 0-7 6-Year Transportation Improvement Plan (TIP) 2021-2026

Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
1	2021	General Street Improvement	N/A	N/A	Use for opportunities to leverage private funds, short overlays, chip sealing, crack sealing, patch work, addressing minor safety problems	N/A	\$35,000/year; \$210,000 total	Local City Funds
2	2021	Grant Matching for Street Projects	N/A	N/A	Use for grant applications to provide the required match	N/A	\$40,000/year; \$240,000 total	Local City Funds
3	2021	Covington Creek Bridge	N/A	N/A	Replace culverts at Covington Creek with a bridge	N/A	\$ 2,002,000	King County Flood Control District Funds
4	2021	Morganville South Improvements	N/A	N/A	Overlay of Union Dr., Morgan Dr., and Alpine Dr.; pedestrian safety improvements		\$ 94,000	CDBG Grant for water main replacement
5	2021	Rock Creek Bridge Rehab	N/A	N/A	Sealing and painting underside of the bridge	N/A	\$ 75,000	Local City Funds
6	2021	Morgan Creek Neighborhood Roads Preservation	N/A	N/A	Seal Coat or chip seal	1.19	\$ 75,000	Local City Funds
7	2022 to 2025	Roberts Drive/SR 169/BD-Ravensdale Roundabout	N/A	N/A	Two 1-lane Roundabouts	N/A	\$ 10,000,000	Developer Mitigation & possible Grant funding
8	2022	Roberts Drive Rehabilitation, Cemetery Road to Library	Cemetery Rd.	King County Library	Grind, patch, replace panels, crack sealing, shoulder widening; street lighting improvements at Morgan/Roberts intersection	0.25	\$ 175,000	Grant/TIB, Local City Funds

Kommentar [BK7]:
TIP and replaced with (adopted) one.

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9	2022	Downtown Public Parking	N/A	N/A	Develop additional public parking in the downtown area of Baker St. and Railroad Ave.	N/A	\$ 145,000	Local City Funds/Grants
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Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
10	2022	Morgan Creek Pedestrian Connection	Kanasket Dr.	SR 169	Pedestrian connection from the backside of the Morgan Creek Neighborhood to SR 169	0.14	\$ 200,000	Developer-Funded Frontage Improvements
11	2022	Downtown Pedestrian & Bicycle Link Study	James St.	Jones Lake Road	Study to identify best routes for pedestrians to bypass SR 169 through the downtown area	0.88	\$ 30,000	Grant/Local City Funds
12	2023	Roberts Drive Reconstruction, Library to SR 169	King County Library	S.R. 169	Widening and overlay, sidewalk, street lighting, and stormwater improvements	0.56	\$ 1,750,000	TIB Grant, Local City Funds
13	2023	232nd Ave./Pl. SE Overlay	Pavement change at 29615	End of Public Road (302nd)	Asphalt patching and overlay	0.44	\$ 150,000	Grant/ TIB, Local City Funds
14	2023	Baker Street Sidewalk	Railroad Ave.	Lawson St.	Sidewalk on the south side of Baker St. between Railroad and SR 169, then on the west side of SR 169 between Baker and Lawson	0.21	\$ 700,000	Grant/ TIB, Local City Funds, Developer frontage improvements
15	2024	SR 169 Sidewalk, Roberts Drive to James Street	Roberts Dr.	James St.	6-foot wide sidewalk on the west side of SR 169	0.20	\$ 550,000	TIB Grant, Local City Funds
16	2024	4th Avenue Overlay	Park St.	James St.	Patching and overlay, including some widening; includes sections of Baker St., Park St., and James St. between 3rd & 4th	0.21	\$ 75,000	Grant/ TIB, Local City Funds

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17	2024	5th Avenue & 6th Avenue Loop	N/A	N/A	Widening and overlay local access streets. Includes 5th, 6th, Baker, and Hammond	0.36	\$ 125,000	Grant/ TIB, Local City Funds
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Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
18	2025	Lawson Street Overlay	S.R. 169	Newcastle Dr.	Surface grinding, select panel replacement, shoulder widening, asphalt overlay	0.36	\$ 160,000	Grant/ TIB, Local City Funds
19	2025	Lawson Street Sidewalk, Ph. II	6th Ave.	Newcastle Dr.	6-foot wide sidewalk on Lawson Street	0.19	\$ 400,000	Grant/Safe Routes to School, Developer Mitigation
20	2025	Diamond Glen Neighborhood Improvements	N/A	N/A	Patching, crack sealing, and overlay	0.25	\$ 130,000	Grant/ TIB, Local City Funds
21	2025	216th Ave SE / SE 288th Street Roundabout	N/A	N/A	Intersection improvement to handle higher traffic volume	N/A	\$ 1,400,000	Developer mitigation
22	2025	Downtown Pedestrian & Bicycle Link	James St.	Jones Lake Rd.	Sidewalk extensions and bike lanes	0.88	\$ 440,000	Grant Funds
23	2026	Lawson Connector/ Lawson Parkway	SR 169	Lawson St.	New 36' wide minor arterial connection to SR 169 with pedestrian facilities, bike lanes, and street lighting	0.60	\$ 3,200,000	Developer
24	2026	Lawson/ Botts Drive Intersection Improvements	N/A	N/A	Intersection controls for new intersection, include stop controls	N/A	\$ 500,000	Developer
25	2026	216th Ave. SE Overlay	SE 288th St.	SE 296th St.	Patch and overlay	0.41	\$ 165,000	Grant/ TIB, Local City Funds
				South to new commercial and multi	New minor arterial connection to SR 169 with			

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26	2026	North Connector	169	family housing	roundabout	0.25	\$ 1,000,000	Developer Funded
27	2026	228th Ave. SE/229th Ave. SE/229th Pl. SE/SE 292nd Pl.	228th Ave. SE	232nd Ave. SE	Patching and overlay	0.62	\$ 150,000	Grant/ TIB, Local City Funds
28	2026	Morgan Street & Roberts Drive	N/A	N/A	New signal	N/A	\$ 350,000	Grant, Developer Mitigation

Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
29	2026	Baker Street & SR 169 Intersection Signal	N/A	N/A	New signal to facilitate turning movements and pedestrian crossing	N/A	\$ 650,000	Grant, Developer Mitigation
30	2026	Rainier View Overlay	Baker St.	SR 169	Patch and overlay in the Rainier View Senior Housing Neighborhood	0.41	\$ 150,000	Grant/ TIB, CDBG Grant, Local City Funds
TOTAL ALL PROJECTS							\$ 25,291,000	

FUTURE PROJECTS FOR CONSIDERATION

Rank	Year	Improvement	From	To	Type of Improvement	in Miles	Cost	Funding
31	--	SE 288th St. Sidewalk	N/A	N/A	Sidewalk on SE 288th St. to link to future trails and future sidewalks. Project limits will be determined at a future date	0.5	\$ 500,000	Grant, Developer Mitigation, Local City Funds

NOTE: The City has identified the need for maintenance on these streets. There are more projects in these categories than can be funded or completed in six years. Projects in the earlier years have a higher probability of getting funded and completed. Projects in the later years have a lower probability of being funded and completed. If funding does become available and is secured for any project on the list, it will be moved to the top of the list for construction. The City is also considering future projects outside of the 6-year range that may be included in future updates of the Transportation Improvement Plan.

Actions Needed to Meet Level of Service Standard

Two intersections operate below their respective LOS standards under existing conditions: SE Black Diamond-Ravensdale Road/SR 169 and Roberts Drive/SR 169. Intersection control (e.g., a roundabout or traffic signal), additional turn lanes and roadway widening improvements would be needed at these locations to meet acceptable LOS standards. These actions are included in the 2015-2021 improvements as shown on Figure 7-5. The design and permitting of these intersections is already underway required to be constructed by the City's Development agreement with the Master Planned Developer in the City.

Travel Forecasts

The City of Black Diamond's existing travel demand models were updated to reflect the current and future level of development to be in place by the year 2035 both within the City and the Puget Sound Regional Council (PSRC) planning area. The land use data was obtained from PSRC and refined with city staff input to account for the approved Master Plan Developments (Lawson Hills and The Villages) and other development potential. The travel forecasts were based on the following land use projections:

- year 2014 - 4,361 population, 1,627 households and 561 jobs
- year 2035 – 19,262 population, 7,674 households and 3,709 jobs

The existing travel demand models were also updated to reflect the current and future transportation investments programed to be in place by the year 2035 both within the City and the Puget Sound Regional Council (PSRC) planning area.

Future Land Use and Transportation Concepts

The City intends for the Black Diamond Comprehensive Plan Transportation and Land Use Elements to work together for a safe and interconnected system to support housing, economic development, and recreational opportunities while minimizing environmental and social impacts consistent with Puget Sound Regional Council's forecasts and vision.

Regional traffic growth on SR 169 will likely continue as long as vehicular capacity is available on that route. Similar conditions would be expected on other arterials that facilitate regional traffic. The need for planned transportation improvements will depend on the location, density and timing of the area where development occurs but could also be influenced by development outside the City that adds volume to SR 169. The construction of the needed and planned capacity adding transportation improvement projects will occur as required by the City's Development Agreement with the Master Planned Developer and periodic traffic monitoring and modeling dictates. Black Diamond may also explore options to coordinate with other SR 169 cities to identify corridor-wide solutions and the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.

Kommentar [BK8]: New added language in underline text.

At the expiration of the Developer Agreement in 10 to 15 years the implementation of transportation capacity projects may shift to a City funded transportation capacity program with traffic impact fees and may vary depending on market forces, availability of utilities and actions taken by the jurisdiction.

Forecast Horizons

The TIP is linked to the City's planned land uses and the anticipated traffic volumes. There are two forecast horizons presented in the comprehensive transportation plan:

- Short-Term: 2015 to 2021
- Long-Term: 2022 to 2035

The short-term forecast coincides with the City's TIP and represents current growth trends and expected short term development within the city. Future levels and timing of land development were based on conversations with City staff, local landowners, and development firms. Changes to development patterns and priorities may vary the need for and the completion order of the transportation improvements. The long-term traffic forecast represents the future growth in housing, employment and background traffic that will produce the expected 2035 traffic projections. The City's Development Agreement with the Master Planned Development (MPD) Developer requires updates at the beginning and middles of the three phases of development so as to program the timing of transportation capacity adding projects to come online as needed.

Transportation Improvement Recommendations

This section of the transportation plan establishes intersection and roadway improvement programs for the periods 2015 to 2021 and 2022 to 2035.

Arterial and Collector Roadway Improvements

A conceptual configuration for the future roadway system in 2035 is shown in Figure 7-4. New arterial and collector roads include: Pipeline Road, Annexation Road, Lake Sawyer Extension, Lawson Connector, South Connector, Southeast Loop Connector, and North Connector.

The proposed roadways are to show the general route and connections of future roadways and are not specific to design level locations. Alternative roads and alignments may be considered. The intent is to show a basic route, connections and concept and the exact locations will be determined after engineering and environmental review. These new roads will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials.

The Pipeline Road will provide an east / west alternative to Roberts Drive and will enhance the circulation and access for industrial development. The North Connector will provide a north / south alternative to SR 169 in the middle of the City. The Annexation Road would provide north-south and east-west circulation through the southwestern portion of the City's Expansion Area. Other new facilities are proposed to improve general circulation.

Agency Coordination

Improvements on SR 169 will require coordination with WSDOT. The City has adopted a Gateway Overlay District from the North City boundary to Roberts Drive regulating how development will occur along the roadway including separated meandering sidewalks within the front setbacks of the properties. The Comprehensive Plan should include a vision for SR 169 through the city. The City could use the vision to begin discussions with WSDOT to coordinate the future design of the road. Then as development occurs along the highway, improvements (such as lanes, sidewalks, bike lanes, median planting, turn pockets, driveways, and signals) could be implemented

consistent with the overall design. The City will continue to participate in the implementation of or future updates to the SR 169 Route Development Plan (WSDOT, 2007) and as well as any other regional transportation planning efforts.

Intersection Control Requirements

Although the construction of new collector roads and connecting arterials will help distribute traffic, key intersections will warrant traffic control and intersection improvements to meet the City's LOS standards in the future. The City identified roundabout-controlled intersection improvement as the preferred solution to address the increasing turning movements at intersections. Where it is shown that the traffic movements cannot be handled and or the site conditions will not allow for a roundabout, signalization of the intersection can be considered. The necessity for and location of intersection improvements would be established at the time development occurs. The City will look to avoid locating signals in its historic downtown area.

Many intersection control improvements are expected and warranted during the 20-year planning period. The improvement for roads and intersections will be implemented incrementally with developments as traffic volumes increase.

Roadway Conditions – 2021

This plan anticipates future conditions for the year 2021 to derive the Six-year TIP. The analysis includes the roadway projects identified in the Six-Year 2015-2021 TIP (dependent on growth-driven traffic demand) plus additional improvements identified in the Master Plan Development needed to ensure that the roadway system meets the City's adopted LOS standards.

2015 to 2021 Recommendations

Development and increasing traffic from neighboring jurisdictions will increase traffic volumes throughout the city. Figure 7-5 and Table 0-9 list the 2015 to 2021 recommended actions. The transportation improvements recommended are expected to meet the projected travel needs throughout the city.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-8. Transportation Capacity Adding Projects (2015-2021)

Project References		Project Description	General Timing	Funding Source
Project Number & Name from 2009 comp plan (new projects in <i>italics</i>)	AKA			
A1, Annexation Road,	The Villages MPD Community Connector	Minor arterial from Lake Sawyer Road SE across Roberts Drive to south end of Phase 1A, Villages MPD; individual phases described below.	Expected within 6 years	MPD Developer
A2, Lake Sawyer Extension Road	Ring Road	A road with a single lane in each direction with bike lanes, rain gardens/landscaping, and a sidewalk on each side.	Expected within 6 years	MPD Developer
<i>Reconstruction of Roberts Drive from west City limits to 236th Ave SE</i>	Frontage Improvements on SE Auburn -Black Diamond Road (Roberts Drive)	Overlay and widening with sidewalks, bike lanes, street lights, landscaping, storm water infiltration	Expected within 6 years. Partially completed in 2017	MPD Developer
SE Auburn Black Diamond Road (Roberts Drive) / Annexation Road	Intersection of Community Connector and SE Auburn Black Diamond Road	Single lane roundabout.	Expected Fall 2018.	MPD Developer
SE Auburn Black Diamond Road/ Lake Sawyer Road / Lake Sawyer Extension	Intersection Improvement at SE Auburn Black Diamond Road and Ring Road	Single lane roundabout	COMPLETE in 2017	MPD Developer
SR 169 / Roberts Drive / Lawson Connector	Intersection improvement at SR 169 / Roberts Drive / Lawson Connector (or Parkway)	Roundabout improvement with pedestrian improvements	Expected within 6 years	MPD Developer and City grant funds
SR 169 / SE Black Diamond – Ravensdale Road	Intersection Improvement at SR 169 / Pipeline Road / Black Diamond Ravensdale Road	Roundabout improvement with pedestrian improvements	Expected within 6 years	MPD and City grant funds
SE 288 th Street / 216 th Avenue SE		Re-channelize south leg of intersection to provide refuge/merge area for westbound left-turning vehicles	1 COMPLETED	MPD Developer
<i>Roberts Drive Improvements</i>		Road widening for shared bike lane,	Expected	MPD, grant and

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from 236 th Ave SE to Bruckners Way		sidewalks and streetlights extending pedestrian facilities across Black Diamond and linkage to the r	within 6 years	City funds
SR 169 from BD Ravensdale Road to James Street	Sidewalk link from Old Town to north commercial	Provide sidewalks and bike lane facilities from BD Ravensdale Road to James Street	Expected within 6 years	Grant and City funds
Ginder Creek Trail linking Roberts Drive to Morgan Street		Construct a gravel surface trail for access to City open space and shorter access to the library.	Expected within 6 years	Grant and City Funds
Later phase of A1 above.	Extend The Villages MPD Community Connector	New road with bike lanes and meandering paths/walkways . Constructed in phases as necessary to provide access to each Phase 2 plat that takes access from the Community Connector.	Expected within 6 years	MPD Developer
A3, Lawson Connector	Lawson Parkway	New road linking Lawson Hills MPD to State Route 169 with pedestrian facilities, bike lanes and streetlights.	Expected within 6 years	MPD Developer
Lawson Street Sidewalks Phase 2	Frontage Improvements along Lawson Street	Sidewalks on Lawson Street 6 th Ave to Botts Drive	Expected within 6 years	MPD, grant and City funds
Intersection Improvement at Lawson Parkway/Lawson Street/ Botts Drive		Stop control will be provided when intersection is constructed. Additional improvements may be needed in the future.	Expected within 6 years	MPD developer
A5, North Connector, phase 1		Minor arterial serving north commercial area with roundabout access to SR 169.	Expected within 6 years	MPD Developer

Note: The projects above identify needed facilities within the City if the project growth takes place during the 13-year period. New capacity adding projects will be the responsibility of the project's developer to design and construct to meet the demands of the new growth within the City according to the Development Agreement with the City or through the City's SEPA process. The City's role is monitoring, review and collecting a proportionate share of mitigation fees from infill development for affected intersections. New development will also be responsible for providing on-site roads, trails, sidewalks and circulation, which is not identified in the TIP

Roadway Conditions - 2035

The traffic volumes anticipated for the year 2035 are depicted in Figure 7-7. The City expects that additional arterial roads will be needed in the planning area. SR 169 and Roberts Drive will continue to carry the largest volumes of traffic. The Morgan Street and the Railroad Avenue connection between Roberts Drive and SR 169 would serve as a prominent collector road.

2022 to 2035 Recommendations

Future transportation recommendations for the 2022 to 2035-time horizon (dependent on growth-driven traffic demand) are shown in Table 0-8 and Figure 7-6. The program improves existing facilities, provides connections to “fill-in” the existing system, and constructs new facilities to meet the projected travel needs throughout the city.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-9. Transportation Capacity Adding Projects (2022-2035)

Project References		Project Description	General Timing	Costs & Funding Source
Project Number & Name from 2009 comp plan (new projects in <i>italics</i>)	AKA			
Intersection Improvement at Roberts Drive / Morgan Street and maybe future North Connector		Roundabout	Within 7 to 20 years	\$11,600,000 MPD Developer
Intersection Improvement at SE 288 th St/ 216 th Ave SE		Roundabout or signal	Within 7 to 20 years	MPD Developer
A6, Pipeline Road		Construct New City minor arterial roadway from Lake Sawyer Road. SE to SR 169 with roundabout improvement on Lake Sawyer Road SE.	Within 7 to 20 years	MPD Developer
Intersection Improvement at Covington Sawyer Rd. and 216 th Ave SE		New signal and re-channel adding turn lanes and possibly through lanes or roundabout	Within 7 to 20 years	MPD Developer
A5: North Connector phase 2		Connect new city minor arterial , North connector to the pipeline road.	Within 7 to 20 years	MPD Developer
A5, North Connector phase 3		Extend North Connector from the pipeline road to Roberts Drive.	Within 7 to 20 years	Future Developers
SR 169 Roundabout improvements at Roberts Drive / Lawson Parkway		Roundabout improvements which could include slip lanes or upgrade to a two-lane roundabout	Within 7 to 20 years	Future Developers
Intersection Improvement at Roberts Drive / Morgan Street and maybe future North Connector		Roundabout	Within 7 to 20 years	MPD Developer
SR 169 Roundabout improvements at BD Ravensdale Road / Pipeline Rd.		Roundabout improvements which could include slip lanes or upgrade to a two-lane roundabout	Within 7 to 20 years	Future Developers
A8, South Connector	South Connector	A new east west collector in south Black	Within 7 to 20	\$7,560,000

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		Diamond connecting SR 169 to southwest Black Diamond	years	Future Developers potentially with City and grant funds
A9, SE Loop connector	SE Loop Connector	Construct a new collector street from Lawson Hills MPD to SR 169 for a second connection	Within 7 to 20 years	\$7,125,000 Future Developers potentially with City and grant funds
Widen SR 169 From Roberts Drive to north City limits		Widen SR 169 to 4 lanes from Roberts Drive to north City limits.	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / RR Ave / SE Loop Connector	SR 169 / Jones Lake Road / SE Loop Connector	Signal or roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
SE 288 th Street & 232 nd Ave SE		Channelization improvements	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / South Connector		Roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	Future Developers potentially with City and grant funds
North Connector & Roberts Drive		Roundabout or maybe a signal	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / Baker Street & SR 169/ Lawson Street	Intersection improvements for Lawson Street and Baker Street with SR 169.	One roundabout or two signals. Right of Way needed.	Within 7 to 20 years	\$1,260,000
SE Auburn Black Diamond Road / Morgan Street	Roberts Drive & Morgan Street Intersection	Roundabout or maybe a Signal	Within 7 to 20 years	
SE 288 th Street & 232 nd Ave SE		Channelization Improvements.	Within 7 to 20 years	\$630,000
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	
North South Connector & Roberts Drive		Roundabout or maybe a signal.	Within 7 to 20 years	\$630,000
North South Connector & Morgan Street		Roundabout or signal	Within 7 to 20 years	\$630,000

Note: The projects above identify needed facilities within the City if the project growth takes place during the 13-year period. New capacity adding projects will be the responsibility of the project's developer to design and construct to meet the demands of the new growth within the City according to the Development Agreement with the City or through the City's SEPA process. The City's role is monitoring, review and collecting a proportionate share of mitigation fees from infill development for affected intersections. New development will also be responsible for providing on-site roads, trails, sidewalks and circulation, which is not identified in the TIP.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-10. Master Developer Funded Transportation Projects

Note: Funding and implementation responsibility for the projects listed are the responsibility of the Master Developer. These projects may be listed in the future TIP.

The Villages MPD		Project Description	Construction Threshold	
Project Name	Alternative Name		Phase 1	Phase 2
The Villages MPD Community Connector		1 lane road connecting Black Diamond Road including bike lanes, meandering path and roundabout	Division 1A of Plat 1A	Occupancy of 726th DU in Phase 1A
Ring Road				
Frontage Improvements on SE Auburn - Black Diamond Road				
Source: Black Diamond Memorandum dated August 27, 2012 From Andy Williams, Steve Pilcher RE: Approval of Regional Facilities Implementation Schedule for Phase 1A, The Villages MPD				

Lawson Hills MPD		Project Description	Construction Threshold	
Project Name	Alternative Name		Phase 1	Phase 2
Source: Black Diamond Revision/Correction Submittal Form Dated January 1, 2014, Permit #PLN13-0027 (2C)				

Level of Service–2035

With the listed improvements for 2021 to 2035, the City's arterial and collector road system all roadways and intersections would operate within an acceptable LOS except for 216th Ave SE / SE Covington Sawyer Rd. Table 0-10 indicates the intersection LOS operations within the City for 2035. With the intersection improvements described in Table 0-10, two intersections would not meet the City's LOS C standard. The 216 Avenue SE/SE Covington-Sawyer Road intersection would operate at LOS F and the 216th Avenue/SE 288th Street intersection would operate at LOS F. The traffic volume growth at these locations appears to be primarily from regional growth outside Black Diamond. It is recommended that the City coordinate with King County, City of Covington and Maple Valley to improve connectivity outside the City of Black Diamond to assist with this problem.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-10. Future Intersection Level of Service Summary (2035)

Signalized Intersections	Level of Service	Delay (seconds)
216 th Ave SE/SE Covington-Sawyer Rd	F	176
219 th Avenue SE/SE 296 th St	A	8
Roundabouts	Level of Service	Delay (seconds)
216 th Avenue SE/SE 288 th Street	F	96
Roberts Drive/Lake Sawyer Road Extension	A	8
SR 169/SE Black Diamond-Ravensdale Road	C	16
SR 169/Roberts Drive/Lawson Connector	A	9
Roberts Drive/Morgan Street	A	8
SR 169/Baker St	A	6
SR 169/Lawson Rd	A	6
SR 169/Jones Lake Rd	A	8

Public Transportation

Metro is expected to continue the one existing transit route into the 2021 horizon year depending on ridership levels and available funding. Service frequency may be increased, however, depending upon demand in the City and Maple Valley and Enumclaw areas. By the 2035 forecast year, additional park-and-ride facilities and transit service may be needed along SR 169. Other transit facilities may be necessary to serve new residential and employment within the City, specifically growth in the Master Plan Developments. Subject to available funding, the likely locations would be along Roberts Drive or Lake Sawyer Road. The City MPD's Development Agreement identifies a park and ride facility within walking distance of the highest density portion of the Master Planned Development.

Pedestrian and Bicycle Facilities

Sidewalks, walkways, and bicycle paths are integral parts of road design, as they are typically located within the roadway right-of-way. Sidewalks should be located on roads providing access to downtown areas, schools, parks, shopping centers, office buildings, and along transit routes. Enhanced sidewalk design standards should be applied by the City to address areas with high pedestrian activity, to increase pedestrian comfort and to allow for street plantings.

Bicycle lanes or paths are especially useful where bicycle traffic is high; such as near parks, schools, and other bicycle traffic generators. Bicycles can sometimes be accommodated without a bicycle lane on low volume local or collector roads. The City's standard of wider shared auto and bicycle lanes on arterials and collectors in time should address the need for continuous linked facilities for bicycles.

Bicycles are not appropriate on sidewalks designed for pedestrians. In low volume areas where bicycles and pedestrians share the sidewalk, an 8 to 10-foot-wide path is needed. In areas with high bicycle traffic volumes, a separate 5-foot bicycle path is needed.

Although there is not a system of bicycle paths or lanes in Black Diamond, the City recognizes the importance of pedestrian and bicycle facilities for recreation and commuter uses. The trail system is a major component of the City's proposed non-motorized transportation system. The Black Diamond Trails Plan proposes several expansions to the local trail system with multipurpose trails, off-road hiking trails, off-road mountain biking trails and horse trails. The City's Trail Plan may need to be updated to insure adequate local connections to the major Regional Cedar to Green King County multi-purpose trail that is currently in preliminary design.

Recommendations

The City has added to the sidewalk system significantly in recent years. However, north south linkages and connections to the future regional trail will be needed. Figure 7-2 shows the current extent of the sidewalk system. The City road construction standards require sidewalks on all new roads. It is recommended that sidewalks, walkways, or trails be constructed with or along all new or reconstructed collectors, minor arterials and on most local access roads as appropriate within City limits.

The City is planning for sidewalks and trails throughout new developed areas but not through older subdivisions with narrow existing rights of ways. In the old portions of the City developed prior to the 1980s, the right of way widths are narrow and the narrow roads serve small pockets of development and carry very little traffic. The citizens in these areas walk on or along the existing roads sharing the roadways with vehicles. It is recommended that the City consider formalizing this vehicle and pedestrian shared facility practice with the assistance of a traffic engineer examining speeds, signage and road improvements and adopting standards and ordinances to establish and facilitate this reasonable accommodation for pedestrians. Reconstruction of existing local access roads are very difficult to fund, particularly if sidewalks are included. The older neighborhoods would benefit from reconstruction of the roadways within the existing right of way and roadbed as City funding would be greatly extended bringing reinvestment to these neighborhoods much quicker.

New roadways will include bike lane provisions along arterial and collector facilities in the City. It is recommended that bike lanes or widened lanes for shared use be constructed along existing arterial and collector roadways in the future when they are scheduled for rehabilitation or reconstruction. For example, the City is requiring the Lawson Hills and Villages to include a network of trails as a condition of the developer agreement. City has also added network of sidewalks through SEPA mitigation and Rock Creek pedestrian bridge will link old town and new town. A new trail is being constructed in 2018 along Morgan Drive

As stated in the transportation policies (T-9), the City encourages the development of a network of off-road facilities for non-motorized travel. The City should seek these facilities in connection with new development and should attempt to identify potential off-street bicycle routes (Class I) for cyclists wherever sufficient public demand and space can be made available.

The recommended non-motorized facilities in this plan will have a positive impact on the transportation system. The plan's support for bicycle facilities would also help encourage alternatives for shorter length trips.

Transportation Demand Management Strategies

Transportation Demand Management is a term encompassing a broad range of measures designed to promote alternatives to the single-occupant vehicle (SOV). By promoting these alternatives, mobility can be maintained without expanding the capacity of the road network.

TDM strategies such as those addressed in Policy T-8 generally include increased public transportation service and ride-sharing programs. The City's website includes links to Metro to help facilitate increased use of public transportation.

Transportation Systems Management (TSM) strategies, such as improved signal coordination and timing are related to TDM as alternative methods of improving transportation performance without building new roadways. TSM is the subject of Policy T-9.

Commute Trip Reduction

Washington State's Commute Trip Reduction Law (RCW 70.94.521) requires all employers with more than 100 full-time employees in counties with populations greater than 150,000 (including King County) to implement a commuter trip reduction (CTR) plan. Although presently there are no employers within the City that employ more than 100 employees at a single work site, anticipated employment growth may necessitate a CTR program in the future.

As one way to support CTR goals, the City signed a franchise agreement with a high-speed internet provider (Wave. MPD) to fund Wi-Fi at public locations including school sites, fire stations, etc.

Reducing congestion includes strategies to reduce demands on the transportation system. Some elements of a CTR plan include:

- provision of preferential parking or reduced parking charges, or both for high-occupancy vehicles (HOVs) and institution of paid parking for single occupant vehicles;

- provision of commuter ride matching services to facilitate employee ridesharing for commute trips;
- provision for subsidies for transit passes or employee use of HOVs;
- vehicles for carpooling and van pooling;
- permitting flexible work schedules to facilities employer's use of transit, carpools, and van pools;
- cooperation with transportation providers to provide additional service to the work site;
- provision for bicycle parking facilities, lockers, changing areas, showers for employees who bicycle or walk to work;
- establishment of a program to permit employees to work part or full time at home or at an alternative work site closer to their homes (telecommuting). To facilitate telecommuting, Black Diamond signed a franchise agreement with the internet provider Wave for high speed internet service. Developer agreements required Lawson Hills and the Villages to commit to bringing employment to Black Diamond and commercial development to improve the jobs housing balance and reduce the need for long distance commutes and fund high speed internet at public school sites, fire stations. Etc.;
- establishment of a program of alternative work schedules such as compressed work week (4-day work week); and
- employer-guaranteed ride home for employees who use alternative transportation modes. This program allows employees to use a company vehicle or provides a taxi reimbursement if there is a family emergency or they are required to work outside their normal work hours.

Land Use Policy

A city's ability to regulate land use is the most effective way available to manage travel demand. Land use plans and the planning and zoning sections of city codes are the principal instruments for implementing land use policy. Some examples of land use policy instruments are discussed below:

Zoning and Land Use Designation

Zoning and land use designation of individual parcels are very important in determining traffic impacts. In general, retail (particularly fast-food and convenience stores) generates the most traffic per employee or square foot of development. On the other hand, if there is inadequate commercial zoning compared to housing, residents will have to travel out of town for needed services. A balanced approach will best minimize traffic impacts. Conversely, industrial developments (such as heavy manufacturing and warehousing) generally have lower traffic impacts. Most other commercial activities (offices, medical, etc.) and residential areas fall somewhere in between these extremes.

The City of Black Diamond sits at the edge of the King County Urban Growth Area. Large housing developments are occurring on large parcels of land. The City is requiring public space and forested land to remain. Limits are being created for on-site parking at commercial developments and the amount of on-street parking required in residential and commercial neighborhoods.

Promoting Business

Even though the City of Black Diamond is small it has funded a Business Development Director and continues to seek bringing more employers to Black Diamond so that residents will have more opportunity to live and work in Black Diamond

Standards for Transportation Facilities

City codes may also regulate the number and location of driveways, the required minimum (and in some cases, maximum) number of parking spaces, the number and convenience of bicycle parking spaces, and sidewalk requirements. These requirements can provide for good design that can maximize the efficiency of the roadway system and can promote use of single occupancy vehicle and commute alternatives.

Parking Management

The City of Black Diamond seeks to provide adequate, but not excessive on-street and off-street parking through both minimum and maximum parking allowances. The City will monitor utilization of parking over time and update appropriate codes as needed.

Funding Strategy

The Comprehensive Transportation Plan recognizes the planning and improvement programming process as ongoing and provides a basis for initiating the funding strategy. A funding analysis is included that examines the available sources to pay for the recommended improvements and new roadways. This analysis recommends those strategies which would be most beneficial for the City to pursue when identifying funding for the improvements outlined in the Six-Year TIP.

During the TIP process each year, the City confirms the construction costs of the recommended improvements and new roadways and matches the appropriate funding strategy to construct the planned improvements. The TIP review also allows the City to reevaluate the need and timing for additional improvements.

Proposed Six-Year Financing Plan

The City is required to create a 6-year financing plan for both transportation and capital facilities, however whereas the City of Black Diamond has required that the Master Planned Developer design, permit and construct all of the capacity adding projects in the City's transportation plan as needed to meet the City's adopted level of service, the city needs only to monitor the LOS and enforce the Development Agreement with each implementing plat within the Master Planned Development.

The Six-Year TIP is the result of an interactive process that balances the goals of all comprehensive plan elements. Financial planning for transportation uses the same process as the financial planning for capital facilities; however, the timing and funding for transportation is restricted by the concurrency requirement and the binding nature of LOS standards. PSRC will also be looking for reassessment strategy if the City's capital funding falls short.

In the unique situation in Black Diamond, concurrency was addressed through the review and permitting process for the Master Planned Developments, therefore if the Master Planned Developer does not keep up with the capacity adding projects in order to meet the City's adopted level of service, MPD implementation will be halted. The City's strategy to tie concurrency

directly to THE major developer within the City should give the City a step ahead of most communities that struggle to keep up with maintaining concurrency requirements.

Costs

The costs associated with the city's transportations costs include the following:

- maintenance and operation of the existing and proposed system;
- costs for designing and constructing new and/or expanded facilities;
- general costs associated with administering, planning, and overhead.

Costs associated with the transportation environment in the City include the cost of maintaining the existing City transportation facilities (roads, etc.); upgrading or expanding the vehicular road network, expanding the pedestrian system; and, providing bicycle facilities, system control (signage, markings, etc.), as well as transportation system planning and design. Although the City is not fiscally responsible for the costs associated transportation improvements required by new development, the City is responsible to ensure that capacity adding projects are constructed concurrent with MPD development, and is collecting proportionate share of SEPA mitigation from non MPD projects to ensure equity to the development community

Funding Sources

A number of financial strategies are available to the City to finance the transportation improvements identified in the comprehensive transportation plan. Table 0-11 lists these strategies, their availability, and recommendations for the City to consider when implementing the improvement program. Historically, the City has relied on Real Estate Excise tax, grants and contributions from land developers to construct roadway improvements. In addition to those previously pursued, Black Diamond will be eligible to seek funds from larger grant sources once the population exceeds 5,000, as there are sources available only to cities of that size. The grant programs available to large cities are generally greater in overall size and the typical awards for funded projects are bigger than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects. This is anticipated by 2021 and will be confirmed by the 2020 United States Census.

Strategies

To provide a more consistent strategy for funding roadway improvements, the City shifted the implementation responsibility of the capacity adding project to the Master Planned Developer creating a direct link between development and maintaining concurrency.

Historically, the City has relied on Real Estate Excise Tax, grants and frontage improvements from land developers to construct roadway improvements. Then in 2015 at the approval of the Villages Master Planned Development and Lawson Hill Master Planned Development, the City signed a binding development agreement that requires that the developer design, permit and construct as needed to maintain the City's level of service any and all of the planned improvements and new road connections. This puts the City in a unique position of just having to review, monitor and collect a proportionate share from other non MPD development in the City. Many other city's struggle to stay ahead because of the burden of financing existing deficiencies, pass through trips and the growth in background trips which are all unfunded.

Kommentar [BK9]: New added language shown as underlined text.

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We would recommend that the City explore a mechanism for a set mitigation/impact fee per PM peak hour trip for infill development, such as a Transportation Impact Fee (TIF). A pay and go proportionate share program for infill development would reduce the administrative burden, reduce the high cost of individual studies, and provide more efficiency and certainty to the development community. Should the MPD agreements not be extended once they are scheduled to expire, the TIF would be applied to remaining projects in those developments.

Kommentar [BK10]: New added language in underline text.

As required by GMA, the City also funds transportation improvements through the City's Concurrency Management System, discussed below in section 7.9.2.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-11. Summary of Possible Local Funding Sources for Transportation Improvements

Comments	Potential of Revenue Generation	Realistic Acceptance	Comments
Local Motor Vehicle Fuel Tax ⁽¹⁻⁵⁾	Good	In-place	Funds distributed on a per capita basis
Transportation Benefit District ⁽¹⁻⁵⁾	Good	In-place but could be raised	
Local option Sales Tax ⁽¹⁻⁵⁾	Good	Difficult	Requires County implementation
Impact Fees; ^(3, 5)	Good but small amount of the total growth funding needed. Would help local equity.	Good	Allows equitable funding of system improvements; some resistance by development community
Developer Contributions ^(3, 4, 5)	Good	In-place	Development may support facilities that provide direct access; not likely to fund general system needs
Local Improvement Districts ⁽⁴⁾	Good	Difficult	Good for local access assessments for specific needs (e.g. sidewalks in commercial area); not good for mitigating through volumes
Bond Financing ⁽¹⁻⁵⁾	Good	Moderate	Contrary to “pay-as-you-go” policy; may be little public acceptance if considered region wide bond measure. Limited by City’s bond rating.
State and Federal Grants ⁽²⁻⁵⁾	Good in the small City Program; Will become more competitive once over \$5000 pop.	Fair	City has had some success in obtaining funds. Once the City has their comprehensive plan approved they will also be eligible for more grants including Federal.
Capital Facilities District ^(2, 5)	Good	Difficult	Would require approval by Council
Potential use of funds: ¹ Operations & Maintenance , ² Capital Projects, ³ Capacity adding projects (traffic mitigation) ⁴ Road improvement, ⁵ Safety			

Plan Administration

Funding Matrix

Table 0-12 presents the recommended improvements, their estimated cost, and the timeframe in which they would be constructed, along with a suggested funding source. Future detail for each project will be developed as part of the annual TIP process. This section summarizes concurrency for the City to use in administering the comprehensive transportation plan.

Concurrency

Legislative Requirement

The GMA requires that each city and county incorporate a Concurrency Management System (CMS) into their comprehensive plan transportation element. A CMS is a policy to determine whether adequate public facilities are available to serve new developments.

“Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.” (RCW 36.70A.070) The city of Black Diamond adopted a robust concurrency ordinance meeting these requirements on December 2015 by Ordinance 15-1070.

The term “concurrent with the development” is defined to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within 6 years of development.

The City’s primary strategy to maintain traffic concurrency is: by the authority of the MPD Development Agreement, the City has placed the construction responsibility of the necessary capacity adding projects on the MPD developer and directly linked the future progress of the development maintaining the traffic LOS.

Other strategies that could be used in order to maintain compliance with concurrency include:

- Increasing roadway capacity or adopting transportation system management (TSM) strategies to accommodate the increase in demand use to development; and
- Adopting TDM strategies, such as increased transit access and rideshare programs, to offset the increase in demand.
- Often it is a combination of improvements and strategies that create the most effective CMS.
- Reduce the LOS standard for the non-HSS system or portions of the system to give the City more time to fund the needed transportation improvements.

Kommentar [BK11]: New added language in underline text.

CMS Implementation

The GMA also requires cities to formalize a CMS into a process that shows measurable results. The City established a position on concurrency in a Concurrency Policy (T-19), codified in Black

Diamond's adopted Concurrency Management Ordinance, Chapter 11.11 of the Black Diamond Municipal Code. The City's CMS program is further defined below.

LOS standards and providing adequate funding

The City recommends the following LOS standards:

- Roadway. LOS D for all intersections along SR 169 and LOS C for all other arterials and collectors within the City. The City will evaluate stop-controlled intersections on an individual basis when the LOS standard is exceeded.
- Transit. LOS standard is expressed in terms of a goal to monitor existing transit facilities and to improve transit operations as demand dictates.
- Other. LOS standard is expressed in terms of a goal to provide pedestrian and bicycle facilities throughout the City.

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-12. Transportation Improvement Project – Cost Estimates Improvement													
	From	To	Length (miles)	Total Project Cost	2016	2017	2018	2019	2020	2021	2022-2034	Type of Improvement	Potential Funding
New Roads													
Annexation Road	Lk Sawyer Rd	Across Roberts Drive south to A2	0.70	\$ 2,900,000		\$ 2,900,000						New street grid capacity	Development
Pipeline Road	SR-169	Lake Sawyer /Black Diamond	1.50	\$ 11,600,000							\$ 11,600,000	New roadway construction	Development
North Connector	SR-169	South to a new neighborhood	0.25	\$ 1,000,000					\$ 1,000,000			New minor arterial connection to SR-169 with signal	Development
Lake Sawyer Road Extension	Lk Sawyer Rd	Annexation Rd	0.50	\$ 1,800,000		\$ 1,800,000						New street grid capacity	Development
Lawson Connector	SR-169	Lawson Street	0.60	\$ 3,200,000			\$ 3,200,000					Construct 36' wide minor arterial roadway	Development
South Connector	Annexation Rd	SR-169	1.50	\$ 7,560,000							\$ 7,560,000	Construct 36' wide minor arterial roadway	Development
Overlays													
General Streets Improvement				\$ 30000 / year	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000		Short overlays, chip sealing, crack sealing, patch work, addressing minor safety problems	
232nd Avenue SE	SE 288th St	End of Road	0.77	\$ 100,000		\$ 100,000						Chip seal	Grant/Local/Development
Roberts Drive Rehabilitation Phase 2	City Hall	King County Library	0.23	\$ 200,000			\$ 200,000					Grind, patch, replace panels, crack sealing, shoulder reinforcement	Grant/Local
Jones Lake Road	SR-169	Railroad Ave	0.29	\$ 122,000		\$ 122,000						Patching and overlay existing roadway	Grant/Local
288th/224th/216th Chip Seal	SE 312th St	Covington-Sawyer Road	1.46	\$ 129,000		\$ 129,000						Patching and chip sealing existing roadway	Grant/Local
Morgan Creek Neighborhood Roads Preservation			1.19	\$ 97,000				\$ 97,000				Seal coat on existing roadway	Local

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								0						
Minor Road Improvements														
Roberts Drive Rehabilitation Phase 1	Bruckners Way	City Hall	0.28	\$ 100,000		\$ 100,000						Leveling, overlay, sidewalks, pedestrian lighting and roadway widening	Grant/Local/Development	
Roberts Drive Rehabilitation Phase 3	King County Library	SR-169	0.56	\$ 1,700,000					\$ 1,700,000			Widen and overlay, sidewalk, street lighting and stormwater improvements	Grant/Local	
Sidewalk Extensions & Bike Lanes				\$ 400,000						\$ 400,000		Sidewalk extensions and roadway widening to add bike lanes	Grant	
Traffic Controls														
SR-169/Roberts Drive				\$ 7,777,000				\$ 7,777,000				Roundabout or Signal	Grant/Development	
Ravensdale/SR-169 interim intersection				\$ 700,000				\$ 700,000				Roundabout or Signal	Grant/Development	
Ravensdale/SR-169				\$ 8,000,000						\$ 8,000,000		Roundabout or Signal	Grant/Development	
216th Ave SE/ SE 288th St				\$ 1,400,000							\$ 1,400,000	Roundabout or Signal	Grant/Development	
Roberts Drive/Lake Sawyer Rd				\$ 1,000,000					\$ 1,000,000			Roundabout	Development	
Roberts Drive/Annexation Rd				\$ 1,000,000						\$ 1,000,000		Roundabout	Development	
Lake Sawyer Ext/Annexation Rd				\$ 205,600							\$ 205,600	Roundabout	Development	
Sidewalk														
King County Housing ADA Improvements (1st Ave)	Baker St	Approx. 250' south of Baker St.	0.10	\$ 155,000	\$ 155,000							Install new sidewalk and curb ramps	Grant	
Lawson St. Sidewalk phase 2	6th Ave.	Newcastle Dr.	0.19	\$ 356,000			\$ 76,000	\$ 280,000				Install new 5-foot sidewalk on north side	Grant/Development	
Commission Sidewalk	Railroad Ave.	Commission St. behind Museum	0.04	\$ 150,000		\$ 150,000						Install sidewalk, ADA improvements	Grant/Local	
Grant/Local TOTALS														
				\$ 51,831,600	\$ 185,000	\$ 5,331,000	\$ 3,506,000	\$ 8,884,000	\$ 3,730,000	\$ 9,430,000	\$ 20,765,600			

Note:
The

2016-2021 TIP. With the installation of the capacity adding projects as identified in Table 0-12 facilities meet the LOS standards based on existing, 6-, and 20-year forecasts. The potential funding plan identifies possible sources for improvements identified in the comprehensive transportation plan.

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Monitoring/Analyzing Available Transportation Capacity

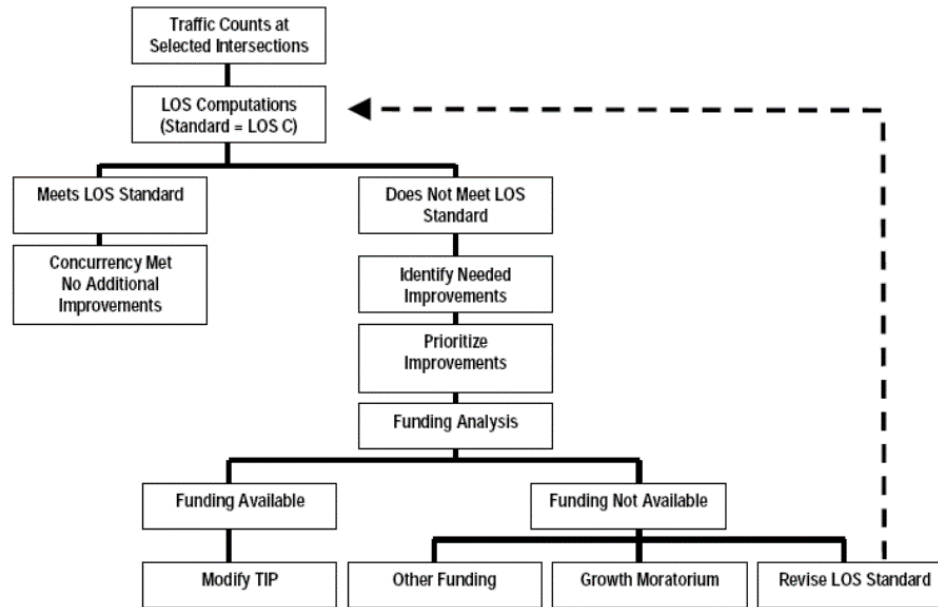
The City requires a Traffic Impact Analysis (TIA) for developments that impact the transportation system. A TIA is a specialized study of the impacts a development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, assignment, and accessibility of traffic to and from the development, and the impact of development traffic on the adjacent roadway system. The City's guidelines for TIAs are similar to those of other communities in western Washington regarding when a TIA is required for a development and the scope of work needed to effectively analyze the impacts of site generated traffic. Generally, if a development adds 10 or more vehicles in the PM peak hour a TIA is required. If deemed necessary by the City, the TIA may also address transit and other modes for impact assessment. The City uses the adopted LOS standards as guidelines for assessing concurrency and mitigation.

A system to monitor concurrency was developed and is illustrated in Figure O-1. As noted in the chart, there are four options for the City to consider:

- Future Considerations. In the future as the MPD development agreements near expiration the City will need to begin to look for other funding sources and strategies to meet the future traffic needs post MPD development. Look for other funding sources, such as dedicating the second 1/4 of 1 percent of the Real Estate Excise Tax for street projects.
- Reassess LOS standards. GMA allows a community to change LOS standards annually. Any changes to LOS standards should be done in connection with annual TIP reviews.
- Reassess Land Use. GMA requires that if the funding for capital improvements (such as roads) cannot be met, the land use or levels of development within the plan should be re-assessed.
- Growth Moratorium. Per GMA requirements. If funding cannot be met, and the LOS standard unchangeable, then GMA requires development to be stopped until either issue can be resolved.

Analyzing External Influences on Concurrency Management System.

The City's LOS standards will also be used to evaluate impacts to the transportation system created by development outside the City. The City's annual TIP development process will evaluate if concurrency standards have been exceeded and identify the improvements needed to maintain the City's standards. The City should seek appropriate funding sources to mitigate through traffic impacts.

Figure 7-0 Concurrency Management System

Transportation Plan

The Black Diamond Comprehensive Transportation Plan emphasizes that the transportation system should be designed to provide safe and efficient multi-modal circulation consistent with the City's vision as an active, beautiful and friendly community based on a rich historic heritage and exceptional natural setting, with a small-town atmosphere. This circulation network will facilitate the transportation needs of retail, industrial/Business Park, office, tourist and local cottage industries as well as city residents including a system of trails, bikeways and greenbelts connecting housing, shopping and employment with nearby regional parks and recreational facilities.

The City plans to continue developing its transportation network as a grid system. The Plan will use a grid of similar smaller roads as well as linking existing and planned neighborhoods to accommodate future growth. Street construction standards are to be used to reinforce the transportation goals and policies.

The plan's policy guidance includes using the existing transportation system efficiently and encouraging transportation alternatives, such as transit, HOV use, and pedestrian and bicycle

facilities. Cooperation between affected jurisdictions (the City, State of Washington, King County and the Puget Sound Regional Council) in planning for state highways and county roads is also supported by City policies. The presence of both state and county roads as the primary arterial system requires coordination with King County and Washington State in the planning of these roads.

Alternative Modes

The Comprehensive Plan identifies that a comprehensive network of non-motorized facilities, including trails, sidewalks, and bicycle facilities needs to be developed. These facilities would enhance non-motorized mobility options and reduce automobile dependency. Similarly, an off-street parking plan for Old Town, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to the City to ride on weekends are identified as desired elements of the plan.

The Lawson Hills and Villages Master Planned Developments will both include extensive new trail networks. Lawson Hills will add 4.5 miles of internal multi-purpose trails, sidewalks and forest paths. The Villages will add 12 more miles of trails including connections to off-site locations.

Funding Strategies

To provide for the necessary transportation facilities, the plan identifies an ongoing program of transportation facility planning and private MPD development funded projects by the authority of a development agreement, developer contributions, and public funds. The plan identifies that development should cover the cost of the impact of development on transportation system.

Transportation Improvement Program

Road improvement projects for existing deficiencies are identified for the short term (2010 to 2016) as required by GMA. New roads are identified for both the short-term and the long-term (2017 to 2022) for better circulation for vehicles. The road system identified in the attached map figures forms the basis for the long-term motorized transportation improvements. Non-motorized transportation improvements will be identified in the City's update to the trails plan.

The improvements proposed for the short and long term are intended to mitigate the impacts of anticipated traffic growth. Construction of additional roads identified in the proposed Arterial and Collector System Plan will serve to divert and spread traffic flows.

Transportation and Land Use Element Coordination

The Black Diamond Comprehensive Plan Transportation and Land Use Elements are intended to work together to maintain the City's unique character in the face of increasing regional traffic. Surrounding King County land uses and other regional land use patterns may produce adverse effects on City traffic. Land use patterns that perpetuate automobile dependency would be expected to increase traffic in the City. It should be noted that an isolated change of land uses within the City may not, by itself, be expected to produce improved City-wide mobility.

Transportation Facilities and LOS Standards Coordination

Intergovernmental coordination is essential for the cost-effective provision of transportation services. The City does not possess the resources nor is it fiscally responsible for addressing all

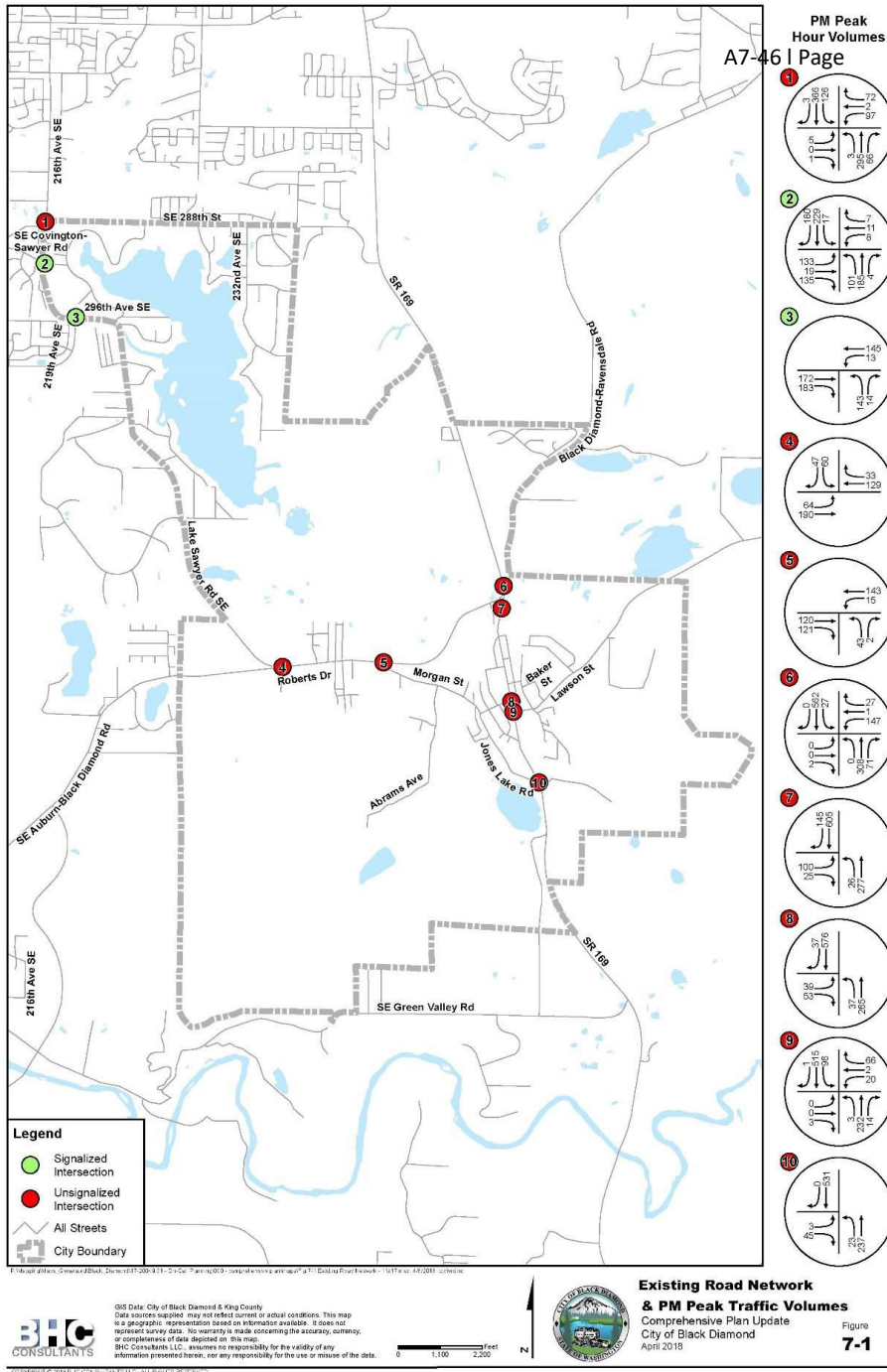
the of the transportation circulation system needs that might be identified through transportation planning. The City has reviewed the plans of the County and State Department of Transportation and has assessed the impact of their plan on the transportation facilities in the City. The LOS standards and proposed transportation improvements to be adopted by this element are not inconsistent with the LOS standards or plans of other jurisdictions. In addition, the City is committed to actively seek financial resources necessary to achieve the goals of the Comprehensive Transportation Plan. The City is an active participant (Mayor Benson has been the chair for two years) in the South County Area Transportation Board, SCATB, that serves as a South King County forum for information sharing, consensus building, and coordinating in order to resolve transportation issues and promote transportation programs that benefit the south King County area. Additionally, the City of Black Diamond joined SEAL-TC, South East Area Legislative Transportation Coalition which was formed by Covington, Maple Valley and Black Diamond chamber of commerce. This Coalition has a mission to improve access to, from and through our communities by way of public-private collaboration, legislative advocacy and commitment to our region.

The City's existing intergovernmental coordination efforts could be further expanded through the establishment of a coalition of cities in both King and Pierce counties focused on developing corridor-wide transportation solutions for SR 169. This group could work in partnership with WSDOT to identify forecast safety and operational deficiencies as well as possible solutions. The products of these efforts could be used to formulate an intergovernmental strategy to pursue joint state and/or grant funding and equitable distribution of developer-provided funds to all affected jurisdictions.

Kommentar [BK12]: New added language in underline text.

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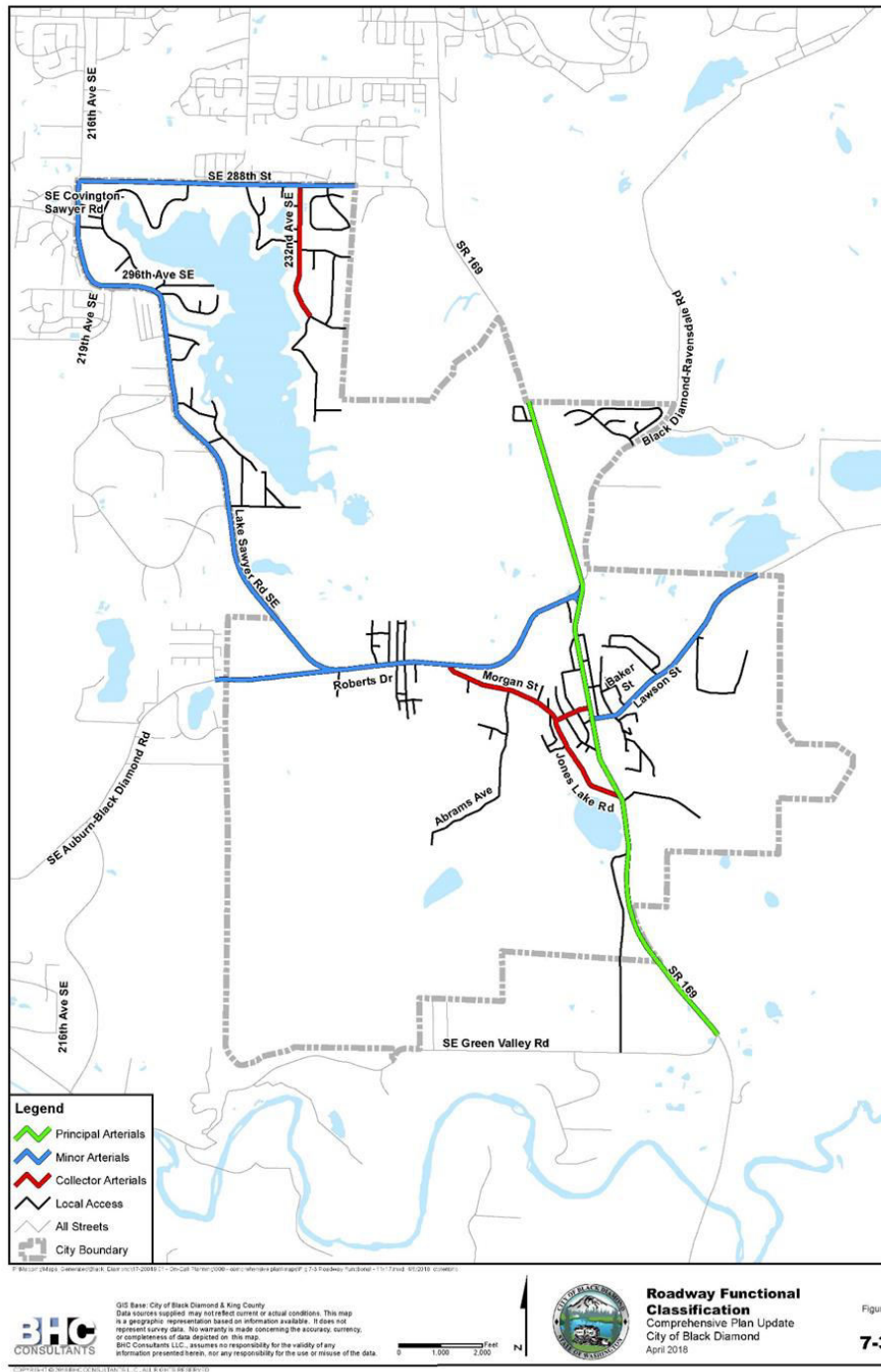
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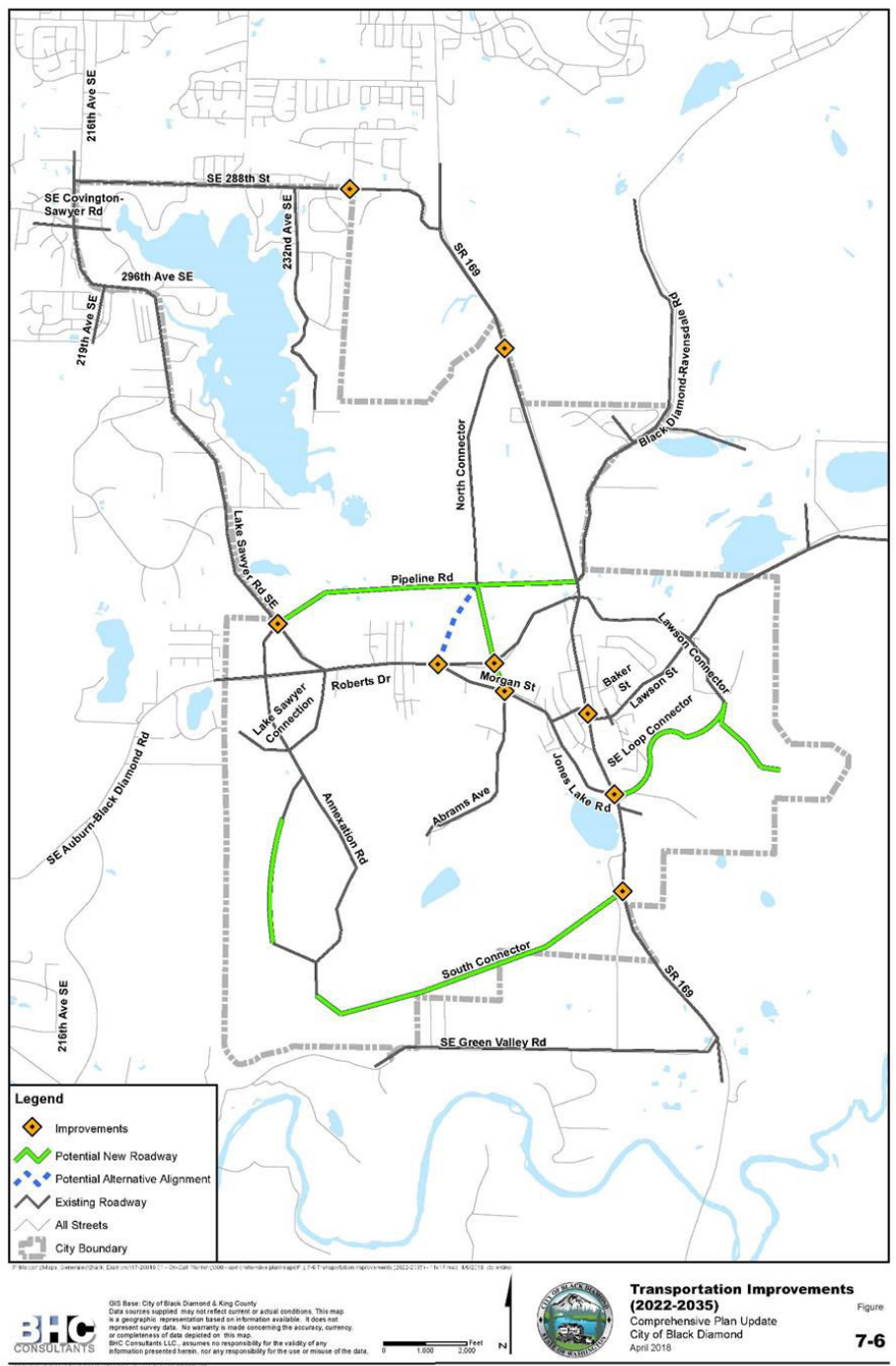


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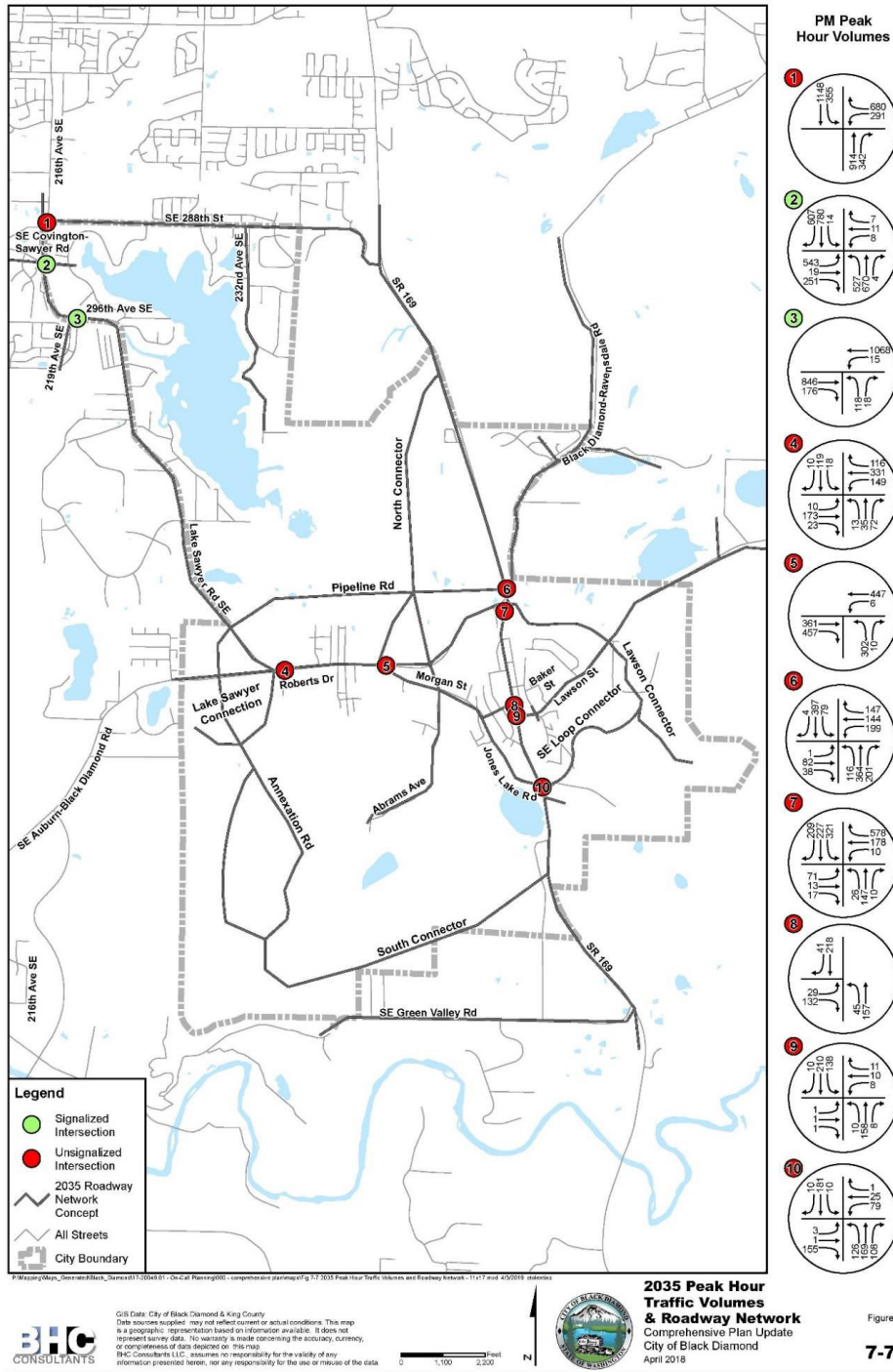
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GIS Data: City of Black Diamond & King County
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.
BHC Consultants LLC assumes no responsibility for the validity of any information presented herein, nor any responsibility for the use or misuse of the data.

0 1,000 2,000 Feet



Figure

7-7

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The following is a summary of the proposed 2020 annual amendments to the City of Black Diamond Comprehensive Plan. A recommendation for these proposed amendments was made by the Planning Commission on December 8, 2020 following a Public Hearing held on December 1, 2020.

1. Amendment to Chapter 3, *Parks, Recreation, Trails and Open Space*. A paragraph was added in Section 3.2, Planning Framework to recognize the American with Disabilities Act (ADA). This paragraph was inadvertently deleted during the final formatting of the May 2019 adopted Comprehensive Plan and would be added back into the document as part of these amendments. The ADA language is shown below in highlighted underline text.

3.2 Planning Framework

Regulatory Setting and Relationship to Other Plans:

Growth Management Act (GMA)

Cities planning under Washington State's Growth Management Act (GMA) are required to include a parks and recreation element in their comprehensive plan. RCW 36.70A.070 (8) of the GMA states that the parks and recreation element must implement and be consistent with the parks and recreation facilities identified in the Capital Facilities Element. The element must also include three components:

- Estimates of park and recreation demand for at least a 10-year period.
- An evaluation of facilities and service needs.
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This Element meets these directives. The Parks, Recreation, Trails and Open Space Appendix provides an inventory and evaluation of demand and facility and service needs.

Americans with Disabilities Act (ADA)

The ADA was signed into law in 1990 and it is an important piece of legislation that ensures physical accessibility for people with disabilities. The City of Black Diamond is committed to providing equal access under Title II of the ADA for its parks, recreational and trails system.

Washington Recreation and Conservation Office (RCO)

The RCO is a significant source of grant funding for parks and recreation in the State of Washington. The RCO oversees parks and recreation planning throughout the state and through its grant program and ongoing planning activities, the RCO seeks to enhance and maintain statewide opportunities for recreation and protect the best of the state's wildlands and threatened and endangered species.

The RCO program provides leadership, funding and technical assistance to help communities plan for and implement parks and recreation projects. These projects may include trails, playfields, and other park facilities. In addition, the program helps to protect and restore the state's important habitat and biological heritage through open space protection and conservation.

2. Amendment to Chapter 4, *Natural Environment*. Policy NE-21 was also inadvertently deleted from the adopted 2019 Comprehensive Plan during final formatting and would be added back into the Plan as shown below in highlighted, underlined text.

4.7 Critical Aquifer Recharge Areas (CARA) Goals and Policies

The City is located within the South King County groundwater management area. The groundwater management plan for South King County identifies the western and northwestern portions of the City as having the potential to serve as aquifer recharge areas but offer little contaminant removal ability, leaving groundwater susceptible to contamination. The King County Comprehensive Plan mapped these areas as “Areas Highly Susceptible to Ground Water Contamination” (Figure 4-1). As shown on the figure, the map is intended for informational purposes only and is not specific enough to be integrated into City regulations.

❖ **NE Goal 5:** Protect the quality and quantity of groundwater used for public water supplies.

- **Policy NE-18:** Encourage the reduction of the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risk to human health and the environment.
- **Policy NE-19:** Reduce the rate of expansion of impervious surface in the City consistent with local, state, and federal regulations.
- **Policy NE-20:** Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater.
- **Policy NE-21:** Use LID (Low Impact Development) techniques to manage stormwater runoff pursuant to Title 14 of the Black Diamond Municipal Code and Stormwater Management Manual for Western Washington (SMMWW).

-
3. Amendments to Chapter 5, *Land Use*. Proposed amendments include:

- a. Text revision to Section 5.7 regarding the Master Planned Development (MPD) Overlay to add a new paragraph and revised criteria language,
- b. Text revision to Section 5.10 regarding Urban Reserve Goals and Policies to add a new goal, LU Goal 6 to limit annexation in the City’s remaining Potential Annexation Areas (PAA’s) until the City’s growth projections are aligned with the County and Regional growth targets/models. Previous LU Goal 6 would become LU Goal 7.
- c. Text revision to Section 5.13 for Commercial Goals and Policies. The revised text is intended to clarify that the Community Commercial (CC) is not intended to develop as a ~~mixed-use~~mixed-use area and should not allow for residential development.

These amendments are in response to community input and comments received from the Puget Sound Regional Council (PSRC) Certification Report received on the City's 2019 updated Comprehensive Plan. The revisions are intended to work toward aligning future growth in the City with the countywide targets and regional goals and policies. Also, the City needs to develop a more robust tax base and must protect its commercial core along SR 169 from converting to residential uses. Revised text is shown in each amended section below in highlighted and underline/cross through text.

5.7 Master Planned Development (MPD) Overlay

An overlay is a tool that is placed or laid "over" a base land use designation and establishes regulations that are in addition to those of the "underlying" zoning designation. The intent of the MPD overlay is to tailor criteria and implementing regulations for lands that have been proposed for an MPD. The MPD overlay is intended to take advantage of opportunities to create a clustered mix of residential, commercial, or civic uses along with open spaces and public facilities, on large sites in appropriate locations. These sites typically consist of large parcels in common ownership where a master plan will be developed to guide unified development over a period of many years.

The MPD overlay is applied to areas that are intended to allow a mix of those land uses and residential densities as depicted on the Future Land Use Map, Figure 5-2. Areas with an MPD overlay designation are intended to develop only after approval of an MPD permit pursuant to Black Diamond Municipal Code. An MPD may include residential and commercial uses clustered around private and community open space, supported by adequate services and facilities. As part of the process of approving an MPD, a specific development plan or site plan shall be prepared and will specify the residential and nonresidential uses, densities and intensities, phasing of development, and specific development standards that apply to the site. Some MPD sites may also be designated as TDR receiving areas.

There are two Master Planned Developments (MPDs) currently under construction in the City of Black Diamond. The build-out of these MPDs will result in housing units that exceed the Countywide adopted growth targets and the regional growth strategy, as discussed in Chapter 2 of this Plan. In order to align the City's future growth with countywide and regional growth projections, the allowance for any new MPD's must be carefully considered.

MPD Designation Criteria

- The designation of any new MPD should be discouraged until full buildout of the two currently under construction and until such time as the City's growth projections are within the range of adopted growth targets consistent with the King County CWPPs and the PSRC regional growth strategy, Vision 2050.
- Existing or planned public facilities are adequate to support the planned development density.
- The area is not predominated by environmentally sensitive areas, and/or the development plan contains standards that will allow development while providing appropriate protection to the environmentally sensitive areas. The level of protection must be equal or better than that provided by the City's environmentally sensitive area policies and regulations.
- There is either a need for or benefits that will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.
- The parcels are at least 80 contiguous acres in area and in single or unified ownership or is subject to a pre-annexation agreement that requires an MPD for the parcel.
- The development plan requires flexibility to meet the requirements of an MPD.

- The MPD will provide public benefits, in the form of preservation or enhancement of physical characteristics, conservation of resources, provision of employment, improvement of the City's fiscal performance, provision of adequate facilities, and other public benefits identified by the City.
- At least 50% of the MPD site is devoted to open space uses, which may include recreational amenities.
- Adequate mitigation, consistent with Black Diamond Municipal Code and state and federal codes for adverse impacts on the community, neighborhood, and environment is provided.
- MPD densities are urban (min 4 dwelling units per acre).

5.10 Urban Reserve Goals and Policies

Under the provisions of the GMA, counties must identify Urban Growth Areas (UGAs) around existing cities within the County to accommodate planned growth. A UGA defines the area around the city that is available for its expansion during the 20-year planning period.

The UGA defines the limit within which the full range of urban services will be provided. Urban services typically refer to sanitary sewer and public water. GMA discourages the provision of urban services beyond UGA boundaries. Growth is first directed into areas already urbanized and that have existing public facility and service capacities. The purpose is to promote more compact urban development within, and adjacent to, existing urban areas in order to ~~insure~~ensure efficient utilization of land resources and to facilitate economic provision of urban services.

The King County designated UGA encompasses all cities located within the county. The boundary of the UGA is established by the County in consultation with the cities through consideration of land use demand projections, identification of critical and resource lands, and determination of areas already characterized by urban growth.

Potential Annexation Areas (PAAs) are areas adjacent to incorporated areas, within the King County designated UGA that have not yet been annexed to a city. As part of development of the Countywide Planning Policies (CPPs), King County and the cities throughout the county collaborated in determining each jurisdiction's most logical boundaries for long-term delivery of urban governmental services. The PAAs developed by the cities are included in the King County CPPs.

As of 2016, Black Diamond's PAAs include two areas totaling approximately 390 acres that have been identified as appropriate for future annexation. The PAAs are shown on the Future Land Use Map as "UGA/PAA". These two areas are the Lake 12 annexation area including a portion of SE Green River Gorge Road and West Lake Sawyer Annexation Area located west of Lake Sawyer along the Covington– Sawyer ~~R~~oad, including Kentlake High School.

The Urban Reserve designation recognizes Planned Annexation Areas (PAAs) that will not be considered for annexation until a plan for extending the required utilities is developed and financed. The Urban reserve designation allows for single-family residential uses, their accessory uses and public and semipublic uses that meet appropriate development standards.

~~❖ LU Goal 6:~~ **GOAL: Future annexation of the Potential Annexation Areas (PAAs) will not occur until the City's growth is aligned with countywide growth targets and the regional growth strategy.**

~~❖ LU Goal 6 7:~~ **Annexation may only occur in areas that can be serviced by adequate public facilities, utilities, and services.**

- **Policy LU-21:** Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs.

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- **Policy LU-22:** Give priority to infill development within the city limits and existing urbanized unincorporated areas.
- **Policy LU-23:** Urban development within a Potential Annexation Area will not occur without annexation. Unless there is an interlocal agreement with King County defining land use, zoning, annexation phasing, urban services, street and other design standards and impact mitigation requirements.
- **Policy LU-24:** Consider only annexations that are within the PAA. Annexations shall be phased to coincide with the ability of the City, public services districts and utility providers serving the area to provide a full range of urban services to areas to be annexed.
- **Policy LU-25:** Approval of the annexation of the Lake 12 Area shall include permanent public access to the lake.
- **Policy LU-26:** Prior to annexing the Lake 12 Area, a traffic study shall be completed to determine the appropriate city road standards that apply to all public roads within the annexation area.
- **Policy LU-27:** Development in the Urban Reserve designation shall not be allowed until plans for public water, sewer, and other services are available and planned for with adequate funding mechanisms. Such plans shall be developed prior to or concurrent with annexation.

5.13 Commercial Goals and Policies

Community Commercial (CC)

Larger, community-scale centers outside of the Town Center are intended to meet the community's growing needs, serve the needs of the surrounding area, and accommodate commercial uses that require larger sites, involve significant areas of outdoor product display or storage, or are oriented to the needs of the motoring public. Community Commercial areas will allow retail, restaurants, motels/inns, professional offices, entertainment and cultural uses, public and semi-public uses. Community Commercial areas may also include land-intensive commercial activities such as automotive sales, lumberyards, and other activities that include outdoor product display and/or storage.

Community Commercial areas should be located along major arterial routes, such as SR 169 to serve the broader community with a wider range of goods and services. Access to the arterial should be limited to combine access points to commercial developments, preferable that being an intersecting public street. Interconnectivity for both vehicles and pedestrians should be provided between sites. Sufficient land within the City should be designated to allow for development of uses that provide significant employment opportunities and potential of sales tax generation. ~~To that end, the Community Commercial designation is not intended to be a mixed-use area and residential development shall not be allowed.~~

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Commercial goals and policies are as follows:

- ❖ **LU Goal 9:** Ensure that opportunities for convenient and concentrated commercial development are provided to support both the local and regional market.
- ❖ **LU Goal 10:** Encourage the concept of mixed-use development ~~in the Town Center and NC commercial zoning designations~~ to create diverse and self-sufficient neighborhoods.

Commented [MD1]: Replace with "in the Town Center and commercial zoning designations"

- **Policy LU-42:** Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.
- **Policy LU-43:** Provide day-to-day retail goods and services within walking distance of most residential neighborhoods.
- **Policy LU-44:** Encourage well-planned, coordinated commercial development within the SR 169 area and discourage strip retail development through the use of design standards.
- **Policy LU-45:** Prioritize funding of infrastructure and community enhancement projects in the Town Center to encourage redevelopment and investment in this area.
- **Policy LU-46:** The Town Center area shall be pedestrian oriented and include a mix of parks, residential, civic, retail, commercial, office, entertainment, services, and hospitality services (inns and meeting centers).
- **Policy LU-47:** Parking in Community Commercial areas should be located to the sides and rear of buildings.
- **Policy LU-48:** Require cross-access between sites to reduce the number of driveways along arterial streets. Pedestrian connections between sites should also be provided.
- **Policy LU-49:** Promote a compatible mix of land uses that create a diversified environment that mixes shopping, employment, recreation, and residential opportunities where appropriate.
- **Policy LU-49:** Promote quality in the design and construction of development through the use of design guidelines to maintain or enhance community character.
- **Policy LU-50:** Discourage the conversion of Community Commercial designated areas to uses that do not create jobs or ongoing sales tax revenue for the city.

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4. Amendments to Chapter 7, *Transportation*. Several areas of revised text are proposed in the Transportation Element. These amendments are to address comments in the PSRC Certification Report regarding information that was inaccurate or missing in the 2019 Comprehensive Plan or to build in more robust contingency measures for funding transportation infrastructure. New and revised language is shown in highlighted, underlined/strikethrough format.

Section 7.2. Planning Framework and Consistency Statements

Need for the Comprehensive Transportation Plan

In 1996, the City completed its first comprehensive transportation plan which was updated in 2001 and 2009. This update provides a revised look at the existing transportation system; addresses changes in legislative requirements; reflects changes in economic conditions; evaluates current needs; and reviews the adequacy of the planned transportation improvements with consideration of the Master Plan Developments to meet future travel needs and conditions. Consistent with the regional update cycle, the City's comprehensive transportation plan is being updated to:

- **Determine Existing Transportation Deficiencies.** An inventory of the transportation system identifies the existing needs of the Black Diamond community. Some existing transportation deficiencies, including several on State Route (SR) 169, can be attributed to growth in other jurisdictions. These deficiencies could be addressed in a variety of ways, including improved interjurisdictional coordination and through the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.
- **Meet GMA Requirements.** The City is required by the GMA to develop a comprehensive plan including a transportation chapter that includes a list of future system improvements to meet identified future needs and a multi-year financing plan.
- **Qualify for Funding.** State and Federal agencies require local governments to have a comprehensive transportation plan that demonstrates the community's vision of its future. The City's population has been steadily growing since 1996 and is anticipated to exceed 5,000 by 2021, which will provide expanded opportunities to pursue additional grant funds.
- **Plan for the City.** Both public and private sectors can use the comprehensive transportation plan when making decisions about the transportation system.

Section 7.4, Transportation Policies

Funding, Concurrency, and Impact Mitigation

The City faces the challenge of making the best use of the limited funds available to finance transportation projects. Issues addressed by these policies include concurrency, identifying favorable funding sources, and deciding impact mitigation assessments.

As described in Appendix 7, SR 169 serves as the primary north-south roadway connecting communities in southeast King County and northeast Pierce County to each other as well as the larger transportation network. SR 169 experiences high traffic volumes during peak periods as drivers from Bonney Lake, Buckley, and Enumclaw pass through Black Diamond in the morning to access major job centers to the north and return southbound in the evening. These volumes contribute to existing transportation deficiencies at intersections on SR 169 in Black Diamond, for which the City is legally obligated to address, however no mechanisms are in place to secure funding for improvements.

- ❖ **Policy T-19 Concurrency Policy:** Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities. This also includes coordinating the City's concurrency program with plans of other transportation agencies. While the City has the authority to adopted LOS standards for local roadways, the LOS for SR 169 is established by WSDOT. The City cannot accept a lower LOS for SR 169 as a mechanism to address concurrency. The most significant adopted policy of meeting concurrency standards is accomplished by the two major MPD Development Agreements that require the developer to implement any and all of the capacity adding projects in the City's comprehensive plan to maintain the City's level of service standards. To monitor these commitments, the City's Concurrency Management System includes the following:

- Assessing and determining compliance with the adopted level of service standards;
- Identifying facility deficiencies (e.g., sidewalk, bike lanes, multi-use paths and transit); and,
- Making appropriate revisions to the Six-Year TIP, including prioritization of improvements on SR 169, as the City cannot modify the adopted LOS for that facility.

In addition, the City could explore other means to improve LOS, such as the implementation of plans and programs that reduce reliance on single occupancy vehicle travel (e.g. transportation demand management).

- ❖ **Policy T-20 Funding Sources Policy:** Secure adequate long-term funding sources for transportation through all feasible and available methods. These methods may include:

- **Adopting a Transportation Impact Fee (TIF) to fund capacity improvements that maintain adopted LOS standards for roadways;**

- Taking advantage of state funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);
- Encouraging Washington State Department of Transportation (WSDOT) improvements on the state highway system;
- Encouraging the use of LIDs by property owners to upgrade roads to meet City road standards;
- Requiring impact mitigation and/or SEPA mitigation fees for projects as guided by this Plan. Impact mitigation payments and/or seeking voluntary contributions from developers may also be pursued;
- Promoting the use of Transportation Benefit Districts and Capital Facility Districts;
- Exploring the potential of assessing user fees to support maintenance and preservation of the transportation system; and

- **Seeking funding from federal agencies and all other available grant sources. Once Black Diamond's population exceeds 5,000 (anticipated by 2021; to be confirmed by the 2020 United States Census), the City will be eligible to pursue grant funding available only to cities of that size. The grant programs available to large cities are generally bigger in overall size and the typical awards for funded projects are greater than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects.**

- ❖ **Policy T-22 Financial Impact Mitigation Policy:** Require developers to contribute their fair share towards the transportation improvements required to meet the LOS standards. Impact mitigation efforts may include:

- Requiring developers who are subject to an approved development agreement with the City to continue fulfilling all mitigation requirements imposed therein;
- Requiring developers who are not subject to an approved development agreement **or for whom an approved development agreement has expired**, to assist in providing additional **funding through an adopted program, such as a TIF**, transportation facilities, and **/or** services in proportion to the impacts and needs generated by development;
- Encouraging developers to design projects that generate less vehicular traffic; and
- Requiring developers at the beginning and mid-point of each phase of the MPD project to monitor traffic generation and distribution to determine if traffic impacts of MPD development are occurring as projected.

Coordination and Consistency Policies

The policies contained in this subsection address such issues as multi-agency planning and coordination, consistency of transportation improvement programs and designs among jurisdictions, and cooperation among agencies that fund, build and operate the transportation system within Black Diamond.

- ❖ **Policy T-24 Intergovernmental Agency Coordination Policy:** Coordinate planning, construction, and operations of transportation facilities and projects with other governmental agencies. This policy supports and complements the transportation functions of Washington State, King County, neighboring cities, PSRC, Metro Transit, and other entities responsible for transportation facilities and services within the city. Explore establishment of a coalition of cities with the purpose of developing transportation solutions and their associated funding mechanisms to provide for safer and more efficient travel along the SR 169 corridor. Efforts of the coalition could include studying forecast anticipated deficiencies resulting from growth in all affected jurisdictions, identifying solutions, and developing an intergovernmental strategy to pursue state and/or joint grant funding and equitably distribute developer-provided funds to all affected jurisdictions.

-
5. Amendments to the Appendix 7, *Transportation Appendix*. These amendments are to address comments in the PSRC Certification Report regarding information that was inaccurate or missing in the 2019 Comprehensive Plan or to build in more robust contingency measures for funding transportation infrastructure. New and revised language is shown in highlighted, underlined/strikethrough format.

Existing Transportation System

The City forms the southeastern edge of King County's urban area. The traffic circulation system within the city is basically the intersection of east west county roads with SR169 through the city, reflective of the original settlement pattern, natural barriers (Lake Sawyer and the Rock Creek Wetland), and lack of substantial growth up to the present. The area's road system consists of a state highway (SR 169), the City's arterials, collectors, and local access roads. Because the grid system is incomplete, many local access roadways are, in effect, long cul-de-sacs. Local access roads are also often narrow by current standards. Although the narrow widths and lack of locations for vehicles to turn-around are a problem for emergency services, the smaller area devoted to roads contributes significantly to the existing rural character of the community and reduces storm water impacts.

The city is bisected by SR 169, a north-south highway of statewide significance providing both regional access from Renton to Enumclaw and cities in northeast Pierce County, and local access. With the limited arterial network in the surrounding area, SR 169 serves as the primary conduit connecting communities to the larger state roadway network, including major facilities such as SR 18 and I-405. As a result, SR 169 is the main roadway for drivers from cities to the south, including Bonney Lake, Buckley, and Enumclaw, to access major job centers to the north, experiencing high traffic volumes during the morning and evening peak periods. These volumes contribute to existing transportation deficiencies at SR 169 intersections in Black Diamond. The City is legally obligated to address these deficiencies in order to maintain the adopted LOS standard for the roadway, however no permanent mechanisms are in place to secure funding from private developments outside the City. This route SR 169 is also known as 3rd Avenue within Black Diamond.

Planned Roadway Improvements

The current planned roadway improvements consist of projects programmed by WSDOT, King County, and the City.

WSDOT & SR169

SR-169 is a designated Highway of Statewide Significance (HSS) which functions as major rural and suburban route for the metropolitan area.

WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway. Concern over congestion and safety issues along the corridor have spurred several studies, one of which was a route development plan that considered widening the highway. However WSDOT did not complete this plan and therefore transportation demand modeling and the state's WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway. Within the city, WSDOT has proposed minor widening to allow for a two-way left turn lane north of the historic core of the city and a truck climbing lane south of Green Valley Road. For purposes of this plan, the City is assuming a 3-lane section for SR-169 through the old town area and through the north commercial area, with potential widening at intersections to accommodate turn lanes. The City is also planning long-term for further widening (4 or 5 lanes north of Roberts Drive to the City's future north connector and is seeking additional right of way through dedication upon major development or redevelopment where the right of way width is less than 100 feet. Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a proactive approach by seeking additional right of way through dedication upon major development or redevelopment where right of way width along SR-169 is less than 100 feet. The City is also working on access management along SR-169 to plan for necessary transportation improvements that would be funded by new development along the corridor to alleviate congestion and safety issues.

The City has recognized the potential impacts to SR 169 associated with forecast growth and has entered into agreements with major developers to ensure these impacts, as well as some existing deficiencies, are properly mitigated to maintain consistency with concurrency requirements.

City of Black Diamond

Table 0-7 identifies the critical future road network to fill in the street grid and provide alternative east west as well as north south corridors. Lake Sawyer, Ravensdale Creek, and the Rock Creek Wetland prevent other connections and extensions of a grid system. The City has identified several road improvements shown in Figure 7-5.

The City maintains a Six-year Transportation Improvement Program (TIP). The Six-year program proposes improvements to existing substandard roads and includes repairing and overlaying existing roadways, paving gravel roadways, constructing sidewalks, and widening roadways. At the time that the Six-year Transportation Improvement Program was adopted only the capacity adding projects that the City was going to be participating in were included. ~~So in addition to the projects identified in the 6-year TIP, there are capacity adding projects that are planned for the Master Planned Developer to construct as identified in Error! Reference source not found. Table 0-9. If needed, the projects included in the TIP could be reprioritized to address those on SR 169 first, as the City cannot modify the adopted LOS standard as a mechanism to maintain concurrency.~~

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Future Land Use and Transportation Concepts

The City intends for the Black Diamond Comprehensive Plan Transportation and Land Use Elements to work together for a safe and interconnected system to support housing, economic development, and

recreational opportunities while minimizing environmental and social impacts consistent with Puget Sound Regional Council's forecasts and vision.

Regional traffic growth on SR 169 will likely continue as long as vehicular capacity is available on that route. Similar conditions would be expected on other arterials that facilitate regional traffic. The need for planned transportation improvements will depend on the location, density and timing of the area where development occurs but could also be influenced by development outside the City that adds volume to SR 169. The construction of the needed and planned capacity adding transportation improvement projects will occur as required by the City's Development Agreement with the Master Planned Developer and periodic traffic monitoring and modeling dictates. Black Diamond may also explore options to coordinate with other SR 169 cities to identify corridor-wide solutions and the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.

Funding Sources

A number of financial strategies are available to the City to finance the transportation improvements identified in the comprehensive transportation plan. Error! Reference source not found. Table 0-11 lists these strategies, their availability, and recommendations for the City to consider when implementing the improvement program. Historically, the City has relied on Real Estate Excise tax, grants and contributions from land developers to construct roadway improvements. In addition to those previously pursued, Black Diamond will be eligible to seek funds from larger grant sources once the population exceeds 5,000, as there are sources available only to cities of that size. The grant programs available to large cities are generally greater in overall size and the typical awards for funded projects are bigger than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects. This is anticipated by 2021 and will be confirmed by the 2020 United States Census.

Strategies

To provide a more consistent strategy for funding roadway improvements, the City shifted the implementation responsibility of the capacity adding project to the Master Planned Developer creating a direct link between developments and maintaining concurrency.

Historically, the City has relied on Real Estate Excise Tax, grants and frontage improvements from land developers to construct roadway improvements. Then in 2015 at the approval of the Villages Master Planned Development and Lawson Hill Master Planned Development, the City signed a binding development agreement that requires that the developer design, permit and construct as needed to maintain the City's level of service any and all of the planned improvements and new road connections. This puts the City in a unique position of just having to review, monitor and collect a proportionate share from other non MPD development in the City. Many other city's struggle to stay ahead because of the burden of financing existing deficiencies, pass through trips and the growth in background trips which are all unfunded.

We would recommend that the City explore a mechanism for a set mitigation/impact fee per PM peak hour trip for infill development such as a Transportation Impact Fee (TIF). A pay and go proportionate share program for infill development would reduce the administrative burden, reduce the high cost of individual studies, and provide more efficiency and certainty to the development community. Should the MPD agreements not be extended once they are scheduled to expire, the TIF would be applied to remaining projects in those developments.

Transportation Facilities and LOS Standards Coordination

Intergovernmental coordination is essential for the cost-effective provision of transportation services. The City does not possess the resources nor is it fiscally responsible for addressing all the of the transportation circulation system needs that might be identified through transportation planning. The City has reviewed the plans of the County and State Department of Transportation and has assessed the impact of their plan on the transportation facilities in the City. The LOS standards and proposed transportation improvements

to be adopted by this element are not inconsistent with the LOS standards or plans of other jurisdictions. In addition, the City is committed to actively seek financial resources necessary to achieve the goals of the Comprehensive Transportation Plan. The City is an active participant (Mayor Benson has been the chair for two years) in the South County Area Transportation Board, SCATB, that serves as a South King County forum for information sharing, consensus building, and coordinating in order to resolve transportation issues and promote transportation programs that benefit the south King County area. Additionally, the City of Black Diamond joined SEAL-TC, South East Area Legislative Transportation Coalition which was formed by Covington, Maple Valley and Black Diamond chamber of commerce. This Coalition has a mission to improve access to, from and through our communities by way of public-private collaboration, legislative advocacy and commitment to our region.

The City's existing intergovernmental coordination efforts could be further expanded through the establishment of a coalition of cities in both King and Pierce counties focused on developing corridor-wide transportation solutions for SR 169. This group could work in partnership with WSDOT to identify forecast safety and operational deficiencies as well as possible solutions. The products of these efforts could be used to formulate an intergovernmental strategy to pursue joint state and/or grant funding and equitable distribution of developer-provided funds to all affected jurisdictions.

RESOLUTION NO. 21-1424

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, KING COUNTY, WASHINGTON, ESTABLISHING THE CITY'S 2021 DOCKET OF PROPOSED COMPREHENSIVE PLAN AMENDMENTS

WHEREAS, the most recent major periodic update to the City of Black Diamond's Comprehensive Plan was adopted by the City Council in May 2019; and

WHEREAS, the Growth Management Act ("GMA"), Chapter 36.70A RCW, authorizes the City to amend the Comprehensive Plan on an annual basis; and

WHEREAS, Black Diamond Municipal Code ("BDMC") Chapter 16.10 provides a process for Comprehensive Plan amendments to be initiated and considered through an annual docketing process so that all proposed amendments to the Plan and their potential impacts may be evaluated together, as required by the GMA; and

WHEREAS, for the 2021 docket cycle, the City received a total of 23 proposals for amendments to the Comprehensive Plan, 5 of which were proposed by City staff, Councilmembers, and Planning Commissioners, and 18 of which were proposed by private citizens, including a formal application for a site-specific amendment from Oakpointe, as the master developer for the Ten Trails and Lawson Hills MPDs, which application included all required documentation and the application fee pursuant to BDMC 16.10.130(A) and 16.10.050; and

WHEREAS, pursuant to BDMC 16.10.140(A), the Community Development Director compiled a preliminary docket consisting of all applications and suggestions for Comprehensive Plan amendments received by the March 1st deadline from members of the public, as well as amendments suggested by City staff, City Councilmembers, and Planning Commissioners; and

WHEREAS, pursuant to BDMC 16.10.140(B), the Community Development Director prepared and submitted a Staff Report and Recommendations to the Planning Commission, dated April 28, 2021, which set forth the Director's views concerning each of the items on the preliminary docket of suggested 2021 Comprehensive Plan amendments (see Exhibit B attached hereto); and

WHEREAS, the Planning Commission held a public hearing on May 11, 2021, to receive public testimony and comments on the 23 preliminary docket items and to determine which of these preliminary items should be recommended to the City Council for inclusion on the final 2021 Docket; and

WHEREAS, by letter dated May 20, 2021, the Chair of the Planning Commission forwarded the Commission's recommendations to the City Council as to which of the

proposed Comprehensive Plan amendments listed on the preliminary docket should be included on the final 2021 Docket (see Exhibit A attached hereto); and

WHEREAS, BDMC 16.10.170 requires that the final Docket of proposed amendments to the Comprehensive Plan be established by a resolution of the City Council; and

WHEREAS, BDMC 16.10.180 requires that the final Docket include all timely submitted applications for site-specific amendments, such as the one requested by Oakpointe, in addition to any suggested amendments that the City Council chooses in its discretion to consider during the annual amendment process; and

WHEREAS, the Community Development Director recommends that the City adopt the recommendations of the Planning Commission for the final 2021 Docket;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Establishing 2021 Docket. Pursuant to BDMC 16.10.170 and 16.10.180, the City Council hereby accepts the recommendations of the Planning Commission, as shown in the letter from Chairman John Olson, dated May 20, 2021, attached hereto as Exhibit A. Accordingly, the 2021 Docket of proposed Comprehensive Plan amendments shall consist of the following items listed in the Community Development Director's Staff Report and Recommendations dated April 28, 2021, and attached hereto as Exhibit B:

- #2021-01, with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."
- #2021-02
- #2021-03, combined with Item #2021-01, and revised as noted above
- #2021-04
- #2021-05
- #2021-06
- #2021-07, combined with Item #2021-04, which also addresses changes to the Housing element
- #2021-08, limited to a feasibility study, including costs and scope of work, for conducting an ecological inventory
- #2021-17

- #2021-22, combined with Item #2021-01 and #2021-03, and revised as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code for consistency with the Comprehensive Plan and FLUM, and to begin narrowing discrepancies with PSRC's VISION 2040 and 2050 (as applicable) and Regional Growth Strategy."

Section 2. Initiating Planning Commission Review and Analysis. The City Council hereby requests that the Planning Commission, in cooperation with City staff, initiate its review, analysis, and assessment of each of the items on the approved 2021 Docket, pursuant to BDMC 16.10.210 and 16.10.220. The Planning Commission's review shall include adequate opportunity for public comment on proposed amendments, including one or more public hearings. At the conclusion of its review, and no later than October 31, 2021, the Planning Commission is directed to return a recommendation to the Council as to whether and how the City Council should act on each of the items included on 2021 Docket. The City Council shall then determine what action(s) to take by December 31, 2021. In the event that the Planning Commission cannot complete its review of all items on the 2021 Docket by October 31, 2021, then the Planning Commission shall forward recommendations on the items it has completed and advise the City Council whether any of the remaining items should be carried over to the 2022 annual docket cycle.

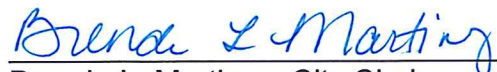
PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, AT A REGULAR MEETING THEREOF, THIS 3RD DAY OF JUNE 2021.

CITY OF BLACK DIAMOND:



Carol Benson, Mayor

Attest:



Brenda L. Martinez, City Clerk



Office Of The

PLANNING COMMISSION

EXHIBIT A

Chair - John Olson

Position 1 - Richard LaConte

Position 2 - Steve Jensen

Position 3 - Crystal Perez

Vice - Pam McCain

Position 5 - Felicia Wheatfall

Position 6 - Dave Ambur

May 20, 2021

To:

Mayor

Carol Benson

and

Councilmembers

Tamie Deady

Melissa Oglesbee

Chris Wisnoski

Leih Mulvihill

Kristiana de Leon

Bernie O'Donnell

Debbie Page

CC:

Community Development

Director

Mona Davis

and

The Planning

Commission

RE: The City of Black Diamond 2021 Comprehensive Plan Amendments

Dear Mayor and Councilmembers,

On behalf of the Black Diamond Planning Commission, I am forwarding our recommendations for the 2021 Comprehensive Plan Preliminary Docket.

In general, cities may consider proposed amendments to their comprehensive plans no more frequently than once per year under RCW 36.70A.130(2). The state Growth Management Act directs cities to create an annual docket that lists all the proposed amendments that are to be considered during this once-per-year process. Anyone may suggest amendments to the Comprehensive Plan by March 1st of each year.

A public hearing was held by the Planning Commission on May 11, 2021, in accordance with our bylaws, to hear testimony and consider amendments to the Comprehensive Plan. At this meeting, all seven members of the planning commission attended. Several members of the public gave testimony, and many others submitted written comments. Based on information provided by city staff, public comments, and the Commission's deliberations, the Planning Commission officially recommends and transmits the following amendments for consideration in the final docket:

ITEM #2021-01: REVERSION TO THE 2009 FUTURE LAND USE MAP (FLUM)

The Planning Commission recommends that Item #2021-01 be included on the final 2021 Docket, but with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."

**#2021-02: AMENDMENTS TO COMPREHENSIVE PLAN APPENDIX 7
(TRANSPORTATION) TO REFLECT AN ALTERNATIVE SE LOOP CONNECTOR
ROUTE**

The Planning Commission recommends that Item #2021-02 be included on the final 2021 Docket.

#2021-03: HARMONIZING THE FLUM AND CITY ZONING REGULATIONS

The Planning Commission recommends that Item #2021-03 be included on the final 2021 Docket but combined with Item #2021-01. Together, they should be docketed with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."

**#2021-04: UPDATE THE HOUSING CHAPTER OF THE COMPREHENSIVE PLAN TO
INCORPORATE RELEVANT COMPONENTS OF THE 2021 HOUSING ACTION PLAN**

The Planning Commission recommends that Item #2021-04 be included on the final 2021 Docket.

**#2021-05: UPDATE THE PARKS CHAPTER OF THE COMPREHENSIVE PLAN TO
INCORPORATE RELEVANT COMPONENTS OF THE PROS PLAN**

The Planning Commission recommends that Item #2021-05 be included on the final 2021 Docket.

**#2021-06: REPEAL CITY PROHIBITIONS ON MARIJUANA BUSINESSES AND
UPDATE THE LAND USE CHAPTER AS NEEDED TO FACILITATE APPROPRIATE
SITING**

The Planning Commission recommends that Item #2021-06 be included on the final 2021 Docket.

**#2021-07: REVIEW ADU AND SHORT-TERM RENTAL REGULATIONS WITH
POTENTIAL CHANGES TO THE HOUSING CHAPTER OF THE COMPREHENSIVE
PLAN**

The Planning Commission recommends that Item #2021-07 be combined with consideration of Item #2021-04, which also addresses changes to the Housing element of the Comprehensive Plan to be included on the final 2021 Docket

**#2021-08: CONDUCT AN ECOLOGICAL INVENTORY AND PROPOSE CHANGES TO
LAND USES AND REGULATIONS TO PRESERVE NATURAL AREAS**

The Planning Commission recommends amending Item #2021-08 to conduct a feasibility study, including costs and scope of operations, on conducting an ecological inventory to be included in the final 2021 docket

**#2021-17: DELETE POLICY ED-4.5 FROM THE ECONOMIC DEVELOPMENT
CHAPTER OR MOVE IT TO THE TRANSPORTATION CHAPTER**

The Planning Commission recommends that Item #2021-17 be included on the final 2021 Docket.

**#2021-22: AMEND LAND USE POLICY LU-21 CONCERNING GROWTH TARGETS
AND PRESENT RECOMMENDATIONS TO THE PLANNING COMMISSION AND CITY
COUNCIL IN 2022**

*The Planning Commission recommends that Item #2021- 22 be included on the final
2021 Docket, but in combined form with Items #2021-01 PAGE 25 and #2021-03.*

Together, they should be docketed with the description broadened as follows:

*"Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and
corresponding updates to the zoning code for consistency with the Comprehensive Plan
and the FLUM, and to begin narrowing discrepancies with PSRC's VISION 2040 and
2050 (as applicable) and Regional Growth Strategy."*

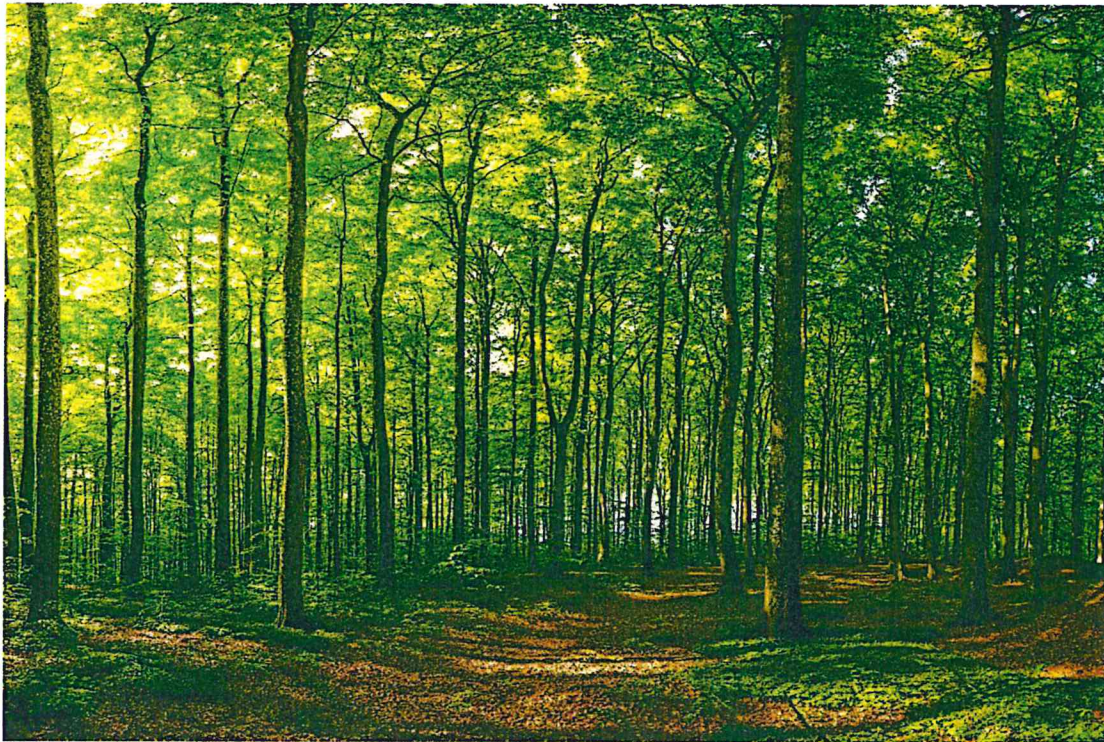
Sincerely,



John Olson

Chair

Black Diamond Planning Commission



Staff Report and Recommendations to the Planning Commission

2021 Comprehensive Plan Preliminary Docket

CITY OF BLACK DIAMOND

Mona Davis | Community Development Director | April 28, 2021

Introduction

This report is prepared pursuant to Black Diamond Municipal Code (BDMC) 16.10.140(B). Each of the preliminary docket items that were timely received by the City or suggested by the City staff or Council is described below. For each of these preliminary docket items, this report includes a recommendation as to whether the item should, or should not, be included on the final docket, to be set by the City Council, for consideration during the 2021 Comprehensive Plan amendment cycle.

Overview of 2021 Docket Process

Under RCW 36.70A.130(2), cities may consider proposed amendments to their comprehensive plans no more frequently than once per year, with certain limited exceptions. So that proposed amendments can be considered in an orderly and holistic manner, the state Growth Management Act (GMA) directs cities to create an annual docket that lists all proposed amendments to be considered during this once-per-year review process. The docket comprises the proposed changes to the Comprehensive Plan and development regulations that the City has resolved to evaluate during the annual update cycle. By preparing an annual docket, the City ensures that all proposed amendments are considered concurrently so that their cumulative effect can be ascertained and evaluated.¹

Proposed amendments to the Comprehensive Plan and City development regulations may be suggested by private citizens or by members of the City staff and City Council.² Under BDMC 16.10.130(D), all privately initiated amendments to the Comprehensive Plan or development regulations must be submitted by March 1 of each year. City Councilmembers may suggest amendments be added to the docket at any time before the final docket is set. For 2021, there are 18 privately initiated amendments and 5 amendments suggested by the City staff, Councilmembers, and Planning Commissioners.

After the March 1 submission deadline has passed, a preliminary docket is prepared by the Community Development Director (Director). The preliminary docket consists of all timely suggestions for Comprehensive Plan and development regulation amendments received for the annual review cycle.³ The Director is charged with preparing a report summarizing the proposed docket items and making a recommendation to the Planning Commission about which, if any, of the proposed items should be included on the final

¹ BDMC 16.10.130(C).

² BDMC 16.10.130(B).

³ BDMC 16.10.140(A).

docket to be approved by the City Council.⁴ The Director's recommendations to the Planning Commission are informed by the following factors, as laid out in BDMC 16.10.140(B):

- The need, urgency, and appropriateness of the suggested amendments;
- The availability of sufficient planning staff to substantively review the suggested amendments and to manage the public participation process; and
- The anticipated costs and budget impacts associated with processing the suggested amendments.

The Planning Commission is then required to hold a public hearing on the preliminary docket and to make a recommendation to the City Council as to which, if any, of the suggested amendments from the preliminary docket should be included on the final docket.⁵ The City Council then considers the Planning Commission's recommendations before adopting a final docket by resolution.⁶ The City Council may adopt the docket as recommended, or it add to, subtract from, or modify the recommendations from the Planning Commission.⁷ However, if the Council decides to add to, subtract from, or modify the suggested amendments, it may first be required to hold a public hearing under RCW 36.70A.035(2)(a) and BDMC 16.10.230(B).

The final docket—which consists of all suggested amendments that the City Council elects in its discretion to include on the docket, as well as any complete applications for site-specific amendments that were timely submitted by an applicant—serves as the roadmap for the City's consideration of amendments to the Comprehensive Plan and development regulations during the annual review cycle.

- Note: The fact that an item is included on the final docket does not mean that the item will result in any changes to the Comprehensive Plan or development regulations. (BDMC 16.10.190.) Rather, it is a commitment by the City to study the requested amendment during the annual review cycle.

Once the City Council has established the final docket, the items on the docket will be studied by City staff and the Planning Commission over a series of months, with meetings and public hearings convened to receive public testimony and deliberate on

⁴ BDMC 16.10.140(B).

⁵ BDMC 16.10.160.

⁶ BDMC 16.10.170, 16.10.230.

⁷ BDMC 16.10.230.

each of the docketed items.⁸ These deliberations include careful consideration of the impacts of the proposed amendments on long-term planning goals and potential environmental impacts.

When the Planning Commission has completed its review of the docketed items, it will transmit a report to the City Council with a list of recommended amendments to the Comprehensive Plan and/or development regulations for final adoption.⁹ The Director will also prepare a SEPA determination for the recommended amendments.¹⁰ The City Council will then deliberate on the Planning Commission's recommendations and vote in a public meeting to adopt, reject, or modify the proposed amendments, as required by BDMC 16.10.120(A) and 16.10.230.

A tentative schedule for finalizing the docket and considering the docketed items is set forth at the end of this report.

Proposed Amendments for 2021 Docket

Each of the items on the preliminary docket of proposed 2021 amendments to the Black Diamond Comprehensive Plan is described below. For ease of reference, a Summary of all City staff recommendations begins on page 25 of this report.

ITEM #2021-01: REVERSION TO THE 2009 FUTURE LAND USE MAP (FLUM)

Requestors:

This amendment is requested by Duane Garcia, Mike England, William Bryant, Gary Davis, Philip Acosta, Angela Fetting, and Kelley Sauskojus.

Description

The requestors of this amendment ask that the FLUM in the 2019 Comprehensive Plan be replaced with the FLUM from the 2009 Comprehensive Plan. The requestors contend that the 2019 FLUM is not consistent with the text of the Comprehensive Plan and creates "significant excess development capacity." Requestors express concern that the growth potential reflected in the 2019 FLUM goes beyond regional growth targets and/or what the City's infrastructure, public services, and natural environment can support. Requestors believe the 2009 version of the FLUM is better aligned with City capacity for transportation and provision of services and is more in keeping with their objectives for preserving wildlife habitat and a small-town feel.

⁸ BDMC 16.10.120(A).

⁹ BDMC 16.10.210.

¹⁰ BDMC 16.10.200.

Recommendation

The 2019 update to the Comprehensive Plan included revisions to the land use designations of eight areas on the FLUM. One or more of these 2019 revisions to the FLUM have been a source of significant concern for a number of residents. The 2019 revisions also created several inconsistencies with the City's current zoning code – inconsistencies which have yet to be resolved. Consistency between the Comprehensive Plan text, maps, and zoning code is a requirement of the GMA.

City staff believe it is imperative to revisit the changes to the FLUM that were adopted in 2019 and to reconsider whether and how the FLUM can be revised to better harmonize with the zoning code. There are numerous potential outcomes that could result from the Planning Commission and City Council's reconsideration of the 2019 FLUM. The FLUM could be reverted to the form in which it existed in 2009, as the requestors desire. It is also possible that work on the Housing Action Plan and Housing Element could suggest other potential revisions to the FLUM that might better meet the City's housing objectives and desired growth patterns than either the 2009 or 2019 FLUM. The zoning code should also be carefully reviewed and possibly updated for consistency with any changes to the FLUM. (See Item #2021-03, below.)

Regardless of what form any changes to the FLUM and/or zoning regulations might take, these issues will require extensive analysis and opportunities for public participation before final recommendations can be reached. Although this item is certain to consume a substantial amount of resources and time for City staff and the Planning Commission, staff believe the efforts are urgently needed to ensure that the City has a solid foundation for future land use planning and growth management consistent with the GMA. City staff recommend that Item #2021-01 be included on the final 2021 Docket, but with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."

#2021-02: AMENDMENTS TO COMPREHENSIVE PLAN APPENDIX 7 (TRANSPORTATION) TO REFLECT AN ALTERNATIVE SE LOOP CONNECTOR ROUTE

Requestor

This item is requested by CCD Black Diamond Partners LLC ("Oakpointe").

Description

Oakpointe requests text and map amendments to the Comprehensive Plan to include an alternative route alignment to the Southeast Loop Connector road currently depicted in

the Transportation element. The proposed alternative route would connect the Lawson Hills MPD to Lawson Street rather than connecting the Lawson Hills MPD to SR-169. The proposed amendments would modify text in the Transportation Appendix—specifically, pages 10, 19, and 25 of Appendix 7, as well a map (2035 Roadway Network Concept) shown on page 47 in Figure 7-4.

Oakpointe makes this request to create additional options for road alignment and construction, given the potential environmental impacts, steep hillside topography, and extensive acquisitions of third-party parcels associated with the SE Loop Connector routing presently depicted in the Comprehensive Plan. The amendment is proposed because the alternative alignment likely involves fewer impacts, less cost, and reduced right-of-way acquisition requirements. It does not preclude development of the existing SE Loop Connector, but provides an option for a secondary access route to the Lawson Hills MPD. A final decision as to which option to construct would not be made until the SE Loop Connector road is needed.

For further explanation of Oakpointe's proposed alternative route and how it might reduce impacts as compared to the route presently shown in Appendix 7, please refer to the attachments to this Staff Report. The attachments also detail Oakpointe's view of how the proposed amendments would be consistent with other relevant portions of the Comprehensive Plan.

Recommendation

This is a privately initiated request by a property owner for a Comprehensive Plan amendment related to a site-specific development proposal. In support of its application, Oakpointe has submitted all of the materials required by BDMC 16.10.050.¹¹

The current Comprehensive Plan identifies the SE Loop Connector as a future transportation improvement. This road is depicted as extending from the Lawson Hills MPD to SR-169. The language in Appendix 7 makes it clear that the routing depicted therein is not settled and that "alternative road alignments may be considered." The intent behind including a preliminary alignment concept in Appendix 7 was "to show a basic route," while expressly mentioning that "exact locations will be determined after engineering and environmental review." Staff believe that any proposed alternative that

¹¹ The application materials consist of the City's Master Application Form, a cover letter accompanying a project narrative, a description of the purpose of the requested amendments, an explanation of the proposal's consistency with the Comprehensive Plan and GMA, and an analysis of the evaluation criteria listed in BDMC 16.10.220 for approval of the amendments. Also included in Oakpointe's application are the proposed text changes in "bill" format (redlines). Additionally, the application includes a completed SEPA checklist and supplemental sheet for nonproject actions, a sensitive areas identification form, a memo from Transpo Group analyzing potential transportation impacts from the proposed amendments, with supporting LOS worksheets, and the application fee of \$2,734.00.

would minimize environmental impacts, reduce the need to modify the natural topography, and create fewer third-party disturbances is worth careful consideration, even if the requested amendment is not ultimately approved. City staff recommend that Item #2021-02 be included on the final 2021 Docket.

#2021-03: HARMONIZING THE FLUM AND CITY ZONING REGULATIONS Requestor

This item was suggested by Community Development Director Mona Davis following numerous discussions with residents about the 2019 FLUM.

Description

As noted in connection with Item #2021-01, the City's zoning regulations are not fully consistent with the FLUM in the 2019 Comprehensive Plan. The GMA requires that comprehensive plans and their implementing development regulations be consistent. The City needs to carefully review its zoning and consider potential updates to the FLUM and development regulations in a holistic manner to achieve consistency and to promote sound land use planning practices.

Recommendation

City staff believe it is important that concerns raised by some residents about the 2019 FLUM be carefully reconsidered. It is possible that the 2019 FLUM does not represent ideal patterns for residential and commercial development—either by providing more capacity than is necessary, or by locating that capacity in the wrong areas. The City is also mindful of the need to bring City planning policies and regulations into closer alignment with the PSRC's regional planning goals, growth targets, and VISION 2040. Adjustments to the FLUM may be needed to encourage long-term alignment between the City's expected growth and regional planning policies.

It's also possible that portions of the FLUM and Land Use chapter need to be revisited to ensure that there is adequate capacity for development of a balanced mix of housing that will be affordable to residents and potential residents across the socio-economic spectrum. The FLUM and zoning code should reflect the City Council's strong policy of ensuring that Black Diamond is, and remains, a welcome and inclusive community for all, not just for those in higher income brackets.

City staff recommend that Item #2021-03 be included on the final 2021 Docket, but combined with Item #2021-01. Together, they should be docketed with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."

#2021-04: UPDATE THE HOUSING CHAPTER OF THE COMPREHENSIVE PLAN TO INCORPORATE RELEVANT COMPONENTS OF THE 2021 HOUSING ACTION PLAN

Requestor

This item was suggested by Community Development Director Mona Davis.

Description

The City is currently working with its consultant, Blueline, to finalize the 2021 Housing Action Plan. This Plan started with data collected from a citywide housing needs assessment survey conducted by Blueline. Blueline's work incorporates this survey data into an overall plan that reflects realistic residential growth targets and provides insights into how the City can provide for the mix of housing that is likely to meet the needs of current and future populations. The Housing Action Plan creates three strategic objectives for meeting future housing needs in the City: (1) monitoring housing needs and demographic shifts as the City continues to grow; (2) increasing housing diversity while preventing displacement of current residents and preserving small-town feel; and (3) creating opportunity for investment in more housing for lower income brackets.

The Housing Action Plan is scheduled to be completed and ready for City Council consideration in June 2021. The Housing Action plan should then inform the Planning Commission and City Council's consideration of potential changes to the Housing element of the Comprehensive Plan.

Recommendation

The objectives and proposed action items from the Housing Action Plan should be harmonized with the Housing element of the Comprehensive Plan. **City staff recommend that Item #2021-04 be included on the final 2021 Docket.**

#2021-05: UPDATE THE PARKS CHAPTER OF THE COMPREHENSIVE PLAN TO INCORPORATE RELEVANT COMPONENTS OF THE PROS PLAN

Requestor

This item was suggested by Community Development Director Mona Davis.

Description

The City is currently working to complete the Parks, Recreation, & Open Space Plan (PROS Plan) by year end. This work includes a survey that will be sent out to seek input from residents. The PROS Plan is intended to assess the City's current inventory of parks

and recreation property and facilities and will provide an evaluation of how those facilities may need to be expanded and improved to meet the needs and preferences of current and future residents of the City. The Parks element of the Comprehensive Plan should be updated to reflect the key findings and action items from the PROS Plan, once it is completed.

Recommendation

The objectives and proposed action items from the PROS Plan should be incorporated into the Parks element of the Comprehensive Plan. **City staff recommend that Item #2021-05 be included on the final 2021 Docket.**

#2021-06: REPEAL CITY PROHIBITIONS ON MARIJUANA BUSINESSES AND UPDATE THE LAND USE CHAPTER AS NEEDED TO FACILITATE APPROPRIATE SITING

Requestor

Studying these amendments to the City's development regulations and Comprehensive Plan was requested by multiple members of the City Council.

Description

The BDMC currently prohibits the siting and operation of marijuana businesses in the City. BDMC 20.08 and 20.04. In looking for ways to expand the City's revenue streams, several members of the City Council have suggested looking at repealing the prohibition on marijuana businesses so that the City may collect local sales tax and a share of the state excise tax on the revenues of marijuana-based businesses. This change could potentially diversify City revenue sources beyond its current, heavy reliance on property tax and development-related sales tax and REET — the latter of which may not be sustainable over the long run.

In addition to possibly repealing BDMC Chapters 20.04 (which is now functionally obsolete due to changes in state laws) and 20.08 (which prohibits siting and operation of marijuana businesses), the City would need to undertake an analysis of where such businesses realistically could be sited under state statutes establishing buffers around certain types of establishments such as schools, parks, and churches. Changes to the Land Use element and City zoning regulations could be required in order to facilitate the siting of viable marijuana businesses within the City.

Recommendation

Diversifying the City's tax revenues with reliable new income streams has been declared a high priority by the City Council and the Mayor. Other cities in the region have

received significant tax revenue flowing from marijuana business – revenue that the City is currently unable to collect due to the prohibitions in BDMC Chapters 20.08 and 20.04. Receiving public comment on the desirability of allowing marijuana businesses to be operated in the City, and careful consideration of where such businesses should be located if the prohibitions were repealed, would be a valuable exercise, as would the simultaneous review of potential land use changes that would be necessary to facilitate the siting of viable marijuana businesses in the City. The policy analysis and public engagement process required for this docket item would require substantial staffing resources to manage, but City staff understands that the Council considers this to be a priority item. Accordingly, City staff recommend that Item #2021-06 be included on the final 2021 Docket.

#2021-07: REVIEW ADU AND SHORT-TERM RENTAL REGULATIONS WITH POTENTIAL CHANGES TO THE HOUSING CHAPTER OF THE COMPREHENSIVE PLAN

Requestor

This item was requested by the Planning Commission.

Description

Housing affordability and accommodation of multi-generational households continues to be a pressing issue for the City. Accessory dwelling units (ADUs) are viewed as one means of increasing the stock of affordable housing options and an important way to allow multiple generations to live together on the same property without being under one roof. The Planning Commission has requested to review development regulations governing ADUs for possible updates.

Short-term rental properties, as exemplified by AirBnB, present other challenges. The Planning Commission has suggested that the City consider options for regulating the use of residential properties for short-term rentals (under 30 days) so as to minimize the problems that can arise from such activities.

Recommendation

City staff recommends that this item be the subject of further discussion by the Planning Commission at its public hearing on the preliminary docket on May 11, 2021, to better define the nature of proposed amendments. City staff further recommends that if the Planning Commission decides to recommend inclusion of Item #2021-07 on the final 2021 Docket, it should be combined with consideration of Item #2021-04, which also addresses changes to the Housing chapter.

#2021-08: CONDUCT AN ECOLOGICAL INVENTORY AND PROPOSE CHANGES TO LAND USES AND REGULATIONS TO PRESERVE NATURAL AREAS

Requestor

This item was requested by Bob Stuart.

Description

The requestor asks to add a new policy to the Natural Environment chapter of the Comprehensive Plan:

New Policy NE-41: Conduct an ecological inventory of natural areas within the City and propose changes to land uses and regulations to preserve the functions and values of these natural areas. The inventory and proposed actions shall be presented to the Planning Commission for review and action by the City Council in 2022.

The requestor supports his request with the following rationale:

Black Diamond faces an incredible challenge in balancing its future between small town in a natural surrounding and potential development capacity. If not managed more carefully, it will simply be another case of, “you don’t know what you’ve got ‘til it’s gone.” People have already noticed significant change in the type and location of wildlife, and the amount and vegetation of natural space.

The City should study remaining undeveloped land and its: ecosystem value; restoration potential; and open space potential. The study should also include: an evaluation of different ways new development could add conservation and open space, and whether existing zoning should be changed to encourage conservation of remaining open space.

Recommendation

This request does not propose a policy change for the Comprehensive Plan, but rather would require staff to undertake a one-time action—namely the completion of an “ecological inventory” and presentation of that inventory to the Planning Commission and City Council in 2022. The Comprehensive Plan is a planning document that is supposed to guide the City’s implementation of more detailed development regulations to manage growth. While completion of an inventory of the City’s natural areas and ecological assets (such as lakes, wetlands, and wildlife habitat) could be a valuable exercise, a directive to conduct such an inventory and present it to the Council the following year is not appropriate for inclusion in the Comprehensive Plan.

It should be noted, however, that the City is currently completing its Parks, Recreation & Open Space Plan (PROS Plan), which will, in part, analyze the City's existing open space, including natural areas. See Item #2021-05, above. This PROS Plan will be used to evaluate any long-term policy changes that should be made to the Comprehensive Plan so that it can serve as a long-term guide for preserving City open space for the benefit of current and future residents. It is also important to note that the City Council has just approved changes to the City's critical areas ordinance (BDMC 19.10) to improve environmental protection standards and incorporate recent revisions to state and federal law. In light of budgetary and staffing limitations for overseeing the creation of a separate "ecological inventory," and in light of other efforts already underway to review the City's open space assets, **City staff do not recommend that Item #2021-08 be included in the final 2021 Docket.**

However, if the requestor believes that the PROS Plan does not fulfill the objectives of this preliminary docket item, he is encouraged to propose that the City Council allocate funds in the 2022 budget for conducting an ecological inventory that could form the basis for further review and consideration of Comprehensive Plan amendments in 2022 of a subsequent year if approved for that year's docket.

#2021-09: AMEND THE LAND USE CHAPTER TO ADD A NEW ZONING CATEGORY OF "MINERAL AND RESOURCE EXTRACTION"

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to include a new zoning classification of "Mineral and Resource Extraction."

Recommendation

Requestor provided no justification or rationale for this change to the Comprehensive Plan or zoning code. Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and limited staffing resources available, **City staff do not recommend that Item #2021-09 be included on the final 2021 Docket.**

#2021-10: AMEND THE LAND USE CHAPTER TO ADD A NEW ZONING CATEGORY OF "FORESTRY"

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to include a new zoning classification of "Forestry."

Recommendation

Requestor provided no justification or rationale for this change to the Comprehensive Plan or zoning code. It would be unusual for an incorporated city lying within an Urban Growth Area to have a zoning designation for "forestry," which is more typically found in unincorporated rural areas. Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and limited staffing resources available, **City staff do not recommend that Item #2021-10 be included on the final 2021 Docket.**

#2021-11: ADD A NEW POLICY TO THE LAND USE CHAPTER TO REQUIRE A FORMAL APPLICATION TO AMEND THE FLUM OR ZONING REGULATIONS FOR CHANGES THAT WOULD INCREASE RESIDENTIAL UNITS OR REDESIGNATE PROPERTY AS "COMMERCIAL"

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to add the following new policy language:

Any and all Future Land Use Map and/or zoning changes that increase the residential units allowed or change a property to a "commercial" designation must go through the formal docket application and Land Use Map Amendment process as further defined in the Black Diamond Municipal Code.

Recommendation

The Land Use Element of the Comprehensive Plan contains substantive policies for how land is to be used and developed within the City. These policies then inform the creation of more specific development regulations and standards in the municipal code. The language proposed by the requestor does not describe a substantive land use policy to guide future development, nor does it contain specific development standards and regulations. Rather than proposing policy language, it describes a procedural mechanism for seeking changes to the FLUM and zoning code. It therefore appears to be inappropriate for inclusion in the 2021 Docket. Additionally, the requestor provided no justification or rationale for this why the Comprehensive Plan should be changed in this way. Without additional information, and in light of the procedural nature of the requested amendment, City staff have no basis to recommend this item for the docket. Accordingly, City staff do not recommend that Item #2021-11 be included on the final 2021 Docket.

#2021-12: CREATION OF A CONSERVATION EASEMENT DEVELOPMENT CREDIT PROGRAM

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to add the following new Policy:

Land Use (LU) Policy ##: The city will create a Conservation Easement Development Credit Program separate from its existing TDR (Transfer of Development Rights) program. The program will allow property of higher conservation value that does not meet the definition of critical areas to be put into permanent “natural area” conservation in exchange for a zoning change that increases the allowed density of development on other property of lower conservation value.

Recommendation

This is an intriguing suggestion that, if implemented correctly, could support important existing land use goals of preservation of natural areas and open space, while focusing additional development in areas of lower environmental value as open space and wildlife habitat. However, creation of a new program of this nature would require extensive study to determine the scope of lands that would be able to participate,

appropriate standards to be used in evaluating applications for participation in such a program, and a complex code-drafting effort to establish necessary procedures, use restrictions, and administrative rules for the program. Moreover, even if successfully established, administration of the program would require additional staffing resources in Community Development. At this time, City staff do not have the staffing availability or budget to sponsor, develop, and administer such a program. **City staff do not recommend that Item #2021-12 be included on the final 2021 Docket.**

#2021-13: REDESIGNATE VARIOUS SPECIFIED PARCELS AS “MINERAL AND RESOURCE EXTRACTION,” “LOW DENSITY RESIDENTIAL (LDR),” AND “FORESTRY”

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the FLUM be amended as follows:

Parcels 1521069110, 1521069112, 1521069113, 1521069114, 1521069115, 1021069111 are designated as “Mineral and Resource Extraction.”

Parcel 1021069010 is designated “Low Density Residential” (LDR).

Parcel 1021069103 and 1021069105 are designated “Low Density Residential” (LDR).

Parcels 1121069020, 1121069112, 1121069113, 1121069114 are updated to “Forestry.”

Recommendation

Requestor has provided no justification or rationale for redesignating these parcels on the FLUM. Moreover, some of the requested land use designations do not currently exist, and thus would require adoption of other Comprehensive Plan amendments as a precursor to the requested changes, which staff do not recommend. (See Item #2021-09 and #2021-10, above.)

Staff do note, however, that the FLUM amendments requested in this item are very similar to, or substantially overlap with, the FLUM revisions requested in preliminary docket Item #2021-01, above. As such, the land use designations requested for the specific parcels mentioned in this item may be considered along with other potential FLUM and zoning code changes that could result if preliminary docket Item #2021-01

and #2021-03 are included on the final 2021 Docket, as recommended above. In any event, **City staff do not recommend that Item #2021-13 be included as a separate item on the final 2021 Docket.**

#2021-14: AMENDMENTS TO LAND USE CHAPTER ADDRESSING MINIMUM OPEN-SPACE AND CLUSTERING REQUIREMENTS IN ZONES ALLOWING MIXED-USE AND COMMERCIAL DEVELOPMENT

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the text of the Land Use chapter be amended as follows:

Large amounts of natural open space must be included on sites developed for mixed use or intense land use. Clustering is appropriate so that intense land use is balanced with a natural space that feels like "small town" Black Diamond.

Land Use (LU) Policy ##: Clustering in Commercial Zones. At least 50% of the net developable land (excluding sensitive and critical areas) must remain natural as a trade off for Mixed-Use development. At least 50% of the net developable land (excluding sensitive and critical areas) must remain natural for Commercial development with a F.A.R. exceeding 1.0 .

Recommendation

Requestor has provided no justification or rationale for this requested change. Without further information, City staff have no basis to recommend this amendment for inclusion on the final docket. It is also noted that the proposed minimum open-space and strict clustering requirements, while possibly promoting some existing policies to preserve natural habitat and rural character, may also be inconsistent with other City objectives of increasing the availability of affordable housing across the socio-economic spectrum and increasing the commercial and sales tax base necessary to sustain robust public safety and other services. The net effect of the proposed amendments may be to disincentivize the construction of affordable, multi-family dwelling units if not balanced with other incentives. Understanding how these requested Comprehensive Plan amendments would affect the balance of these competing policy goals and impacts to affordable housing would require extensive use of City staff and consulting resources to conduct necessary investigation and analysis. In light of other urgent priorities, **City staff do not recommend that Item #2021-14 be included on the final 2021 Docket.**

#2021-15 – AMENDMENTS TO LAND USE ELEMENT ADDRESSING OPEN-SPACE REQUIREMENTS AND DENSITY LIMITS FOR MULTI-FAMILY DEVELOPMENT

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Land Use chapter be amended as follows:

Multi-family development in Black Diamond should include a large amount of open space and natural space for families and to maintain small town character.

Land Use (LU) Policy ##: Commercial Zones used for multi-family development are allowed a maximum of 16 units per acre. Multi-family development must have a minimum of 50% open space of the net developable land (excluding critical and sensitive areas).

Recommendation

See discussion of Item #2021-14, above. For the same reasons, and in light of other urgent priorities, City staff do not recommend that Item #2021-15 be included on the final 2021 Docket.

#2021-16 – AMEND TRANSPORTATION CHAPTER TO PRIORITIZE PEDESTRIAN AND BICYCLE SAFETY OVER MOTOR VEHICLE CAPACITY

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Transportation chapter be amended as follows:

Transportation Policy T-##. Prioritize pedestrian and bicycle safety over increased motor vehicle capacity on city streets. At the same time, new development shall not be allowed to avoid providing vehicle capacity

increases or improvements needed for vehicles as a result of new development.

Safety Improvements: Road funds at the state, county, and local level are limited. The safety of Black Diamond residents is one of the most important considerations when prioritizing funding. The majority of employed residents will continue to commute outside the city and therefore roads in and out of town are an important consideration in the Black Diamond Comprehensive Plan. State and County roads leading to Renton, Issaquah, Auburn, and Enumclaw have land slide risks, areas with site distance limitations, pedestrian and bicycle safety problems.

Transportation Policy T-##. For both state and county roads leading to or from Black Diamond, the City supports prioritization of funding for safety improvements above road expansion.

Recommendation

The requestor's first proposed Transportation policy includes new language requiring that "new development shall not be allowed to avoid providing vehicle capacity increases or improvements needed for vehicles as a result of new development." This proposed amendment is redundant to the City's existing concurrency ordinance, as codified in BDMC Chapter 11.11. The City enforces its concurrency ordinance by requiring developers to offset the impacts of additional vehicle trips generated by their projects by either constructing necessary improvements (including capacity-adding infrastructure), or paying mitigation fees toward the construction of transportation projects on the City's approved Transportation Improvement Plan, or by demonstrating that sufficient capacity exists within the City's current transportation network, or will exist within six-years based on existing commitments.

The requestor's suggestion that the Comprehensive Plan be amended to "prioritize pedestrian and bicycle safety over motor vehicle capacity" presents a false choice. Adding capacity for motor vehicles on City streets does not necessarily reduce pedestrian or bicycle safety. There is no need to prioritize one over the other, nor does the current Comprehensive Plan or the City's street design and construction standards prioritize road capacity over pedestrian and bicycle safety. The City has adopted a Complete Streets program that emphasizes the importance of all modes of transportation in Black Diamond, including non-motorized vehicles and walking.

The specific meaning of requestor's reference to "roads in an out of Black Diamond" is unclear. The Comprehensive Plan addresses the City street network. "State and County roads leading to Issaquah, Auburn, and Enumclaw," as mentioned by the requestor, are not within the City's jurisdiction. Accordingly, the City's ability to influence or mitigate "land slide risks," "sight distance limitations," or "pedestrian and bicycle safety

problems” on state and county roads is limited to public comment and inter-agency dialogue.

Given the existing policies and programs already in place to address the requestor’s concerns with pedestrian and bicycle safety, and the limited ability of the City to address safety concerns on state and country roads outside the City limits, **City staff do not recommend including Item #2021-16 on the final 2021 Docket.**

#2021-17: DELETE POLICY ED-4.5 FROM THE ECONOMIC DEVELOPMENT CHAPTER OR MOVE IT TO THE TRANSPORTATION CHAPTER

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Economic Development chapter of the Comprehensive Plan be amended to remove Policy ED-4.5, which concerns the Highway 169 corridor. Alternatively, requester suggests that policy ED-4.5 be moved to the Transportation Chapter. Requestor’s rationale is that Policy ED 4.5 is more focused on transportation than economic development. Policy ED-4.5 currently states as follows:

Policy ED-4.5: Coordinate with the Washington State Department of Transportation (WSDOT). King County, and adjacent cities to plan for access improvements, intersection improvements, and infrastructure maintenance in the SR 169 corridor.

Recommendation

This Item would not require expenditure of budgeted Community Development funding nor require extensive staffing resources to study or implement. Additionally, the requested amendment would not represent a substantive change in policy if the text simply moved from the Economic Development chapter to the Transportation chapter. Although Policy ED-4.5 is supportive of the City’s economic development goals by emphasizing improved accessibility to the key commercial corridor in the City, staff agree that the quoted policy is more properly included in the Transportation element of the Comprehensive Plan. Accordingly, **City staff recommend that Item #2021-17 be included in the final 2021 Docket.**

#2021-18: AMENDMENTS TO THE LAND USE CHAPTER TO ELIMINATE POLICIES PROMOTING DEVELOPMENT OF COMMERCIAL AREAS

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Land Use chapter be amended to add the following text:

To ensure planning consistent with Small-Town Character, Black Diamond must carefully ensure existing commercial areas and those planned with the Master Planned Developments (MPDs) can thrive without putting too much pressure on limited infrastructure.

The requestor believes that removal of Policy LU-34 is also warranted. Policy LU-34 currently states as follows:

Policy LU-34: Create an aggressive economic development strategy, with the cooperation of the City, County, and business and property owners.

Alternately, she suggests the word "aggressive " could be removed from LU-34.

Additionally, requestor's position is that there are sufficient commercial spaces already developed in Black Diamond or permitted through the MPDs. Therefore, requestor believes that removal of Policy LU-42 is also warranted. Policy LU-42 currently states as follows:

Policy LU-42: Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.

Recommendation

City staff believe the requested amendments are unwarranted and inappropriate. The proposed amendments would be contrary to strong policy considerations expressed by the City Council and the Mayor to encourage and promote the siting and growth of new businesses in commercial zones. Commercial development will provide badly needed expansion of the City's tax base and increase the convenience and desirability of living in Black Diamond. Moreover, the City has negotiated extensive commitments from the Master Developer to construct capacity-adding infrastructure as new development occurs in the MPDs, and developers along the SR-169 corridor are subject to the City's concurrency ordinance, which ensures that commercial development is not approved unless adequate transportation facilities are available or will be constructed concurrent

with development. City staff do not recommend that Item #2021-18 be included on the final 2021 Docket.

#2021-19: AMEND THE LAND USE CHAPTER TO ADD NEW POLICIES RELATING TO CONSERVATION OF NATURAL AREAS AND NATIVE VEGETATION

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that the Land Use element be amended to add two new policies:

New Land Use Policy 8.5: Conservation of existing natural areas is preferred, and the city shall consider ways to incentivize such conservation beyond conservation of critical areas. Restoration and reclamation of land as open space and natural space is prioritized.

New Land Use Policy 10.5: The City shall require a significant portion of a development site be conserved as open space with retention of native vegetation or restoration of native vegetation in addition to critical areas and buffers on all development or re-development. Developers will be allowed to contribute funds or land of higher conservation values in exchange for increased development density on land of lower conservation value.

The requestor offers the following rationale for the requested changes:

Black Diamond is unique in its position as a small town within the urban growth boundary that has significant amounts of undeveloped land. Black Diamond is far from the region's dense metropolitan job centers and transportation investments. Most of the community has been surprised to find that for approved development in Black Diamond, Open Space conservation has not necessarily meant "natural" or "green" open space.

The community will benefit from a balance of careful growth that retains open spaces and the feeling of a small town with natural areas around and through the City. The type of economic development that will be appropriate for Black Diamond will use this open space as an asset that attracts light industry, recreational tourism, customers, and employees.

Recommendation

City staff understand the intent behind requested new Land Use Policy LU-8.5 is to increase protection for natural areas generally, not just critical areas. The City currently has a TDR program in place that provides incentives for property owners to preserve natural areas in designated TDR Sending Site Areas by placing conservation easements on their property. These conservation easements impose extensive restrictions on how the property may be used, including a prohibition on development other than for purposes of conservation of natural features and recreational open space. In exchange, the owner may sell or transfer the severed development rights to properties within a designated TDR Receiving Site Area, where greater density may then be constructed.

Proposed new Land Use Policy LU-10.5 would encourage greater retention of native vegetation and open space on development parcels. It is unclear what is meant by “a significant portion” of a development site being required to be conserved as open space, although that could be an appropriate subject for Planning Commission study and recommendations to the Council. Countervailing considerations would be the effects such restrictions would have on the attractiveness of Black Diamond as a place for siting of new commercial businesses and construction of affordable housing.

The requestor’s suggestions, especially regarding proposed policy LU-10.5, are not inconsistent with the current Comprehensive Plan and thus could be implemented as part of a broader revision to the City’s development regulations. City staff agrees that additional development regulations concerning preservation of existing natural areas and landscape buffers would be a useful addition to City code, perhaps as part of a new chapter in Title 18, but amendments to the Comprehensive Plan are not necessary to undertake this work. In light of other urgent priorities and limited staffing and monetary resources in 2021, City staff do not recommend that this item be included on the final 2021 Docket. However, City staff do recommend that drafting new development regulations that prioritize the preservation or restoration of natural vegetation and open space be part of the Community Development Department’s work plan for 2022.

#2021-20: AMEND LAND USE POLICY LU-18 CONCERNING HISTORIC PRESERVATION

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-18 be amended as follows (shown in underlined text):

Amended Policy LU-18: Partner with county, state, and tribal agencies to ensure preservation of archaeologically and historically significant sites. Inventory all historic sites and present to the Planning Commission and City Council for action in 2022.

The requestor offers the following rationale in support of his request:

Black Diamond's historic heritage is visible in its layout and housing, but much of this is taken for granted. The city's historic homes are affordable, but are at risk of redevelopment into bigger and more expensive houses. The city's historic streets, buildings, & natural areas should be evaluated to identify how they contribute to the city's small town character and livability so that the beneficial aspects for residents and visitors are maintained.

Recommendation

The City already has a chapter in its Municipal Code dedicated to preservation of historic landmarks. See BDMC Ch. 15.38 (Landmark Designation and Preservation). The purposes of Chapter 15.38 are "to designate, preserve, protect, enhance and perpetuate those sites, buildings, districts, structures and objects which reflect significant elements of the city's cultural, ethnic, social, economic, political, architectural, aesthetic, archeological, engineering, historic and other heritage; foster civic pride in the beauty and accomplishments of the past; stabilize and improve the economic values and vitality of landmarks; protect and enhance the city tourist industry by promoting heritage related tourism; promote, assist, encourage and provide incentives to public and private owners to preserve, restore, rehabilitate and use landmark buildings, sites, districts, structures and objects to serve the purposes of this chapter; and to provide the framework for the implementation of the inter-local agreement between King County and the city of Black Diamond relating to landmark designation and protection services."

The process for designating properties for landmark status is governed by Chapter 15.38, which in turn incorporates King County Code Chapter 20.62. See KCC 20.62.050. Amending the text of the Comprehensive Plan to include "historically significant" sites in addition to "archaeologically significant" sites for preservation efforts would be consistent with current City codes, as implemented through the City's partnership with the King County Landmarks Commission.

However, conducting an inventory of all historic sites is not a budgeted expense and may exceed available staffing and other resources. Additionally, the amendment would require specific action in 2022, rather than establishing long-term policies to guide land use and development. As such the second sentence of the proposed request is not

appropriate for inclusion in the Comprehensive Plan. City staff recommend that the final 2021 Docket include Item #2021-20 only to the extent it would add "historically significant sites" to Land Use Policy LU-18, but not to the extent it would require conducting an inventory and presenting it in 2022 for action.

#2021-21: AMEND LAND USE POLICY LU-19 CONCERNING PUBLIC PROCESS ON LARGER DEVELOPMENTS

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-19 be amended as follows (shown in underlined text):

Policy LU-19: Provide early and continuous significant opportunities for public involvement when considering an MPD proposal or site development proposal of more than 5 acres.

The requestor offers the following rationale in support of his request:

Development occurring in the city, particularly on large sites, has a long-term impact on residents, who travel past, interact with, and are affected by the uses of the site. Often, especially for large sites, the developer is not the long-term occupant or owner of the site and will not use the site or control it after construction is complete. Public input can greatly improve a project by bringing the impacts on residents to the fore during the planning stages.

Recommendation

The BDMC already provides early opportunities for public involvement on MPD proposals, and multiple additional opportunities for public comment during the permit review process. See BDMC 18.98.060(A)(2) (public information session must be held before application is accepted); 18.98.060(A)(4)(e) (open record public hearing on MPD proposal after application is received and prior to hearing examiner recommendation); 18.98.090 (public notice and hearing on MPD development agreement prior to hearing examiner recommendation). See also BDMC 18.08.120 (requiring public notice and comment period on Type 1 through 4 development proposals, regardless of size of development); 18.08.180 (requiring public notice of public hearings on Type 3 and 4 decisions). Additionally, SEPA environmental review provides an additional means for public comment on all development proposals that are not SEPA-exempt, including

MPDs and projects on parcels of more than 5 acres. City staff do not recommend that Item #2021-22 be included on the final 2021 Docket.

#2021-22: AMEND LAND USE POLICY LU-21 CONCERNING GROWTH TARGETS AND PRESENT RECOMMENDATIONS TO THE PLANNING COMMISSION AND CITY COUNCIL IN 2022

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-21 be amended as follows (shown in underlined text):

Policy LU-21: Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs. Identify areas within the city that should be rezoned in order to bring the City's growth capacity into closer conformity with regionally adopted growth targets and the Puget Sound Regional Vision, and present recommendations for Planning Commission and City Council action in 2022.

The requestor offers the following rationale in support of his request:

The ongoing tension between regional plans and Black Diamond's available undeveloped land has resulted in delays in updating the Comprehensive Plan. This has been unproductive, costly, and could result in difficulties in coordination with neighboring jurisdictions. Residents are concerned about insufficient or expensive infrastructure, public services, and loss of natural space. A zoning review can look at these issues with a goal of resolving future delays and managing the conflicts based on data and best practices.

Recommendation

This request touches on important considerations regarding bringing the City's current zoning regulations in line with the Comprehensive Plan and FLUM, as discussed in connection with preliminary docket Items #2021-01 and #2021-03, above. Although staff do not support the portion of the request that would amend Land Uses Policy LU-21 to include language mandating presentation of recommendations to the Planning Commission and City Council for action in 2022, City staff recommend that Item #2021-22 be included on the final 2021 Docket, but in combined form with Items #2021-01

and #2021-03. Together, they should be docketed with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code for consistency with the Comprehensive Plan and the FLUM, and to begin narrowing discrepancies with PSRC's VISION 2040 and 2050 (as applicable) and Regional Growth Strategy."

#2021-23: ADD A NEW POLICY TO THE LAND USE CHAPTER CONCERNING NEW LAND USE CATEGORIES

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that a new Land Use Policy be added as follows:

Policy LU-27.5: Review Land Use Categories in Black Diamond and consider whether growth management, conservation, economic, and small-town character goals could be served by more finely dividing categories for natural resources (forestry, mineral, etc.), and lower or higher residential density, conservation districts, etc.

For his rationale for this request, the requestor refers the City to his rational for Item #2021-21, above.

Recommendation

Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and the limited staffing resources available, this docket request is not feasible for the 2021 cycle. For the reasons stated in connection with Item #2021-09, **City staff do not recommend that Item #2021-23 be included on the final 2021 Docket.**

Summary of Recommendations

In total, City staff recommend including the following Items on the final 2021 Docket:

- #2021-01 – FLUM changes (as revised and combined with #2021-03)
- #2021-02 – SE Loop Connector Alternate Route in Transportation Appendix (Oakpointe request)

- #2021-03 – Harmonizing FLUM and zoning regulations (combined with #2021-01)
- #2021-04 – Update Housing chapter per Housing Action Plan
- #2021-05 – Update Parks chapter per PROS Plan
- #2021-06 – Repeal of Marijuana prohibitions in the BDMC and update Land Use chapter as needed to facilitate siting of businesses
- #2021-17 – Move ED-4.5 to Transportation chapter
- #2021-20 – Historic preservation (partial recommendation)
- #2021-22 – Harmonize zoning with regional growth targets (partial recommendation, in combination with #2021-01 and #2021-03)

Additionally, City staff recommend further discussion of Item #2021-07 concerning ADUs and short-term rentals, to further define the requested potential amendments to the Housing element.

City staff do not recommend adding the remaining preliminary docket items to the final 2021 Docket.

Schedule for 2021 Docket Consideration (tentative)

May 11, 2021	Planning Commission meeting and public hearing to consider the 2021 preliminary docket and Staff Report
May 26, 2021	Planning Commission recommendations for 2021 Docket transmitted to City Council
June 3, 2021	City Council holds public meeting to consider and establish final 2021 Docket
June – Sept. 2021	Planning Commission holds meeting(s) and public hearing(s) to deliberate on 2021 Docket items
October 2021	Planning Commission transmits recommended amendments to the Comprehensive Plan and/or development regulations to City Council for adoption
	Draft Comprehensive Plan amendments and/or development regulations transmitted to state agencies for comment
Nov. – Dec. 2021	SEPA threshold determination on proposed amendments issued

City Council holds public meeting (and possible public hearing) to review and consider final adoption of 2021 amendments to the Comprehensive Plan and/or development regulations

Dec. 2021 – Jan. 2022 Adopted amendments transmitted to Dept. of Commerce

Attachments

Email from Gary Davis dated 2/26/21

Email from Philip Acosta dated 2/26/21

Email from William G. Bryant/Karen Bryant dated 2/26/21

Email from Mike England dated 2/26/21

Email from Kelley Sauskojus dated 2/26/21 (with attachment)

Email from Duane Garcia dated 2/28/21 (with attachment)

Email from Angela Fetting dated 2/28/21

Email from Bob Stuart dated 3/1/21 (with attachment)

Email from Justin Wortman, Sr. Project Mgr., Oakpointe, dated 3/1/21 (with attachments)

From: [CenturyLink Customer](#)
To: [Mona Davis](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Friday, February 26, 2021 10:43:51 AM

Dear Community Development Director Davis, The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B. The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County. Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows: The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map: Map Source: page 5-25 of the 2009 Comprehensive Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Thank you!
Gary Davis

David Linehan

From: Philip Acosta <philamatic@comcast.net>
Sent: Friday, February 26, 2021 1:00 PM
To: Mona Davis
Cc: Carina Thornquist
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

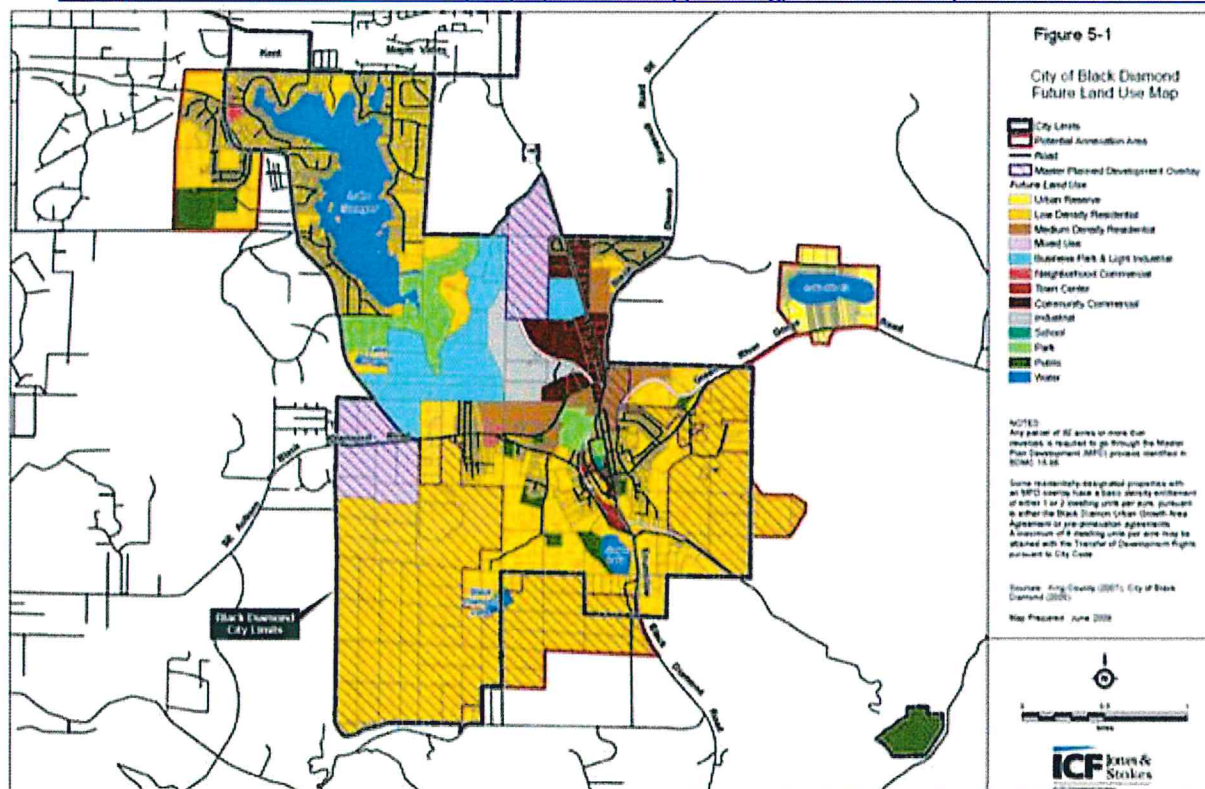
The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf



Sincerely,
Philip N Acosta
206 406 4404
Black Diamond, WA

David Linehan

From: Karen Bryant <karen@bryantstractorandmower.com>
Sent: Friday, February 26, 2021 1:05 PM
To: Mona Davis
Cc: Carina Thornquist
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Attachments: LandUseMapComprehensivePlan.png

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

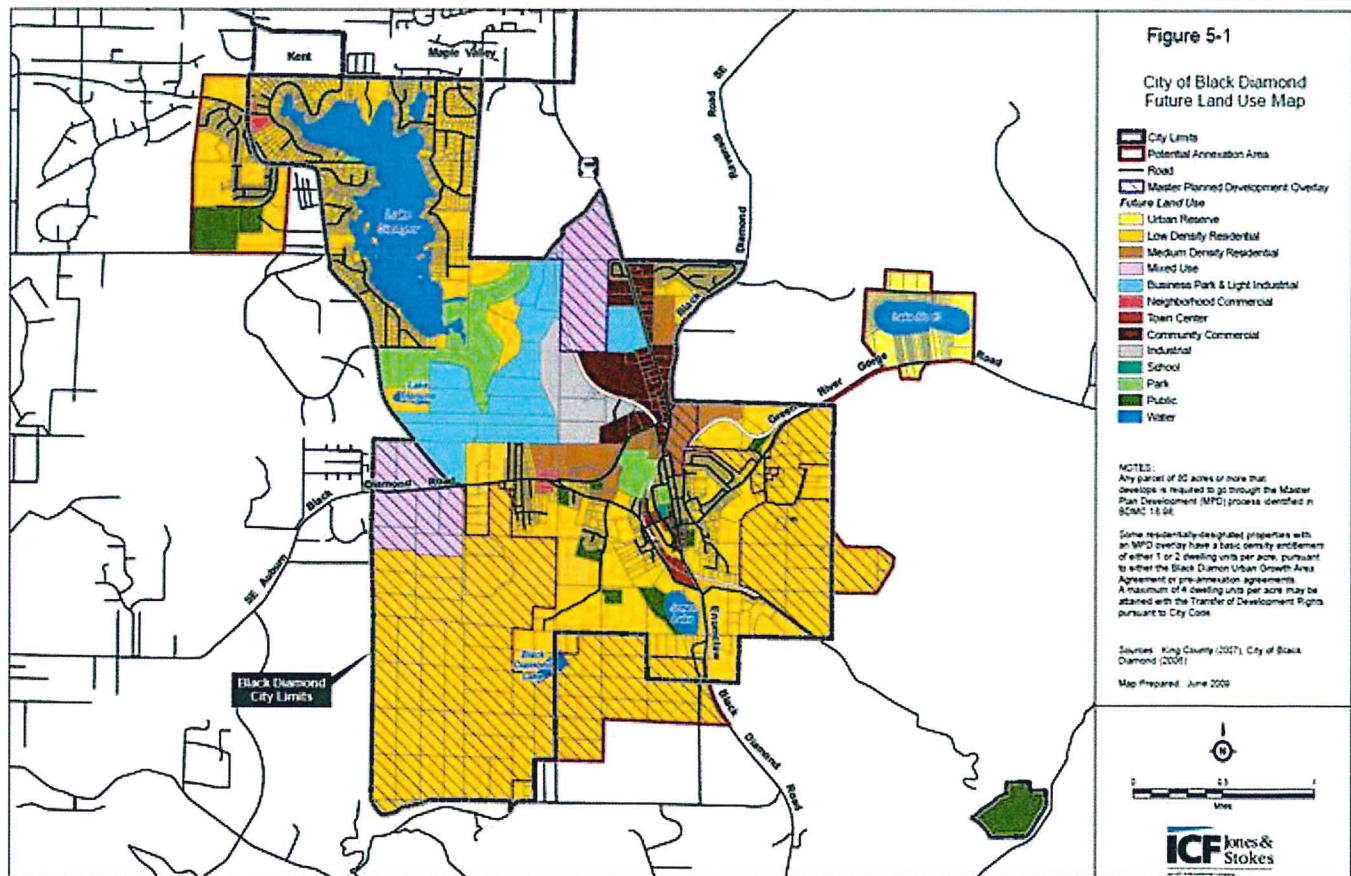
The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf



Please let me know the next steps for this suggestion and Comprehensive Plan updates. Thank you,
William G. Bryant
Roberts Drive, Black Diamond WA

From: [Mike England](#)
To: [Mona Davis](#)
Cc: [Carina Thornquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Friday, February 26, 2021 6:21:56 PM

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

From: [Kelley Sauskojus](#)
To: [Mona Davis](#)
Subject: RE: Amendments to the 2021 Comprehensive Plan
Date: Friday, February 26, 2021 10:50:42 AM
Attachments: [2021BDCompPlan Suggestions.docx](#)

Dear City of Black Diamond Community Development,

On or before March 1, 2020, numerous people sent in suggested updates to the Black Diamond Comprehensive Plan.

The Black Diamond code says these suggestions are to be part of a preliminary docket report that is considered by the Planning Commission.

Unfortunately, the public's 2020 suggestions were never put forward, and I see no record that the Planning Commission or Council was even aware of them.

Attached is a list of the 2020 Comp Plan update requests compiled from references in public comments to the Planning Commission.

I am sending these as 2021 Comprehensive Plan update suggestions. The people who sent them before may have learned there is no point in doing so. However, these items have merit and would all improve our city and the quality of life for all the residents current and future.

Thank you,
Kelley Sauskojus
Black Diamond resident since 1991

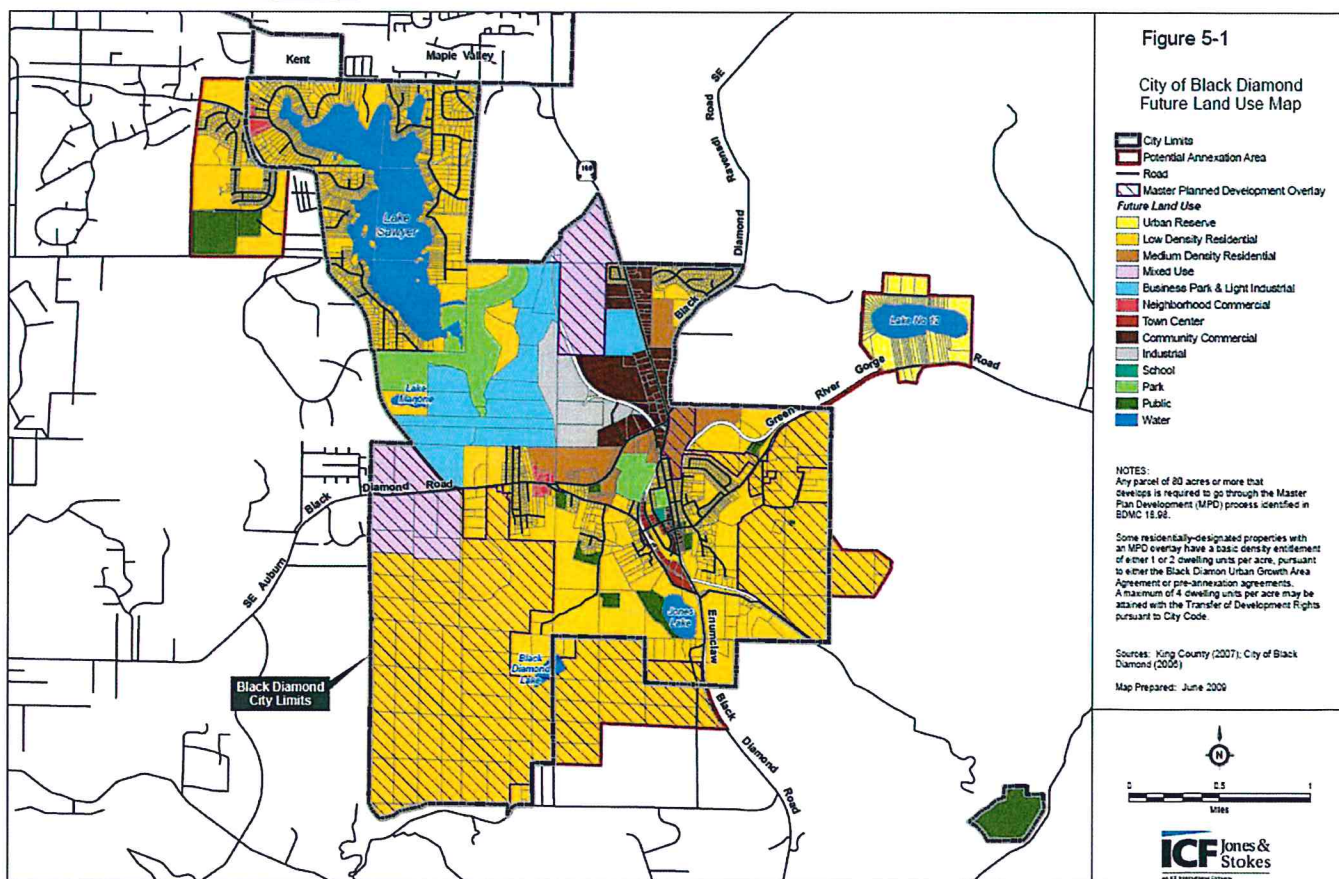
Comprehensive Plan Suggestions for 2021 Annual Update

The following suggestions were advocated by the public in the 2020 process, but the city did not follow its own process for public input and ignored these suggestions. They are being sent again now that the 2021 process is beginning.

1. In the 2019 Comprehensive Plan update, Future Land Use Map changes allowed a significant increase in Medium Density Residential housing (8 to 12 per acre) and Commercial development in future zoning. However, the Comprehensive Plan does not contain descriptions of these Map changes or analyze their impacts. The Future Land Use Map contains too much development capacity and needs to be changed urgently before Black Diamond further exceeds our regional Growth Targets.

The City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:



Map Source, page 5-25 of

http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

2. The Comprehensive Plan Land Use Chapter is updated to add a new Zoning Category of “Mineral and Resource Extraction.”
3. The Comprehensive Plan Land Use Chapter is updated to add a new Zoning Category of “Forestry.”
4. The Comprehensive Plan Land Use Chapter is updated to add the following Policy:
Any and all Future Land Use Map and/or zoning changes that increase the residential units allowed or change a property to a “commercial” designation must go through the formal docket application and Land Use Map Amendment process as further defined in the Black Diamond Municipal Code.
5. The Comprehensive Plan Land Use Chapter is updated to add the following Policy:
Land Use (LU) Policy ##: The city will create a Conservation Easement Development Credit Program separate from its existing TDR (Transfer of Development Rights) program. The program will allow property of higher conservation value that does not meet the definition of critical areas to be put into permanent “natural area” conservation in exchange for a zoning change that increases the allowed density of development on other property of lower conservation value.
6. The Future Land Use Map is Amended as Follows:
 - a. Parcels 1521069110, 1521069112, 1521069113, 1521069114, 1521069115, 1021069111 are designated as “Mineral and Resource Extraction.”
 - b. Parcel 1021069010 is designated “Low Density Residential” (LDR).
 - c. Parcel 1021069103 and 1021069105 are designated “Low Density Residential” (LDR).
 - d. Parcels 1121069020, 1121069112, 1121069113, 1121069114 are updated to “Forestry.”
7. The Land Use Chapter is amended to specify:
Large amounts of natural open space must be included on sites developed for mixed use or intense land use. Clustering is appropriate so that intense land use is balanced with a natural space that feels like “small town” Black Diamond.

Land Use (LU) Policy ##: Clustering in Commercial Zones. At least 50% of the net develop-able land (excluding sensitive and critical areas) must remain natural as a trade off for Mixed-Use development. At least 50% of the net develop-able land (excluding sensitive and critical areas) must remain natural for Commercial development with a F.A.R. exceeding 1.0 .

8. The Land Use Chapter is amended to specify:

Multi-family development in Black Diamond should include a large amount of open space and natural space for families and to maintain small town character.

Land Use (LU) Policy ##: Commercial Zones used for multi-family development are allowed a maximum of 16 units per acre . Multi-family development must have a minimum of 50% open space of the net develop-able land (excluding critical and sensitive areas).

9. The Transportation Chapter is amended to specify:

Transportation Policy T-##. Prioritize pedestrian and bicycle safety over increased motor vehicle capacity on city streets. At the same time, new development shall not be allowed to avoid providing vehicle capacity increases or improvements needed for vehicles as a result of new development.

Safety Improvements:

Road funds at the state, county, and local level are limited. The safety of Black Diamond residents is one of the most important considerations when prioritizing funding. The majority of employed residents will continue to commute outside the city and therefore roads in and out of town are an important consideration in the Black Diamond Comprehensive Plan. State and County roads leading to Renton, Issaquah, Auburn, and Enumclaw have land slide risks, areas with site distance limitations, pedestrian and bicycle safety problems.

Transportation Policy T-##. For both state and county roads leading to or from Black Diamond, the City supports prioritization of funding for safety improvements above road expansion.

10. Economic Development Chapter:

Remove policy Economic Development ED-4.5, about the Highway 169 corridor, or move policy ED-4.5 to the Transportation Chapter. Policy ED 4.5 is more focused on transportation than Economic Development.

~~Policy ED-4.5: Coordinate with the Washington State Department of Transportation (WSDOT). King County, and adjacent cities to plan for access improvements, intersection improvements, and infrastructure maintenance in the SR 169.~~

11. Land Use Chapter is amended to specify:

Add this text: To ensure planning consistent with Small-Town Character, Black Diamond must carefully ensure existing commercial areas and those planned with the Master Planned Developments (MPDs) can thrive without putting too much pressure on limited infrastructure.

Therefore, removal of policy LU-34 is warranted. Alternately, the word "aggressive " could be removed:

~~Policy LU-34: Create an aggressive economic development strategy, with the cooperation of the City, County, and business and property owners.~~

There are sufficient commercial spaces already developed in Black Diamond or permitted through the MPD's. Therefore, removal of policy LU-42 is also warranted.

~~Policy LU-42: Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.~~

From: [Duane Garcia](#)
To: [Mona Davis](#)
Cc: [Carina Thornquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Sunday, February 28, 2021 4:58:54 PM
Attachments: [16143599799321000011.png](#)

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

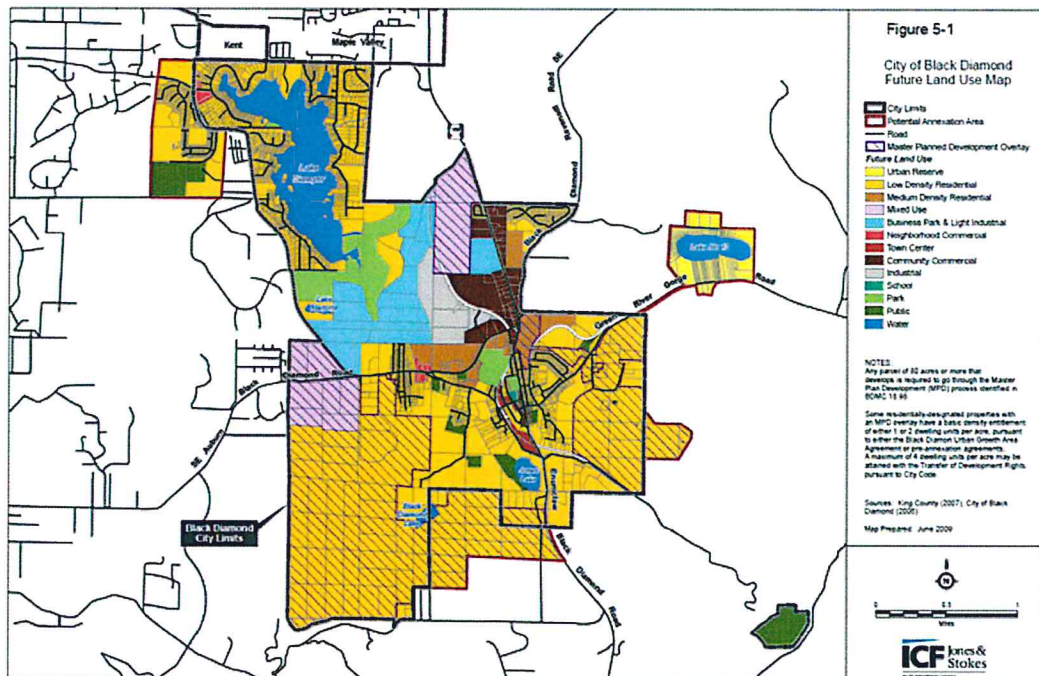
Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Sincerely,

Duane Garcia

Black Diamond, WA



From: [Angela Rossman Fetting](#)
To: [Mona Davis](#)
Cc: [Carina Thornquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Sunday, February 28, 2021 10:37:25 PM

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

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http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Angela Fetting
Black Diamond, Wa

Sent from my iPhone

From: [B Stuart](#)
To: [Mona Davis](#)
Cc: [Gary Davis](#); [Karen Bryant](#); [Carina Thornquist](#)
Subject: 2021 Comp Plan Suggestions
Date: Monday, March 1, 2021 4:39:55 PM
Attachments: [Proposed CP Amendments for Docket 2021 Black Diamond.docx](#)

Hi Mona. Attached you will find my suggestions for the 2021 Comp Plan review/adoption process. I look forward to seeing what is proposed this year and working with you and the PC through the process.

Bob Stuart
Black Diamond

Black Diamond Comprehensive Plan Update 2021 Suggestions

Black Diamond Code 16.10.130 provides a process for public suggestions to amend text and policies in the Comprehensive Plan. These suggestions are provided after careful review of past community concerns, other city and county Comprehensive Plans, and in the desire to bring the community together as Black Diamond grows.

Amendment Suggestion 1: Don't Know What You've Got Until It's Gone

New Policy NE-41: Conduct an ecological inventory of natural areas within the City and propose changes to land uses and regulations to preserve the functions and values of these natural areas. The inventory and proposed actions shall be presented to the Planning Commission for review and action by the City Council in 2022.

Rationale: Black Diamond faces an incredible challenge in balancing its future between small town in a natural surrounding and potential development capacity. If not managed more carefully, it will simply be another case of, "you don't know what you've got 'til it's gone." People have already noticed significant change in the type and location of wildlife, and the amount and vegetation of natural space.

The City should study remaining undeveloped land and its: ecosystem value; restoration potential; and open space potential. The study should also include: an evaluation of different ways new development could add conservation and open space, and whether existing zoning should be changed to encourage conservation of remaining open space.

Amendment Suggestion 2: Land Use Chapter Open Space

New Land Use Policy 8.5: Conservation of existing natural areas is preferred, and the city shall consider ways to incentivize such conservation beyond conservation of critical areas. Restoration and reclamation of land as open space and natural space is prioritized.

New Land Use Policy 10.5: The City shall require a significant portion of a development site be conserved as open space with retention of native vegetation or restoration of native vegetation in addition to critical areas and buffers on all development or re-development. Developers will be allowed to contribute funds or land of higher conservation values in exchange for increased development density on land of lower conservation value.

Black Diamond is unique in its position as a small town within the urban growth boundary that has significant amounts of undeveloped land. Black Diamond is far from the region's dense metropolitan job centers and transportation investments. Most of the community has been surprised to find that for approved development in Black Diamond, Open Space conservation has not necessarily meant "natural" or "green" open space.

The community will benefit from a balance of careful growth that retains open spaces and the feeling of a small town with natural areas around and through the City. The type of economic development that will be appropriate for Black Diamond will use this open space as an asset that attracts light industry, recreational tourism, customers, and employees.

Amendment Suggestion 3: Preserve Historic Places and Sites

Amended Policy LU-18: Partner with county, state and tribal agencies to ensure preservation of archaeologically and historically significant sites. Inventory all historic sites and present to the Planning Commission and City Council for action in 2022.

Rationale: Black Diamond's historic heritage is visible in its layout and housing, but much of this is taken for granted. The city's historic homes are affordable, but are at risk of redevelopment into bigger and more expensive houses. The city's historic streets, buildings, & natural areas should be evaluated to identify how they contribute to the city's small town character and livability so that the beneficial aspects for residents and visitors are maintained.

Amendment Suggestion 4: Improve Public Process on Larger Developments

Policy LU-19: Provide early and continuous ~~significant~~ opportunities for public involvement when considering an MPD proposal or site development proposal of more than 5 acres.

Rationale: Development occurring in the city, particularly on large sites, has a long-term impact on residents, who travel past, interact with, and are affected by the uses of the site. Often, especially for large sites, the developer is not the long-term occupant or owner of the site and will not use the site or control it after construction is complete. Public input can greatly improve a project by bringing the impacts on residents to the fore during the planning stages.

Amendment Suggestion 5: Manage Growth As Part of Our Region

Policy LU-21: Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs. Identify areas within the city that should be rezoned in order to bring the City's growth capacity into closer conformity with regionally adopted growth targets and the Puget Sound Regional Vision, and present recommendations for Planning Commission and City Council action in 2022.

Rationale: The ongoing tension between regional plans and Black Diamond's available undeveloped land has resulted in delays in updating the Comprehensive Plan. This has been unproductive, costly, and could result in difficulties in coordination with neighboring jurisdictions. Residents are concerned about insufficient or expensive infrastructure, public services, and loss of natural space. A zoning review can look at these issues with a goal of resolving future delays and managing the conflicts based on data and best practices.

Amendment Suggestion 6: Provide Land Use Categories To Better Reflect Black Diamond's Diverse Land Uses, Cluster Development Goals, and Management of Natural Space

New Policy LU-27.5: Review Land Use Categories in Black Diamond and consider whether growth management, conservation, economic, and small-town character goals could be served by more finely dividing categories for natural resources (forestry, mineral, etc.), and lower or higher residential density, conservation districts, etc.

Rationale: see above rationale for Suggestion 4.

David Linehan

From: Justin Wortman <jwortman@oakpointe.com>
Sent: Monday, March 1, 2021 3:25 PM
To: Mona Davis
Subject: Black Diamond Comprehensive Plan Amendment -- Items for Docket
Attachments: BD Comprehensive Plan Amendment - SEPA Checklist.pdf; Comp Plan Amendment - SE Loop Connector Alternative.pdf; Master Permit Application_signed.pdf; Sensitive Area ID Form_signed.pdf; Comprehensive Plan Submittal.pdf

Mona,

Please find attached an application proposing an amendment for the docket for the Black Diamond Comprehensive Plan.

If you have any questions or need any additional information, please don't hesitate to ask.

Thanks,
Justin



Justin Wortman
Senior Project Manager



3025 112TH AVE NE, SUITE 100
BELLEVUE, WA 98004
(425) 898-2137 OFFICE
(425) 898-2139 FAX

www.oakpointe.com



March 1, 2021

Mona Davis
Community Development Director
City of Black Diamond
Community Development Department
24301 Roberts Drive
P.O. Box 599
Black Diamond, WA 98010

RE: City of Black Diamond Comprehensive Plan Amendment – Items for Docket

Pursuant to Black Diamond Municipal Code 16.10.220, CCD Black Diamond Partners LLC ("Oakpointe" or "Master Developer") respectively suggests text and map amendments to the City of Black Diamond Comprehensive Plan to include an alternative Southeast Loop Connector. The rationale for this request is to include a Southeast Loop Connector alternative in order to provide optionality given potential environmental impacts, topography and extensive third-party parcel acquisition associated with the existing Southeast Loop Connector.

Attached to this letter is Oakpointe's submittal to meet the City's requirements for a comprehensive plan text and map amendment. It includes a project narrative, the purpose of the amendments, consistency with the comprehensive plan goals and policies, and consistency with the evaluation criteria for amendments. It also includes suggested text changes (in "bill" format) for three pages of the comprehensive plan, as well as one map change. A SEPA non-project action checklist is attached as well.

I appreciate your consideration of our suggested changes to the Black Diamond Comprehensive Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Ross".

Brian Ross
CEO Oakpointe

PROJECT NARRATIVE

The proposal is a Comprehensive Plan amendment that would allow an alternative route alignment to the SE Loop Connector and is identified as a future transportation improvement in the 2019 adopted Comprehensive Plan. As an alternative to the SE Loop Connector extending from the Lawson Hills MPD to SR 169, the SE Loop Connector Alternative would route the access road from the MPD to Lawson Street (see proposed map change). This request is an addition to the list of future road projects in Appendix 7, Table 0-9 (nothing is being deleted).

One parcel would be affected by this proposal: King County Parcel Number 1321069018. The address is 32317 Botts Drive. The owner is Palmer Coking Coal Co. LLP (contact information: P.O. Box 10, Black Diamond, Washington 98010). The parcel is 689,990 square feet in size. The existing land use zone is R4 - no concurrent zoning change is being requested. The legal description is:

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND NE QTR STR 14-21-06).

The proposal is for text and map amendments. The suggested changes to the Comprehensive Plan are in Appendix 7 (Transportation Appendix) for the plan sections titled Functional Classification System located on page A7-10; Transportation Improvement Recommendations on page 19 (*should be A7-19*); and Table 0-9 on page 25 (*should be A7-25*). A map amendment is suggested for Figure 7-4 on page 47 (*should be A7-47*). Attached are the relevant Comprehensive Plan text sections and figure with the suggested additions in "bill" format. Similarly, the suggested map change is shown in red.

PURPOSE OF THE AMENDMENT

The amendment is proposed because the alternative alignment likely involves fewer impacts, less cost, and reduced right-of-way acquisition requirements. It does not preclude development of the existing SE Loop Connector, but provides two options for a secondary access route to the Lawson Hills MPD. As stated in the Transportation Appendix on page A7-19 of the Transportation (emphasis added):

*"The proposed roadways are to show the general route and connections of future roadways and are not specific to design level locations. **Alternative roads and alignments may be considered.** The intent is to show a basic route, connections and concept and the exact locations will be determined after engineering and environmental review. These new roads will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials."*

This proposal presents an alternative road alignment to be considered that will further the objective stated above. Some preliminary environmental and engineering work has been completed for this alternative, but in the future (when the road is needed) a decision can be made on the which option to construct.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Comprehensive Plan Goals and Policies

Natural Environment Policy 17: Minimize areas of vegetation loss and grading disturbance to protect water quality and prevent erosion, when developing on moderate and highly erodible soils.

The SE Loop Connector Alternative would cross a relatively flat area and the alignment is not mapped as a landslide or erosion hazard area. Construction Best Management Practices to avoid or minimize erosion would be employed as part of the Temporary Erosion and Sediment Control Plan. This alternative results in minimal vegetation loss and grading (refer to the SEPA checklist).

Natural Environment Policy 35: Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable.

The SE Loop Connector Alternative avoids crossing steep hillsides thereby helping to preserve existing natural trees and vegetation on steep slopes.

Transportation Policy T-10 Pedestrians, Bicycles, and Transit Policy: Black Diamond recognizes the primacy of pedestrians and other non-motorized modes of mobility. The City shall lessen dependence upon and the influence of the automobile by encouraging complete streets and multi-modal travel for all users including pedestrians, bicyclists, and transit passengers of all ages and abilities. City actions will:

- **Require new roadways to incorporate pedestrian, bicycle and transit facilities including appropriately spaced crosswalks on arterials and collectors.**

The SE Loop Connector Alternative would incorporate pedestrian and bicycle facilities into the road design.

Transportation Policy T-12 Transportation Health and Safety Policy: The City of Black Diamond will provide a transportation system that enhances the health and safety of residents by:

- **Expanding the sidewalk, bike lane, and multi-use path network in the city.**

The SE Loop Connector Alternative would expand the sidewalk and bike lane network in the City.

Transportation Policy T-14 Character of the City Policy: Enhance the character that the City currently possesses by:

- **Encouraging landscaping, parkway trees, and compatible architecture in the design and construction of roadways, especially SR 169, and other facilities along selected corridors.**

The SE Loop Connector Alternative would incorporate landscaping into the design of the roadway.

Transportation Policy T-15 Environmental Protection and Conservation Policy: Design transportation facilities within Black Diamond that minimizes adverse environmental impacts resulting from both their construction and operation. The City will fulfill this need by:

- **Aligning and locating transportation facilities away from environmentally sensitive areas**

The SE Loop Connector Alternative would locate the right-of-way away from wetlands and steep slopes. The SE Loop Connector Alternative would cross Lawson Creek but would provide an opportunity for the elimination of the existing culvert under Botts Drive. This would be part of future studies concerning the implementation of the alternative.

- **Mitigating unavoidable environmental impacts**

Under the SE Loop Connector Alternative there would be few environmental impacts due to the routing of the alignment. However, this alternative would cross Lawson Creek. A bridge crossing is proposed so that stream flow and fish passage are not impeded. Other mitigation as necessary would be incorporated into the design for any impacts that may occur in consultation with the City. This may include the elimination of the Botts Drive crossing of Lawson Creek and the removal of the existing culvert.

Economic Development Policy ED-4.1: Focus investment in infrastructure and services

Stormwater Policy U-22: Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality, and the natural drainage systems.

The SE Loop Connector Alternative would provide stormwater runoff flow control and water quality treatment prior to discharge of runoff.

Stormwater Policy U-24: Design stormwater lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes, and wetlands.

The SE Loop Connector Alternative would provide stormwater flow control and water quality treatment. Outfall of treated stormwater runoff would be discharged to existing drainage systems in a manner consistent with the Department of Ecology's Stormwater Manual for Western Washington.

EVALUATION CRITERIA FOR PROPOSED AMENDMENTS (BDMC Chapter 16.10.220)

BDMC 16.10.220.A. All Amendments. All of the comprehensive plan amendments shall be reviewed under the following criteria:

1. Whether the proposed amendment(s) conform to the Growth Management Act (Chapter 36.70A RCW).

The proposal amendment is for an infrastructure improvement that supports development within the urban area of the City of Black Diamond. The GMA encourages development in urban areas where adequate public facilities exist to serve the development. The SE Loop

Connector Alternative would meet the goal of providing adequate infrastructure facilities for urban growth.

2. Whether the proposed amendment(s) are consistent with and implement the city's comprehensive plan, including the goals, policies, and implementation strategies of the various elements of the plan.

Consistency with the City's Comprehensive Plan is described above.

3. Whether circumstances related to the proposed amendment(s) and/or the area in which it is located have substantially changed since the adoption of the city's comprehensive plan.

4. Whether the assumptions upon which the city's comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the adoption process or any annual amendments of the city's comprehensive plan.

Significant additional investigation and research has been done on the SE Loop Connector since it was originally included in the Comprehensive Plan. Given the considerable additional impacts and hurdles that have been discovered through this research, it became apparent that developing an alternative was a practical approach. The SE Loop Connector Alternative provides a more practical approach.

5. Whether the proposed amendment(s) reflects current, widely held values of the residents of the city.

The proposed amendment would likely be accepted by residents as a better alternative to the SE Loop Connector currently in the Comprehensive Plan. This would be due to fewer environmental impacts:

- The route does not bring traffic through an existing quiet neighborhood.
- Route does not cross as steep of slopes and significantly less cut and fill
- Less area of disturbance
- Does not require large retaining walls
- Acquisition of one parcel instead of 16 parcels
- Reduction in stormwater facility requirements (i.e., less pollution generating impervious surface)

B. Amendments for Site-Specific Proposals. In addition to the above, any proposal for a site-specific development or amendment shall be reviewed under the following criteria:

1. Whether the proposed site-specific amendment(s) meets concurrency requirements for transportation and does not adversely affect adopted level of service standards for other public facilities and services (e.g., police, fire and emergency medical services, parks, fire flow and general governmental services).

The proposal would not cause the level of service on the roadways to fall below the City standards. There would be a need for improvements at two intersections to maintain intersection level of service (see item A4 above).

2. Any proposed site-specific amendment(s) will not result in probable significant adverse impacts to the city's transportation network, capital facilities, utilities, parks and

environmental features that cannot be mitigated, and will not place uncompensated burdens upon existing or planned service capabilities.

Impacts from the SE Loop Connector Alternative can be fully mitigated, and development of this roadway would be funded by the proponent.

3. In the case of a site-specific amendment(s) to the comprehensive plan's land use map, that the subject parcels are physically suitable for the requested land use designation and the anticipated land use development, including, but not limited to, the following: (i) access; (ii) provision of utilities; and (iii) compatibility with existing and planned surrounding land uses.

The alignment would cross one parcel, which is suitable for development of the road (the road would cross the undeveloped portion of the parcel).

4. The proposed site-specific amendment(s) will not create pressure to change the land use designation of other properties, unless the change of land use designation for other properties is in the long-term best interests of the city as a whole.

The proposal would not change the land use designation of other properties.

5. The proposed site specific amendment(s) does not materially affect the land use and population growth projections that are the bases of the comprehensive plan.

The proposal itself does not affect land use or population growth but rather would be developed in support of growth at a time when the population of the Lawson Hills MPD would require additional access.

6. If within an incorporated urban growth area (UGA), the proposed site-specific amendment(s) does not materially affect the adequacy or availability of urban facilities and services to the immediate area and the overall UGA.

The proposal would not affect the adequacy of urban facilities or services. Instead, it would provide infrastructure that complements growth in the urban area.

7. The proposed amendment(s) is consistent with any applicable county-wide policies for the city and any other applicable inter-jurisdictional policies or agreements, and any other local, state or federal laws.

The proposal would be consistent with federal, state and local laws, regulations and policies. It would occur in compliance with a development agreement and MPD permit conditions of approval.

Suggested Comprehensive Plan Changes

Functional Classification System

Roadway classifications define the character of service that a street is intended to provide. The City has classified its roadway system and adopted roadway design standards based on the roadway's functional and physical characteristics. The functional classification system is a hierarchical system providing for the gradation of traffic flow from an access function to a movement function. The functional classification system for the City is described in **Table 0-4** and the accompanying roadway design standards are summarized in **Table 0-5**.

The following list provides the planned classifications by roadway.

Principal Arterials

- SR 169

Minor Arterials

- SE 288th Street
- Roberts Drive
- North Connector*
- North-South Connector*/Abrams Road
- Black Diamond-Ravensdale Road
- Lake Sawyer Road
- Pipeline Road*
- Lawson Connector*

Collectors

- Annexation Road*
- Southeast Loop Connector*
- Southeast Loop Connector Alternative*
- Morgan Street
- Baker Street (west of SR 169)
- South Connector*
- Railroad Avenue (Jones Lake Road)
- Lake Sawyer Extension* a

Local Access

All remaining roadways within the city are shown on Figure 7-1 and Table 0-4. These tables serve as only a general guide for the different classifications and the City's Road Design Standards should be reference for further clarification.

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

May 2, 2019

The short-term forecast coincides with the City's TIP and represents current growth trends and expected short term development within the city. Future levels and timing of land development were based on conversations with City staff, local landowners, and development firms. Changes to development patterns and priorities may vary the need for and the completion order of the transportation improvements. The long-term traffic forecast represents the future growth in housing, employment and background traffic that will produce the expected 2035 traffic projections. The City's Development Agreement with the Master Planned Development (MPD) Developer requires updates at the beginning and middles of the three phases of development so as to program the timing of transportation capacity adding projects to come online as needed.

Transportation Improvement Recommendations

This section of the transportation plan establishes intersection and roadway improvement programs for the periods 2015 to 2021 and 2022 to 2035.

Arterial and Collector Roadway Improvements

A conceptual configuration for the future roadway system in 2035 is shown in Figure 7-4. New arterial and collector roads include: Pipeline Road, Annexation Road, Lake Sawyer Extension, Lawson Connector, South Connector, Southeast Loop Connector or Southeast Loop Connector Alternative, and North Connector.

The proposed roadways are to show the general route and connections of future roadways and are not specific to design level locations. Alternative roads and alignments may be considered. The intent is to show a basic route, connections and concept and the exact locations will be determined after engineering and environmental review. These new roads will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials.

The Pipeline Road will provide an east / west alternative to Roberts Drive and will enhance the circulation and access for industrial development. The North Connector will provide a north / south alternative to SR 169 in the middle of the City. The Annexation Road would provide north-south and east-west circulation through the southwestern portion of the City's Expansion Area. Other new facilities are proposed to improve general circulation such as the Southeast Loop Connector. The Southeast Loop Connector Alternative is a functionally equivalent roadway alternative to the Southeast Loop Connector, both of which provide secondary access to the Lawson Hills MPD and improve general circulation through the City.

Agency Coordination

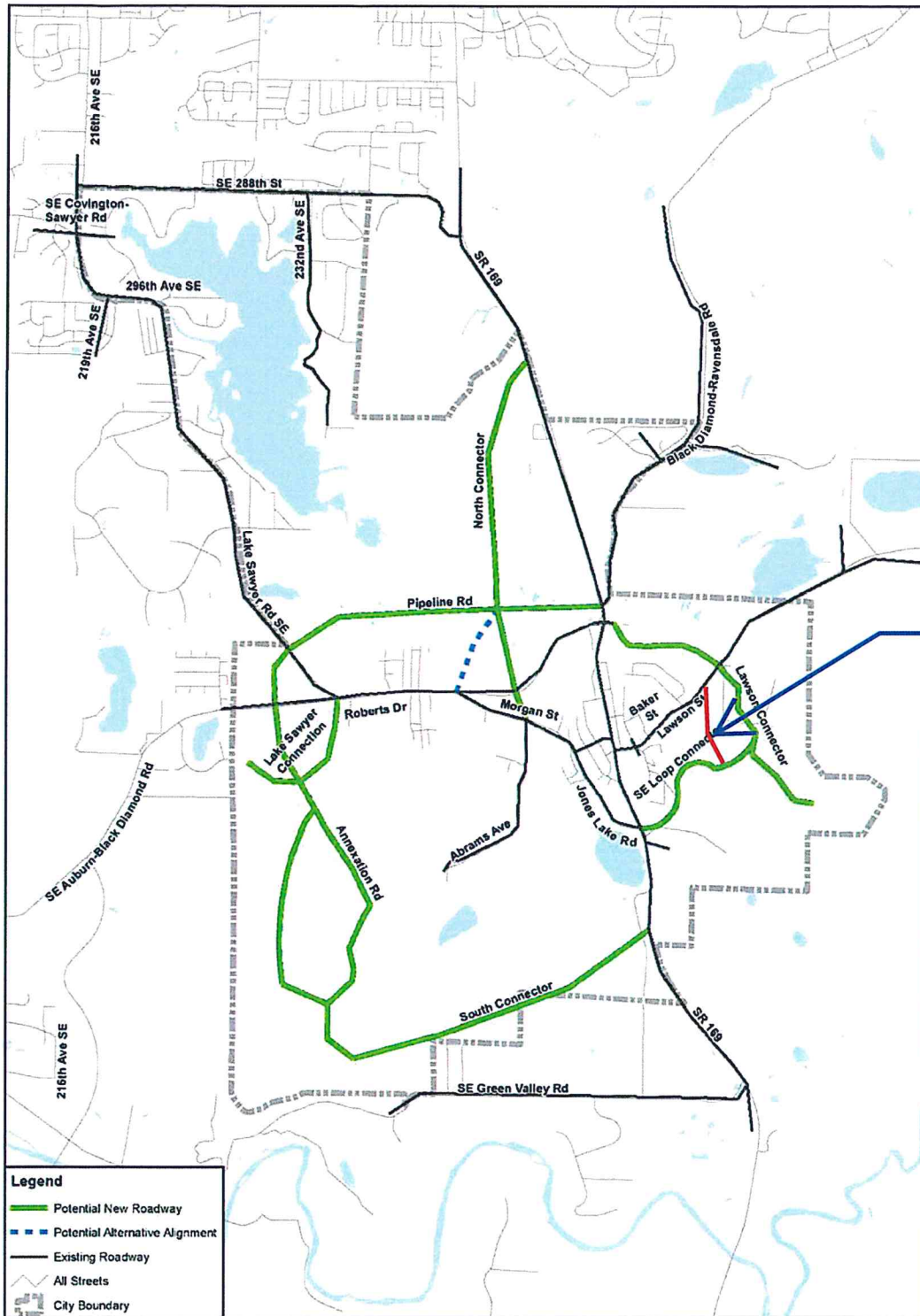
Improvements on SR 169 will require coordination with WSDOT. The City has adopted a Gateway Overlay District from the North City boundary to Roberts Drive regulating how development will occur along the roadway including separated meandering sidewalks within the front setbacks of the properties. The Comprehensive Plan should include a vision for SR 169 through the city. The City could use the vision to begin discussions with WSDOT to coordinate the future design of the road. Then as development occurs along the highway, improvements (such as lanes, sidewalks, bike lanes, median planting, turn pockets, driveways, and signals) could be implemented consistent with the overall design. The City will continue to participate in the implementation of or future updates to the SR 169 Route Development Plan (WSDOT, 2007) and as well as any other regional transportation planning efforts.

EXHIBIT B

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

May 2, 2019

A8, South Connector	South Connector	A new east west collector in south Black Diamond connecting SR 169 to southwest Black Diamond	Within 7 to 20 years	\$7,560,000/ Future Developers potentially with City and grant funds
A9, SE Loop connector	SE Loop Connector	Construct a new collector street from Lawson Hills MPD to SR 169 for a second connection	Within 7 to 20 years	\$7,125,000/ Future Developers potentially with City and grant funds
<u>SE Loop Connector Alternative</u>	<u>SE Loop Connector Alternative</u>	<u>Construct a new collector street from Lawson Hills MPD to Lawson Street for a second connection</u>	<u>Within 7 to 20 years</u>	<u>Future Developers potentially with City and grant funds</u>
Widen SR 169 From Roberts Drive to north City limits		Widen SR 169 to 4 lanes from Roberts Drive to north City limits.	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / RR Ave / SE Loop Connector	SR 169 / Jones Lake Road / SE Loop Connector	Signal or roundabout	Within 7 to 20 years	\$630,000/ Future Developers potentially with City and grant funds
<u>Lawson Street/SE Loop Connector Alternative</u>	<u>Lawson Street/SE Loop Connector Alternative</u>	<u>Lawson Street & SE Loop Connector Alternative Intersection</u>	<u>Within 7 to 20 years</u>	<u>Future Developers potentially with City and grant funds</u>
SE 288 th Street & 232 nd Ave SE		Channelization improvements	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / South Connector		Roundabout	Within 7 to 20 years	\$630,000/ Future Developers potentially with City and grant funds
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	Future Developers potentially with City and grant funds
North Connector & Roberts Drive		Roundabout or maybe a signal	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / Baker Street & SR 169/ Lawson Street	Intersection improvements for Lawson Street and Baker Street with SR 169.	One roundabout or two signals. Right of Way needed.	Within 7 to 20 years	\$1,260,000
SE Auburn Black Diamond Road / Morgan Street	Roberts Drive & Morgan Street Intersection	Roundabout or maybe a Signal	Within 7 to 20 years	
SE 288 th Street & 232 nd Ave SE		Channelization Improvements.	Within 7 to 20 years	\$630,000
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	



Additional Reference Material

MEMORANDUM

Date:	March 1, 2021	TG:	16450.00
To:	Andrew Williamson – City of Black Diamond		
From:	Mike Swenson, P.E., PTOE and Maris Fry, P.E. – Transpo Group		
cc:	Brian Ross and Justin Wortman – Oakpointe		
Subject:	Comprehensive Plan Amendment – SE Loop Connector Alternative		

This memorandum provides analysis evaluating the proposed inclusion of the SE Loop Connector Alternative in the City of Black Diamond's 2019 Comprehensive Plan. This memorandum includes the following information:

- Overview of the proposed Alternative
- Summary of pertinent EIS findings
- Operational impacts of the SE Loop Connector Alternative

As detailed below, this analysis determined that the worst-case impacts of the proposed SE Loop Connector Alternative could be sufficiently mitigated through the addition of turn lanes at the intersections of SR 169/Baker Street and SR 169/Lawson Street.

Alternative Overview

As shown in Figure 1, the Comprehensive Plan currently identifies the SE Loop Connector as a connection between the Lawson Connector and SR 169. The identified SE Loop Connector Alternative is shown in Figure 1.

The SE Loop Connector was analyzed in the *Lawson Hills Technical Transportation Report (TTR)*, performed by Parametrix in 2009, which was used as the basis for the transportation-related EIS findings for the Lawson Hills MPD. To understand the worst-case impacts of the proposed SE Loop Connector Alternative, the volume projections outlined in the Lawson Hills TTR were updated assuming all traffic shifts from the SE Loop Connector to the Alternative. Based on the anticipated trip assignment and re-routing associated with the Alternative, volume and operations impacts were limited to the following intersections:

1. SR 169/Baker Street
2. SR 169/Lawson Street
3. SR 169/Jones Lake Road
4. Railroad Avenue/Baker Street

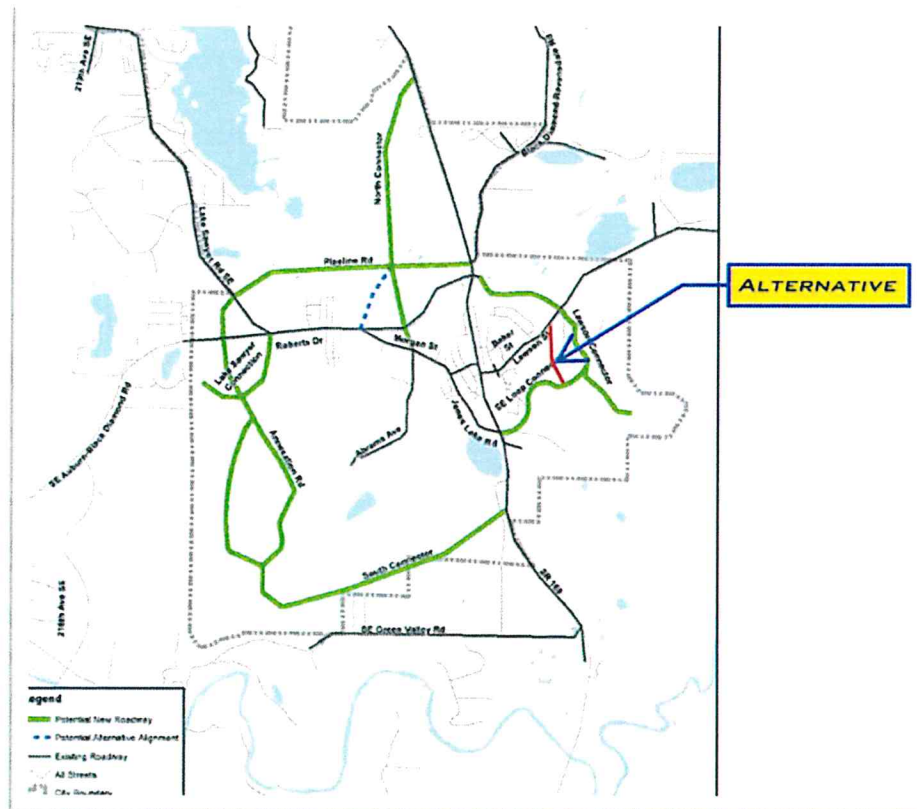


Figure 1: Proposed SE Loop Connector Alternative (Base Map Source: City of Black Diamond 2019 Comprehensive Plan)

Summary of Pertinent EIS Findings

The analysis contained within the Lawson Hills TTR developed traffic volume projections and defined impacts for the Lawson Hills MPD, as well as the collective impacts of the Lawson Hills and Ten Trails MPDs. Based on this analysis, the following mitigations were identified at the above study intersections for full build-out conditions of both MPDs. The channelization and traffic control for the intersections are also summarized in Figure 1.

- **SR 169/Baker Street:** Traffic signal and northbound left-turn lane
- **SR 169/Lawson Street:** Traffic signal and southbound left-turn lane
- **SR 169/Jones Lake Road:** Traffic signal and northbound, westbound, and southbound left-turn lanes
- **Railroad Avenue/Baker Street:** No mitigations necessary

Traffic Operations Analysis

To determine the worst-case impacts of the SE Loop Connector Alternative, traffic volume projections from the Lawson Hills TTR were revised to account for re-routed traffic. This analysis conservatively assumed that all traffic routed through the SE Loop Connector in the EIS is re-routed to Lawson Street. Figure 1 depicts the re-routed volumes and the adjusted full-build traffic volumes.

Using these adjusted volumes, intersection level of service (LOS) was evaluated at the study intersections. The channelization and traffic control associated with the EIS-identified mitigations were used as a baseline in order to determine if additional mitigations would be necessary. For the intersection of SR 169/Jones Lake Road, channelization and traffic control consistent with existing conditions was assumed to determine if introduction of the SE Loop Connector Alternative would result in mitigations no longer being necessary.

Weekday PM peak hour levels of service and delays were calculated at study intersections based on existing peak hour factors (PHFs) and methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board). As shown in Table 1, the re-routed traffic volumes result in the need for additional improvements beyond those identified in the EIS at two intersections: SR 169/Baker Street and SR 169/Lawson Street. Additionally, mitigations are still required at the intersection of SR 169/Jones Lake Road.

In order to meet WSDOT's LOS D or better standard, additional southbound and eastbound right-turn lanes would be needed at SR 169/Baker Street and an additional westbound right-turn lane would be needed at SR 169/Lawson Street. Additionally, the traffic signal and northbound left-turn lane would need to remain at the intersection of SR 169/Jones Lake Road. Consistent with the EIS, no mitigations would be necessary at the intersection of Railroad Avenue/Baker Street. The mitigated channelization and traffic control assumptions are summarized in Figure 1. With these additional mitigations in place, the intersections are projected to operate at LOS D or better, as shown on Table 1.

Table 1. Traffic Analysis Summary – Removal of SE Loop Connector

Intersection	LOS Standard	Mitigated Traffic Control (EIS)			Mitigated Traffic Control (Removal of SE Loop Connector)		
		LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. SR 169/Baker Street	D	F	129	-	D	53	-
2. SR 169/Lawson Street	D	F	170	-	D	48	-
3. SR 169/Jones Lake Road	D	F	53	EB	A	4	-
4. Railroad Avenue/Baker Street	C	B	12	WB	No Change		

Source: HCM 6th Edition and Transpo Group, 2020

1. Level of service (A – F) as defined by the Highway Capacity Manual (HCM) 6th Edition, Transportation Research Board

2. Average delay per vehicle in seconds

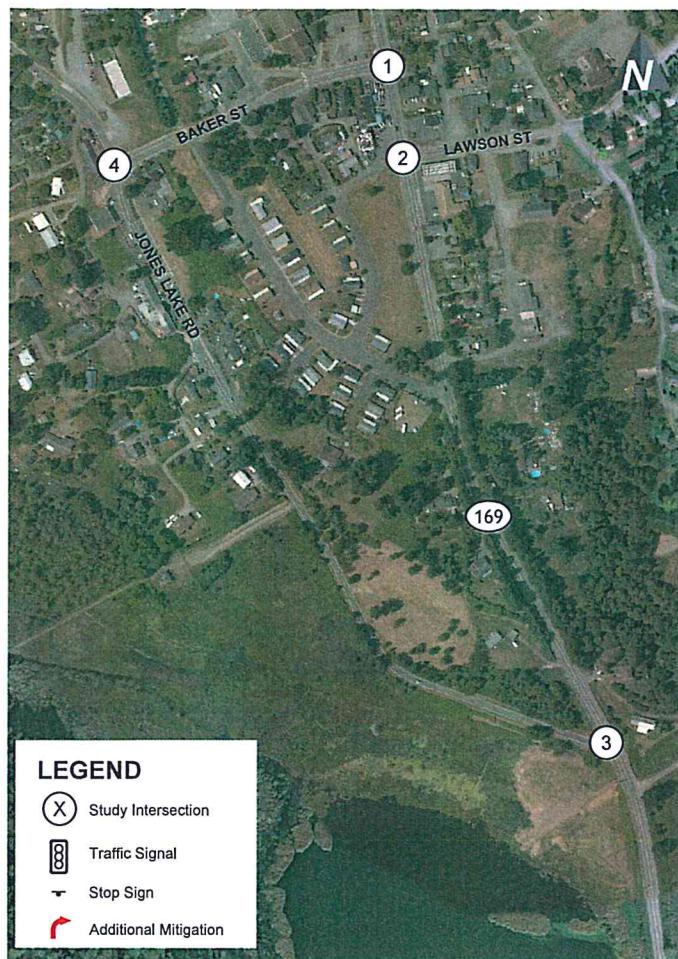
3. Worst movement (WM) reported for two-way stop sign traffic control

Conclusions

This analysis determined that the worst-case impacts of the SE Loop Connector Alternative can be adequately mitigated assuming the following:

- Implementation of additional improvements beyond those identified in the EIS at two intersections:
 - **SR 169/Baker Street:** New southbound and eastbound right-turn lanes
 - **SR 169/Lawson Street:** New westbound right-turn lane
- Implementation of limited improvements (construction of a traffic signal and northbound left-turn lane) at the intersection of **SR 169/Jones Lake Road**

Additionally, improvements would remain unnecessary at the intersection of Railroad Avenue/Baker Street.



	Weekday PM Peak Hour Traffic Volumes		Channelization and Traffic Control	
	Re-Routed	With SE Loop Connector Alternative	EIS	With SE Loop Connector Alternative
① SR 169/ Baker St	173 188	1,392 104 60 288 252 802		
② SR 169/ Lawson St	-57 230 299 132 117 -111	1,154 5 516 383 174 168 662		
③ SR 169/ Jones Lake Rd	132 -57 -173 -111 -188 -132 117 -117	1,323 108 38 837		
④ Railroad Ave/ Baker St	-173 173 188 -188	132 329 359 13 16 44		

Traffic Analysis in Support of SE Loop Connector Alternative

Comprehensive Plan Amendment

transpogroup

FIGURE

1

Attachment A:
LOS Worksheets

HCM 6th Signalized Intersection Summary

1: SR-169 & Baker St

02/26/2021

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	38	182	218	1502	1166	87
Arrive On Green	0.14	0.14	0.19	1.00	0.68	0.68
Sat Flow, veh/h	270	1291	1781	1870	1719	128
Grp Volume(v), veh/h	360	0	260	827	0	1542
Grp Sat Flow(s), veh/h/ln	1565	0	1781	1870	0	1847
Q Serve(g_s), s	22.5	0.0	15.5	0.0	0.0	108.5
Cycle Q Clear(g_c), s	22.5	0.0	15.5	0.0	0.0	108.5
Prop In Lane	0.17	0.82	1.00			0.07
Lane Grp Cap(c), veh/h	220	0	218	1502	0	1253
V/C Ratio(X)	1.64	0.00	1.20	0.55	0.00	1.23
Avail Cap(c_a), veh/h	220	0	218	1502	0	1253
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.13	0.13	0.00	1.00
Uniform Delay (d), s/veh	68.8	0.0	55.9	0.0	0.0	25.8
Incr Delay (d2), s/veh	305.7	0.0	93.9	0.2	0.0	111.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	27.7	0.0	13.3	0.1	0.0	83.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	374.5	0.0	149.8	0.2	0.0	136.8
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h	360			1087	1542	
Approach Delay, s/veh	374.5			36.0	136.8	
Approach LOS	F			D	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	133.0			27.0	20.0	113.0
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	128.5			22.5	15.5	108.5
Max Q Clear Time (g_c+l1), s	2.0			24.5	17.5	110.5
Green Ext Time (p_c), s	8.1			0.0	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			128.8			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	71	70	56	90	0	132	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.58	1.00	1.00
Sat Flow, veh/h	332	569	450	485	0	1071	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	574	0	0	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	1351	0	0	1556	0	0	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	19.8	0.0	0.0	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	0.31		0.69	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
V/C Ratio(X)	0.02	0.00	0.00	2.59	0.00	0.00	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	61.5	0.0	0.0	71.4	0.0	0.0	39.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	726.3	0.0	0.0	20.6	0.0	0.0	19.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	54.0	0.0	0.0	37.5	0.0	0.0	18.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	0.0	797.7	0.0	0.0	59.6	0.0	0.0	53.3	0.0	0.4
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		61.6			797.7			59.6			16.7	
Approach LOS		E			F			E			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	1.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	40.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+H), s	40.5	78.7		2.2		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	170.2
HCM 6th LOS	F

HCM 6th TWSC
3: SR-169 & Railroad Ave

02/26/2021

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	38	837	1323	1
Future Vol, veh/h	0	108	38	837	1323	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	39	863	1364	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2306	1365	1365
Stage 1	1365	-	-
Stage 2	941	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	42	180	503
Stage 1	237	-	-
Stage 2	380	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	36	180	503
Mov Cap-2 Maneuver	36	-	-
Stage 1	202	-	-
Stage 2	380	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52.9	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	503	-	180	-	-
HCM Lane V/C Ratio	0.078	-	0.619	-	-
HCM Control Delay (s)	12.8	0	52.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

HCM 6th TWSC

4: Railroad Ave/Morgan St & Baker St

02/26/2021

Intersection

Int Delay, s/veh 7.9

Movement WBL WBR NBT NBR SBL SBTLane Configurations 

Traffic Vol, veh/h 13 359 44 16 329 132

Future Vol, veh/h 13 359 44 16 329 132

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 97 97 97 97 97 97

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 13 370 45 16 339 136

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 867 53 0 0 61 0

Stage 1 53 - - - - -

Stage 2 814 - - - - -

Critical Hdwy 6.42 6.22 - - 4.12 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 - - 2.218 -

Pot Cap-1 Maneuver 323 1014 - - 1542 -

Stage 1 970 - - - - -

Stage 2 436 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 246 1014 - - 1542 -

Mov Cap-2 Maneuver 246 - - - - -

Stage 1 970 - - - - -

Stage 2 332 - - - - -

Approach WB NB SB

HCM Control Delay, s 11.8 0 5.7

HCM LOS B

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h) - - 914 1542 -

HCM Lane V/C Ratio - - 0.42 0.22 -

HCM Control Delay (s) - - 11.8 8 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 2.1 0.8 -

HCM 6th Signalized Intersection Summary1: SR-169 & Baker St

02/26/2021

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	6	2	2	2	2
Cap, veh/h	102	321	313	1655	1321	1119
Arrive On Green	0.06	0.06	0.20	1.00	0.71	0.71
Sat Flow, veh/h	1725	1535	1781	1870	1870	1585
Grp Volume(v), veh/h	62	297	260	827	1435	107
Grp Sat Flow(s),veh/h/ln	1725	1535	1781	1870	1870	1585
Q Serve(g_s), s	5.6	6.3	18.2	0.0	113.0	3.4
Cycle Q Clear(g_c), s	5.6	6.3	18.2	0.0	113.0	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	102	321	313	1655	1321	1119
V/C Ratio(X)	0.61	0.92	0.83	0.50	1.09	0.10
Avail Cap(c_a), veh/h	194	403	313	1655	1321	1119
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	73.5	62.0	60.1	0.0	23.5	7.4
Incr Delay (d2), s/veh	5.7	23.7	8.6	0.5	51.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.5	10.5	0.2	64.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.2	85.7	68.7	0.5	75.2	7.6
LnGrp LOS	E	F	E	A	F	A
Approach Vol, veh/h	359			1087	1542	
Approach Delay, s/veh	84.6			16.8	70.5	
Approach LOS	F			B	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	146.2		13.8		28.7	117.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	133.0		18.0		15.5	113.0
Max Q Clear Time (g_c+I1), s	2.0		8.3		20.2	115.0
Green Ext Time (p_c), s	8.1		0.9		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			52.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↖	↗	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	30	29	15	133	0	667	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.39	1.00	1.00
Sat Flow, veh/h	0	237	119	710	0	1610	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	179	0	395	856	0	0	532	0	1195
Grp Sat Flow(s), veh/h/ln	356	0	0	710	0	1610	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.8	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	0.0	19.8	0.0	19.8	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	1.00		1.00	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
V/C Ratio(X)	0.04	0.00	0.00	1.35	0.00	0.59	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12
Uniform Delay (d), s/veh	62.3	0.0	0.0	73.5	0.0	36.4	39.0	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	198.0	0.0	1.4	20.6	0.0	0.0	21.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	12.8	0.0	12.4	37.5	0.0	0.0	22.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	0.0	271.4	0.0	37.8	59.6	0.0	0.0	70.5	0.0	0.5
LnGrp LOS	E	A	A	F	A	D	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		62.5			110.6			59.6			22.1	
Approach LOS		E			F			E			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	46.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+Hd), s	78.7			21.8		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

3: SR-169 & Railroad Ave

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	108	38	837	1323	1
Future Volume (veh/h)	1	108	38	837	1323	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	39	863	1364	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	2		334	1697	1696	1
Arrive On Green	0.00	0.00	0.91	0.91	0.91	0.91
Sat Flow, veh/h	912	0	398	1870	1869	1
Grp Volume(v), veh/h	2	0	39	863	0	1365
Grp Sat Flow(s),veh/h/ln	1825	0	398	1870	0	1870
Q Serve(g_s), s	0.1	0.0	3.7	7.9	0.0	25.1
Cycle Q Clear(g_c), s	0.1	0.0	28.8	7.9	0.0	25.1
Prop In Lane	0.50	0.00	1.00			0.00
Lane Grp Cap(c), veh/h	5		334	1697	0	1697
V/C Ratio(X)	0.41		0.12	0.51	0.00	0.80
Avail Cap(c_a), veh/h	328		334	1697	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	6.5	0.8	0.0	1.6
Incr Delay (d2), s/veh	45.9	0.0	0.7	1.1	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.5	0.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.7	0.0	7.2	1.9	0.0	5.8
LnGrp LOS	F		A	A	A	A
Approach Vol, veh/h	2	A		902	1365	
Approach Delay, s/veh	95.7			2.1	5.8	
Approach LOS	F			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	95.2			4.8		95.2
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	73.0			18.0		73.0
Max Q Clear Time (g_c+I1), s	30.8			2.1		27.1
Green Ext Time (p_c), s	9.4			0.0		23.7

Intersection Summary

HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



CITY OF BLACK DIAMOND
PLANNING DIVISION
MASTER APPLICATION

EXHIBIT B

OFFICE USE ONLY

FILE #	
APPL TYPE	
FEE PAID	

24301 Roberts Dr, PO Box 599 Black Diamond, WA 98010

Phone: (360)886-2560, Fax: (360)886-2592

NAME OF PROJECT/DEVELOPMENT:			
Southeast Loop Connector Alternative Comprehensive Plan Amendment			
ADDRESS/LOCATION OF PROPERTY:			
Parcel No. 1321069018 (See attached plan set for additional information)			
OWNER NAME		ADDRESS	
CCD Black Diamond Partners LLC		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	
APPLICANT NAME		ADDRESS	
CCD Black Diamond Partners LLC		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	
CONTACT NAME		ADDRESS	
Justin Wortman		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	

BRIEF DESCRIPTION OF PROJECT:

Comprehensive Plan Amendment and Rezone

PARCEL #:	*Legal Description must be attached	1/4 SEC:	SEC:	TWN:	RANGE:
132106-9018; See attached legal description		NE	13	21	06
SIZE (ACRES/SQ FT): 48,600 sq ft		ZONING: MPD		COMP PLAN DESIGNATION: MPD Overlay	

EXISTING LAND USE: Vacant MPD

ADJACENT LAND USE: NORTH: SFR SOUTH: Vacant MPD/SFR
EAST: Vacant MPD/SFR WEST: Vacant MPD

DOES THE SITE CONTAIN ANY OF THE FOLLOWING ENVIRONMENTALLY SENSITIVE AREAS? CHECK ALL THAT APPLY:

FLOOD HAZARD AREA ☐ LANDSLIDE HAZARD AREA ☐ SEISMIC HAZARD AREA ☐
COAL MINE HAZARD AREA ☐ STEEP SLOPE HAZARD ☐ WETLANDS ☒ STREAMS ☐

I certify under penalty of perjury, under the laws of the State of Washington, that the foregoing and attached exhibits are true and correct. I further certify that I am the owner of the property described above or authorized to act on behalf of the above interested parties.

OWNER

PRINT NAME
See Attached
SIGNATURE

APPLICANT/AGENT

PRINT NAME
See Attached
SIGNATURE

CHANGES TO APPROVED APPLICATIONS WILL CONSTITUTE A NEW APPLICATION AND WILL BE SUBJECT TO FULL APPLICATION FEES.

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
LEGAL DESCRIPTION**

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND
NE QTR STR 14-21-06).

**CITY OF BLACK DIAMOND
COMPREHENSIVE PLAN AMENDMENT AND REZONE
SIGNATURE PAGE**

Owner:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By: 

Brian Ross, Manager

Date: 3/2/2021

Applicant:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By: 

Brian Ross, Manager

Date: 3/1/2021

Purpose of Checklist: The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help the City of Black Diamond identify impacts from a proposal (and to reduce or avoid impacts from the proposal, if it can be done), and to help the City decide whether an EIS is required.

A. BACKGROUND

1. Name of proposed project, if applicable:

Comprehensive Plan Amendment Request – Southeast Loop Connector Alternative

2. Name of proponent:

CCD Black Diamond Partners LLC

3. Address and phone number of proponent and contact person:

Proponent:
CCD Black Diamond Partners LLC.

Contact:
Justin Wortman
CCD Black Diamond Partners LLC.
3025 112th Ave NE, Suite 100
Bellevue, WA 98004
(425) 898-2100

4. Date checklist prepared:

February 26, 2021

5. Agency requesting checklist:

City of Black Diamond

6. Proposed timing or schedule (including phasing, if applicable):

This proposal is for the 2021 Comprehensive Plan Amendment

7. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, please explain.

If the Southeast Loop Connector Alternative is ultimately included in the Black Diamond Comprehensive Plan, the alternative may in the future, subject to permitting requirements, be used as a secondary access to the Lawson Hills Master Planned Development (MPD).

8. Environmental information that has been prepared, or will be prepared, directly related to this proposal.

- Comprehensive Plan Amendment – SE Loop Connector Alternative Traffic Analysis, dated 3/1/21, by Transpo Group.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by this proposal.

Currently, there are no other applications pending for approval related to this proposal.

10. List any governmental approvals or permits that will be needed for your proposal, if known.

This amendment proposal will need to be approved by the City.

11. Description of the proposal including the proposed uses and the size of the project and site.

The proposal is for a Black Diamond Comprehensive Plan (Comp Plan) amendment that would include in the Comp Plan an alternative to the SE Loop Connector identified in the adopted Comprehensive Plan. The SE Loop Connector Alternative is located between the future MPD road and Lawson Street (see attached Comp Plan Map Change). Therefore, text amendments are proposed to the Comprehensive Plan's Transportation Appendix for the plan sections titled Functional Classification System located on page A7-10; the Transportation Improvement Recommendations on page 19; and Table 0-9 on page 25. A map amendment is proposed for Figure 7-4 on page 47. **(Note: This is an addition to the future road projects list and does not preclude the implementation of the SE Loop Connector.)**

See attached documents for proposed text and map changes (in strikeout and highlight):

- Functional Classification System - Comp Plan Text Change 1
- Transportation Improvement Recommendations - Comp Plan Text Change 2
- Table 0.9 - Comp Plan Text Change 3
- Figure 7-4 - Comp Plan Map Change 1.

12. Location of the proposal. Provide a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if available.

The SE Loop Connector Alternative would be located in Township 21N, Range 6E, Section 13 (See attached Figure 7-4).

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one)** flat and rolling, hilly, steep slopes, mountainous.

The land that the road segment would traverse is fairly flat.

- b. What is the steepest slope on the site (approximate percent slope)?**

The steepest slope is approximately 6 percent.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Based on the USDA Natural Resource Conservation Service Soil Survey, the soil type is Beausite gravelly sandy loam. Since the site is located within an urban growth area it is not considered prime farmland.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

There are no surface indications or history of unstable soils in the vicinity.

- e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Grading would occur to construct the road, install temporary construction erosion controls, and permanent stormwater runoff facilities. The approximate cut and fill amounts for the road alternative itself are 650 cubic yards of cut and 2,600 cubic yards of fill.

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

Limited erosion could occur as a result of the initial construction on-site; however, temporary erosion and sedimentation control (TESC) measures would be utilized during the construction phase to minimize potential erosion impacts (see 1h below). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Approximately 21,600 square feet of impervious road surface would be created.

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

The site would be stabilized consistent with an approved temporary erosion and sedimentation control (TESC) plan in compliance with the then-applicable DOE Stormwater Management Manual for Western Washington as amended in 2014 and City of Black Diamond requirements (BDMC 15.28). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity. Construction stormwater would be managed per the TESC Plan and Stormwater Pollution Prevention Plan (SWPPP) prior to being discharged.

The TESC would include the use of best management practices (BMPs), which could include all or a combination of the following:

1. Construction activity should be scheduled or phased as much as possible to avoid earthwork activity during the wet season.
2. The winter performance of a site is dependent on a well-conceived plan for control of site erosion and stormwater runoff. The site plan should include ground-cover measures and staging areas. The contractor should be prepared to implement and maintain the required measures to reduce the amount of exposed ground.
3. Temporary erosion and sedimentation control (TESC) elements and perimeter flow control should be established prior to the start of grading.
4. During the wetter months of the year, or when significant storm events are predicted during the summer months, the work area should be stabilized so that if showers occur, it can receive the rainfall without excessive erosion or sediment transport. The required measures for an area to be "buttoned-up" would depend on the time of year and the duration that the area would be left unworked. During the winter months, areas that are to be left unworked for more than 2 days should be mulched or covered with plastic. During the summer months, stabilization would usually consist of seal-rolling the subgrade. Such measures would aid in the contractor's ability to get back into a work area after a storm event. The stabilization process also includes establishing temporary stormwater conveyance channels through work areas to route runoff to the approved treatment/discharge facilities.

5. All disturbed areas should be revegetated as soon as possible. If it is outside of the growing season, the disturbed areas should be covered with mulch. Straw mulch provides a cost-effective cover measure and can be made wind-resistant with the application of a tackifier after it is placed.

6. Surface runoff and discharge should be controlled during and following development. Uncontrolled discharge may promote erosion and sediment transport.

7. Soils that are to be reused around the site should be stored in such a manner as to reduce erosion from the stockpile. Protective measures may include, but are not limited to, covering stockpiles with plastic sheeting, or the use of silt fences around pile perimeters.

In addition to the approved TESC plan, the contractor would be monitored by the Washington State Department of Ecology under the National Pollutant Discharge Elimination System Permit (NPDES) General Stormwater Construction Permit. As part of the NPDES permit requirements, the contractor is required to keep a copy of the SWPPP on-site for reference. The SWPPP includes objectives to implement BMPs to minimize erosion and silt and sediment impacts from rainfall runoff during construction and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations. In addition, the contractor would provide a certified erosion control supervisor to be on site whenever earthwork or other activity that might result in turbid runoff is being performed.

2. Air

- a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

During project construction, heavy equipment operation and vehicles would generate exhaust emissions. Additionally, dust particulates generated primarily by construction equipment and construction activities would be produced during the construction phase of this project. During paving operations odors from asphalt would be detectable to some people near the project site. There would be long-term emissions from vehicles using the completed alternative route.

- b. **Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe.**

There are no known off-site sources of emissions or odors that would affect the road alternative.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

To minimize the potential adverse impacts from emissions resulting from construction activities, Best Management Practices (BMPs) would be implemented to ensure that minimal amounts of dust and exhaust fumes leave the preliminary plat site. BMP measures may include street cleaning/sweeping, wheel washing, and watering of the site as necessary to help control dust and other particulates; and minimizing vehicle and equipment idling to reduce exhaust emissions at the site.

3. Water

- a. **Surface:**

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Lawson Creek is located on the road alignment and the SE Loop Connector Alternative would cross the creek. No work would occur in the water. The alignment would pass one Category IV wetland and may slightly encroach on the wetland buffer.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Work would occur within 200 feet of Lawson Creek. However, no work would take place in the water as the SE Loop Connector Alternative would cross Lawson Creek via a bridge.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material would be placed in or removed from surface water or wetlands.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.**

The road alternative would not require any surface water withdrawals or diversions.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. If so, note location on the site plan.**

The proposal would cross the 100-year floodplain. FEMA lists the area around Lawson Creek as an area of minimal flood hazard (Zone X).

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No waste materials would be discharged to surface waters.

b. Ground:

- 1) **Will groundwater be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

No ground water would be withdrawn. Some stormwater would infiltrate into the ground and the remainder would be sent to a stormwater system.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ..; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste materials would be discharged into the ground.

c. Water Run-off (including stormwater):

- 1) Describe the source of run-off (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Rainfall is the only source of runoff. Stormwater would be collected in roadside catch basins and directed into the stormwater control system that would be constructed as part of the Lawson Hills Master Planned Development. Some stormwater (not captured by the catch basins) would run off the road surface and infiltrate into the ground.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Construction activities such as fueling, and equipment operation and maintenance can create the potential for spills or minor leaks of fuel, oil, hydraulic fluid or other material into the soil that could make their way into the groundwater. There would be potential for waste materials from the completed road surface to enter groundwater via stormwater runoff.

- d. Proposed measures to reduce or control surface, ground, and run-off water impacts, if any:

A temporary erosion and control plan (TESC) and surface water pollution prevention plan (SWPPP) would be prepared for approval by the City of Black Diamond and Washington Department of Ecology (under the NPDES General Construction Stormwater permit) and implemented during construction. These plans contain BMPs for controlling surface and groundwater impacts during construction. See Section 1h above for more detail on the mitigation measures.

4. Plants

- a. Check or circle types of vegetation found on the site:

☒ Deciduous trees: Alder, maple, aspen, other bitter cherry, cascara
☒ Evergreen trees: Fir, cedar, pine, other hemlock
☒ Shrubs
☒ Grass
☒ Pasture
☐ Crop or grain
☐ Wet Soil Plants: Cattail, buttercup, bulrush, skunk cabbage, other
☐ Water Plants: Water Lily, eelgrass, milfoil, other
☐ Other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Only the areas within the clearing limits would have vegetation removed. Areas outside of the clearing limits would retain existing vegetation. Evergreen and deciduous trees and shrubs would be removed.

- c. List threatened or endangered species known to be on or near the site.

There are no known threatened or endangered plant species on or near the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The clearing limits would be delineated (using continuous flagging and orange barrier fencing) prior to clearing and grading to minimize vegetation removal.

5. Animals

- a. Check or circle any birds and animals which have been observed on or near the site, or are known to be on or near the site:

 X Birds: *hawk, heron, eagle, songbirds*, other:
 X Mammals: *deer, bear, elk*, beaver, other:
 X Fish: *bass, salmon, trout, herring*, shellfish,
 Other:

- b. List any threatened or endangered species known to be on or near the site.

According to the U.S. Fish and Wildlife's Information for Planning and Consultation (IPaC) database (accessed online) there are no critical habitats at this location and no known threatened, endangered, or priority species known to be on the site.

- c. Is the site part of a migration route? If so, explain.

The project site lies within the migratory bird Pacific Flyway; however, the site is not known to contain critical habitat for migratory birds.

- d. Proposed measures to preserve or enhance wildlife, if any:

No measures are proposed.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Energy in the form of diesel, gasoline and possibly electricity would be used during construction. Electricity would be used for lighting the roadway.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project will not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Limiting idling construction equipment would reduce the amount of fuel used during construction.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.

Construction equipment and activities such as fueling, and equipment operation (leaky equipment) and maintenance (leaky storage containers) can create the potential for spills or minor leaks of fuel, oil, hydraulic fluid or other material that could potentially pose a threat to environmental health. Project related construction activities and material handling/storage would meet all current local, county, state and federal regulations. The completed road would not result in any environmental health hazards.

- 1) Describe special emergency services that might be required.

No special emergency services would be needed.

2) Proposed measures to reduce or control environmental health hazards, if any:

State regulations regarding safety and the handling of hazardous materials would be enforced during the construction process. Equipment refueling areas would be located in areas where a spill could be quickly contained, and where the risk of the hazardous material entering ground water is minimized.

In order to reduce the risk of environmental health hazards during construction, the selected contractor would submit a Spill Prevention Control and Countermeasures Plan (SPCCP) with future permits. The SPCCP would include the handling of petroleum products and an emergency response procedure for any soil contaminated by a spill. The plan should include the use of fueling pads or berms located in areas where a spill could be quickly contained and where the risk of hazardous materials entering surface water is minimized, procedures to follow in case of spills, a maintenance plan to minimize leaky equipment, specify a staging area for vehicle maintenance, solid waste handling and disposal Best Management Practices (BMPs), and BMPs for any chemicals to be used or stored onsite during construction. State regulations regarding safety and the handling of hazardous materials will be followed during the construction process.

b. Noise

1) What types of noise exist in the area, which may affect your project (for example: traffic, equipment operation, other)?

There is no noise source that would affect the road project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction equipment and activities would create impact and prolonged duration noise during the construction period, which would vary in intensity depending on the equipment in use and type of activity. Construction activities on the site would temporarily increase the peak on-site noise levels. Once completed, there would be noise produced by vehicles on the road.

3) Proposed measures to reduce or control noise impacts, if any:

Construction activity would be limited to hours and days as specified by the Lawson Hills MPD Development Agreement dated December 12, 2011.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is currently pastureland with one residence. Surrounding property is mostly residential or vacant, wooded property.

b. Has the site been used for agriculture? If so, describe.

Fields located on the site have recently been plowed.

c. Describe any structures on the site.

There is one residence on the property; however, the road alignment would not impact the house.

d. Will any structures be demolished? If so, what?

No structures would be demolished.

e. What is the current zoning classification of the site?

The current zoning is R-4 and MPD.

f. What is the current comprehensive plan designation of the site?

The comprehensive plan designation for the site is Low Density Residential and Master Planned Development. The current transportation improvement plan attached to the Comprehensive Plan identifies the SE Loop Connector.

g. If applicable, what is the current shoreline master program designation of the site?

There is no shoreline designation on the site.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

There is a Category IV wetland on the site and Lawson Creek, both are environmentally sensitive areas.

i. Approximately how many people would reside or work in the completed project?

Not applicable.

j. Approximately how many people would the completed project displace?

Not applicable.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal will be reviewed for compatibility with the Comprehensive Plan by the Community Development Department as part of the amendment process.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Lighting would be provided along the roadway and would be approximately 20 feet in height.

- b. **What views in the immediate vicinity would be altered or obstructed?**

No views would be obstructed. There would be a slight alteration in views of the site due to the road surface.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

No measures are proposed.

11. Light and Glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Night lighting would be installed along the road for safety.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

There would be no light or glare that would be a safety hazard or interfere with views.

- c. **What existing off-site sources of light or glare may affect your proposal?**

There are no off-site sources of light or glare that would affect the proposal.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

No measures are proposed.

12. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

There are several community parks in the vicinity of this site, including the Eagle Creek Community Park, Lake Sawyer Regional Park (undeveloped) and Ginder Creek Park (undeveloped). There are also a number of lakes in the general area including Lake Sawyer, Horseshoe Lake, Keevie Lake and Oak Lake that provide water-based recreational opportunities.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

No existing authorized recreational uses would be displaced.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

The road alternative would provide sidewalks for pedestrian and bicycle recreation. Sidewalks would be ADA compliant with curb ramps.

13. Historic and Cultural Preservation

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

There are no significant historic or cultural resources on the site.

- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

There are no known landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the project site.

- c. **Proposed measures to reduce or control impacts, if any:**

The project would comply with all applicable local, state and federal laws.

14. Transportation

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The SE Loop Connector Alternative would connect to Lawson Street and a not-yet-built portion of road.

- b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The site is not currently served by public transit. The nearest Metro Transit Route is 143/907 that runs on SR 169 and stops at the intersection with Baker Street.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**

No parking spaces would be added or eliminated.

- d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The project would not require new roads but would require a new intersection at Lawson Street.

- e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project would not occur in the immediate vicinity of water, rail or air transportation

- f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

Unknown at this time.

- g. **Proposed measures to reduce or control transportation impacts, if any:**

During construction, workers and trucks with materials will travel to and from the site and could be timed to avoid peak traffic hours. For example, workers can arrive early in the morning before the AM peak hour and if possible, material trips can be scheduled to occur during off-peak hours. Flaggers, signage and barriers would be used to help general traffic avoid the construction zone. The contractor would be required to prepare and implement a traffic control plan during construction.

15. Public Services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

During construction, there could be a slight increase in the potential demand for emergency medical services due to the operation of heavy construction equipment. The completed project would not result in an increase in the demand for public services.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

No measures are proposed.

16. Utilities

- a. **Indicate utilities currently available at the site:**

Electricity is available at the site.

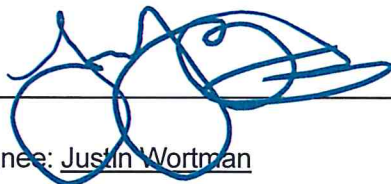
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Electricity would be used for lighting on the finished project.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____



Name of signee: Justin Wortman

Position and Agency/Organization: Senior Project Manager, CCD Black Diamond Partners, LLC.

Date Submitted: February 26, 2021

A. Supplemental Sheet for Nonproject Actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Construction of the proposal would cause temporary increases in diesel exhaust emissions from construction equipment and gasoline exhaust emissions from construction workers travelling to and from the site. During dry weather, construction earthwork may also result in dust generation. There would also be a temporary increase in construction noise. However, the construction period would be relatively short as compared to the SE Loop Connector, which would reduce the duration of construction-related impacts.

The proposal operation would result in stormwater runoff from the increase in impervious road surface, emissions to air from vehicle exhaust, and increased noise from vehicles moving on the road. There would be no release of toxic or hazardous substances.

Proposed measures to avoid or reduce such increases are:

The site will be stabilized consistent with an approved temporary erosion and sedimentation control (TESC) plan in compliance with the then-applicable DOE Stormwater Management Manual for Western Washington as amended in 2014 and City of Black Diamond requirements (BDMC 15.28). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity. Construction stormwater will be managed per the TESC Plan and Stormwater Pollution Prevention Plan (SWPPP) prior to being discharged.

The TESC will include the use of best management practices (BMPs), which could include all or a combination of the following:

1. Construction activity should be scheduled or phased as much as possible to avoid earthwork activity during the wet season.
2. The winter performance of a site is dependent on a well-conceived plan for control of site erosion and stormwater runoff. The site plan should include ground-cover measures and staging areas. The contractor should be prepared to implement and maintain the required measures to reduce the amount of exposed ground.
3. Temporary erosion and sedimentation control (TESC) elements and perimeter flow control should be established prior to the start of grading.

4. During the wetter months of the year, or when significant storm events are predicted during the summer months, the work area should be stabilized so that if showers occur, it can receive the rainfall without excessive erosion or sediment transport. The required measures for an area to be “buttoned-up” will depend on the time of year and the duration that the area will be left unworked. During the winter months, areas that are to be left unworked for more than 2 days should be mulched or covered with plastic. During the summer months, stabilization will usually consist of seal-rolling the subgrade. Such measures will aid in the contractor’s ability to get back into a work area after a storm event. The stabilization process also includes establishing temporary stormwater conveyance channels through work areas to route runoff to the approved treatment/discharge facilities.

5. All disturbed areas should be revegetated as soon as possible. If it is outside of the growing season, the disturbed areas should be covered with mulch. Straw mulch provides a cost-effective cover measure and can be made wind-resistant with the application of a tackifier after it is placed.

6. Surface runoff and discharge should be controlled during and following development. Uncontrolled discharge may promote erosion and sediment transport.

7. Soils that are to be reused around the site should be stored in such a manner as to reduce erosion from the stockpile. Protective measures may include, but are not limited to, covering stockpiles with plastic sheeting, or the use of silt fences around pile perimeters.

In addition to the approved TESC plan, the contractor will be monitored by the Washington State Department of Ecology under the National Pollutant Discharge Elimination System Permit (NPDES) General Stormwater Construction Permit. As part of the NPDES permit requirements, the contractor is required to keep a copy of the SWPPP on-site for reference. The SWPPP includes objectives to implement BMPs to minimize erosion and silt and sediment impacts from rainfall runoff during construction and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee’s outfall and discharge locations. In addition, the contractor will provide a certified erosion control supervisor to be on site whenever earthwork or other activity that might result in turbid runoff is being performed.

To minimize the potential adverse impacts from emissions resulting from construction activities, Best Management Practices (BMPs) will be implemented to ensure that minimal amounts of dust and exhaust fumes leave the site. BMP measures may include the following: street cleaning/sweeping; wheel washing; installing stabilized rock construction entrances; watering of the site as necessary to help control dust and other particulates; covering trucks beds carrying soil material; and minimizing vehicle and equipment idling to reduce exhaust emissions at the site.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal would have no effect on fish or marine life (stormwater would be treated prior to discharge). Only one parcel would be affected by the proposal and the route would not impact any wetlands or sensitive wildlife habitat on that property.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Stormwater would be treated prior to discharge into surface waters.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal would use energy in the form of diesel, gasoline and possibly electricity during construction. Natural resources such as petroleum, aggregates (e.g., rock, sand, gravel), cement, and various metals (e.g., steel rebar) would be used in constructing the road and road elements (e.g., guard railings, light posts, walls, etc.).

Proposed measures to protect or conserve energy and natural resources are:

No measures are proposed.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There are no environmentally sensitive areas along the proposal right-of-way except for Lawson Creek. The proposal alignment would cross the creek (similar to the SE Loop Connector).

Proposed measures to protect such resources or to avoid or reduce impacts are:

A bridge would be constructed to span across the creek with bridge supports that are located outside the ordinary high water mark. In this way, creek flow and fish passage would not be impeded.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal would not impact shoreline uses.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No measures are proposed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal would not increase the demand for transportation or public services. There would be a slight increase in demand for electricity to operate lighting along the roadway for safety.

Proposed measures to reduce or respond to such demand(s) are:

The project itself would serve the demand for transportation circulation and access.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal would not conflict with any local, state, or federal laws for protection of the environment.



CITY OF BLACK DIAMOND SENSITIVE AREA IDENTIFICATION FORM

This form identifies potential sensitive areas located on the subject property. This is a supplemental form to the sensitive area applications. Further study and or identification of sensitive areas may be required. Please complete the following information to the best of your ability.

Applicant: CCD Black Diamond Partners LLC		Permit #:
Parcel#: See attached legal	Site Address: Southeast Loop Connector Alternative	
Sensitive Areas Identified: ☐ Geologic Hazard Area ☐ Erosion Hazard Area ☒ Wetlands ☐ Flood Zone ☐ Aquifer Recharge ☐ Stream Corridor ☐ To my knowledge there are no sensitive areas on my property.		
Comments: Comprehensive Plan Amendment		
Signature: See Attached		Date: 3/1/2021

~For Official Use Only~

Reports Completed or Required: ☐ Sensitive Area Report ☐ Wetland Delineation Report ☐ Geotechnical Report
Inspection Results: ☐ No Sensitive Areas Present ☐ Sensitive Areas Present, but No Impact ☐ Sensitive Areas may be affected by proposal
Summary of Findings:

Signature: Natural Resources Director	Date:
--	--------------

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
LEGAL DESCRIPTION**

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND
NE QTR STR 14-21-06).

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
SENSITIVE AREA IDENTIFICATION FORM
SIGNATURE PAGE**

Applicant:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By:  _____

Brian Ross, Manager

Date: 3/1/2021

MEMORANDUM

Date:	March 1, 2021	TG:	16450.00
To:	Andrew Williamson – City of Black Diamond		
From:	Mike Swenson, P.E., PTOE and Maris Fry, P.E. – Transpo Group		
cc:	Brian Ross and Justin Wortman – Oakpointe		
Subject:	Comprehensive Plan Amendment – SE Loop Connector Alternative		

This memorandum provides analysis evaluating the proposed inclusion of the SE Loop Connector Alternative in the City of Black Diamond's 2019 Comprehensive Plan. This memorandum includes the following information:

- Overview of the proposed Alternative
- Summary of pertinent EIS findings
- Operational impacts of the SE Loop Connector Alternative

As detailed below, this analysis determined that the worst-case impacts of the proposed SE Loop Connector Alternative could be sufficiently mitigated through the addition of turn lanes at the intersections of SR 169/Baker Street and SR 169/Lawson Street.

Alternative Overview

As shown in Figure 1, the Comprehensive Plan currently identifies the SE Loop Connector as a connection between the Lawson Connector and SR 169. The identified SE Loop Connector Alternative is shown in Figure 1.

The SE Loop Connector was analyzed in the *Lawson Hills Technical Transportation Report (TTR)*, performed by Parametrix in 2009, which was used as the basis for the transportation-related EIS findings for the Lawson Hills MPD. To understand the worst-case impacts of the proposed SE Loop Connector Alternative, the volume projections outlined in the Lawson Hills TTR were updated assuming all traffic shifts from the SE Loop Connector to the Alternative. Based on the anticipated trip assignment and re-routing associated with the Alternative, volume and operations impacts were limited to the following intersections:

1. SR 169/Baker Street
2. SR 169/Lawson Street
3. SR 169/Jones Lake Road
4. Railroad Avenue/Baker Street

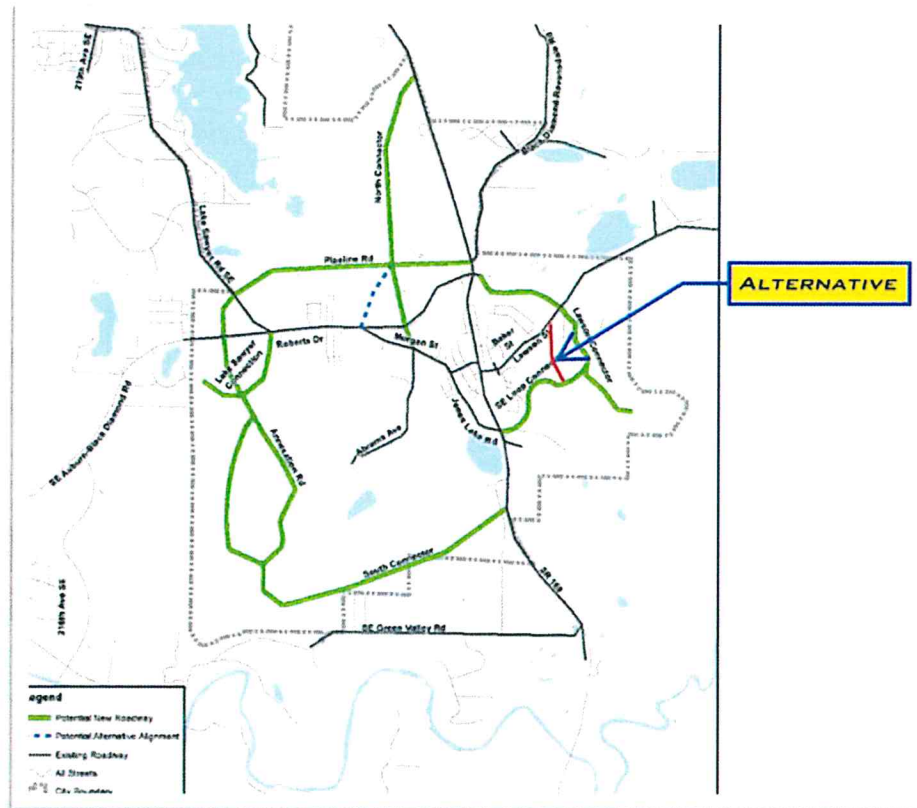


Figure 1: Proposed SE Loop Connector Alternative (Base Map Source: City of Black Diamond 2019 Comprehensive Plan)

Summary of Pertinent EIS Findings

The analysis contained within the Lawson Hills TTR developed traffic volume projections and defined impacts for the Lawson Hills MPD, as well as the collective impacts of the Lawson Hills and Ten Trails MPDs. Based on this analysis, the following mitigations were identified at the above study intersections for full build-out conditions of both MPDs. The channelization and traffic control for the intersections are also summarized in Figure 1.

- **SR 169/Baker Street:** Traffic signal and northbound left-turn lane
- **SR 169/Lawson Street:** Traffic signal and southbound left-turn lane
- **SR 169/Jones Lake Road:** Traffic signal and northbound, westbound, and southbound left-turn lanes
- **Railroad Avenue/Baker Street:** No mitigations necessary

Traffic Operations Analysis

To determine the worst-case impacts of the SE Loop Connector Alternative, traffic volume projections from the Lawson Hills TTR were revised to account for re-routed traffic. This analysis conservatively assumed that all traffic routed through the SE Loop Connector in the EIS is re-routed to Lawson Street. Figure 1 depicts the re-routed volumes and the adjusted full-build traffic volumes.

Using these adjusted volumes, intersection level of service (LOS) was evaluated at the study intersections. The channelization and traffic control associated with the EIS-identified mitigations were used as a baseline in order to determine if additional mitigations would be necessary. For the intersection of SR 169/Jones Lake Road, channelization and traffic control consistent with existing conditions was assumed to determine if introduction of the SE Loop Connector Alternative would result in mitigations no longer being necessary.

Weekday PM peak hour levels of service and delays were calculated at study intersections based on existing peak hour factors (PHFs) and methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board). As shown in Table 1, the re-routed traffic volumes result in the need for additional improvements beyond those identified in the EIS at two intersections: SR 169/Baker Street and SR 169/Lawson Street. Additionally, mitigations are still required at the intersection of SR 169/Jones Lake Road.

In order to meet WSDOT's LOS D or better standard, additional southbound and eastbound right-turn lanes would be needed at SR 169/Baker Street and an additional westbound right-turn lane would be needed at SR 169/Lawson Street. Additionally, the traffic signal and northbound left-turn lane would need to remain at the intersection of SR 169/Jones Lake Road. Consistent with the EIS, no mitigations would be necessary at the intersection of Railroad Avenue/Baker Street. The mitigated channelization and traffic control assumptions are summarized in Figure 1. With these additional mitigations in place, the intersections are projected to operate at LOS D or better, as shown on Table 1.

Table 1. Traffic Analysis Summary – Removal of SE Loop Connector

Intersection	LOS Standard	Mitigated Traffic Control (EIS)			Mitigated Traffic Control (Removal of SE Loop Connector)		
		LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. SR 169/Baker Street	D	F	129	-	D	53	-
2. SR 169/Lawson Street	D	F	170	-	D	48	-
3. SR 169/Jones Lake Road	D	F	53	EB	A	4	-
4. Railroad Avenue/Baker Street	C	B	12	WB	No Change		

Source: HCM 6th Edition and Transpo Group, 2020

1. Level of service (A – F) as defined by the Highway Capacity Manual (HCM) 6th Edition, Transportation Research Board

2. Average delay per vehicle in seconds

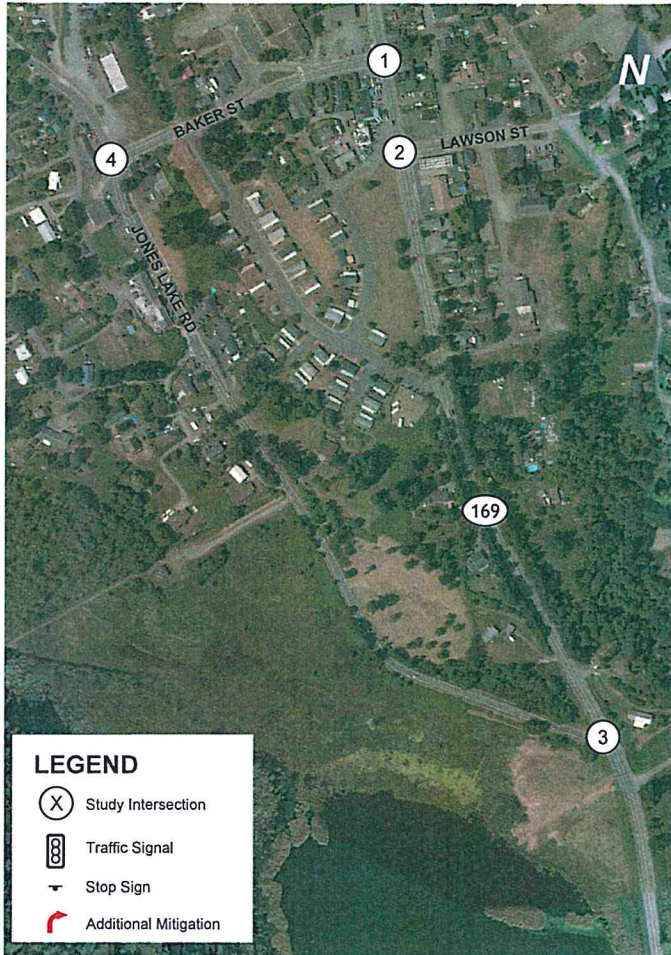
3. Worst movement (WM) reported for two-way stop sign traffic control

Conclusions

This analysis determined that the worst-case impacts of the SE Loop Connector Alternative can be adequately mitigated assuming the following:

- Implementation of additional improvements beyond those identified in the EIS at two intersections:
 - **SR 169/Baker Street:** New southbound and eastbound right-turn lanes
 - **SR 169/Lawson Street:** New westbound right-turn lane
- Implementation of limited improvements (construction of a traffic signal and northbound left-turn lane) at the intersection of **SR 169/Jones Lake Road**

Additionally, improvements would remain unnecessary at the intersection of Railroad Avenue/Baker Street.



	Weekday PM Peak Hour Traffic Volumes		Channelization and Traffic Control	
	Re-Routed	With SE Loop Connector Alternative	EIS	With SE Loop Connector Alternative
1 SR 169/ Baker St	173 188	1,392 104 60 288 252 802		
2 SR 169/ Lawson St	-57 230 299 132 117 -111	1,154 5 516 383 174 168 662		
3 SR 169/ Jones Lake Rd	132 -57 -111 -188 -132 -173 117	1,323 1 108 38 837		
4 Railroad Ave/ Baker St	-173 173 188 -188	132 329 359 13 16 44		

Traffic Analysis in Support of SE Loop Connector Alternative

Comprehensive Plan Amendment

FIGURE

1

transpogroup

Attachment A:
LOS Worksheets

HCM 6th Signalized Intersection Summary1: SR-169 & Baker St

02/26/2021

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	38	182	218	1502	1166	87
Arrive On Green	0.14	0.14	0.19	1.00	0.68	0.68
Sat Flow, veh/h	270	1291	1781	1870	1719	128
Grp Volume(v), veh/h	360	0	260	827	0	1542
Grp Sat Flow(s),veh/h/ln	1565	0	1781	1870	0	1847
Q Serve(g_s), s	22.5	0.0	15.5	0.0	0.0	108.5
Cycle Q Clear(g_c), s	22.5	0.0	15.5	0.0	0.0	108.5
Prop In Lane	0.17	0.82	1.00			0.07
Lane Grp Cap(c), veh/h	220	0	218	1502	0	1253
V/C Ratio(X)	1.64	0.00	1.20	0.55	0.00	1.23
Avail Cap(c_a), veh/h	220	0	218	1502	0	1253
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.13	0.13	0.00	1.00
Uniform Delay (d), s/veh	68.8	0.0	55.9	0.0	0.0	25.8
Incr Delay (d2), s/veh	305.7	0.0	93.9	0.2	0.0	111.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.7	0.0	13.3	0.1	0.0	83.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	374.5	0.0	149.8	0.2	0.0	136.8
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h	360			1087	1542	
Approach Delay, s/veh	374.5			36.0	136.8	
Approach LOS	F			D	F	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	133.0		27.0		20.0	113.0
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	128.5		22.5		15.5	108.5
Max Q Clear Time (g_c+I1), s	2.0		24.5		17.5	110.5
Green Ext Time (p_c), s	8.1		0.0		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			128.8			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	71	70	56	90	0	132	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.58	1.00	1.00
Sat Flow, veh/h	332	569	450	485	0	1071	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	574	0	0	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	1351	0	0	1556	0	0	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	19.8	0.0	0.0	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	0.31		0.69	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
V/C Ratio(X)	0.02	0.00	0.00	2.59	0.00	0.00	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	61.5	0.0	0.0	71.4	0.0	0.0	39.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	726.3	0.0	0.0	20.6	0.0	0.0	19.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	54.0	0.0	0.0	37.5	0.0	0.0	18.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	0.0	797.7	0.0	0.0	59.6	0.0	0.0	53.3	0.0	0.4
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		61.6			797.7			59.6			16.7	
Approach LOS		E			F			E			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	46.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+Hd), s	46.5	78.7		2.2		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	170.2
HCM 6th LOS	F

HCM 6th TWSC
3: SR-169 & Railroad Ave

02/26/2021

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	38	837	1323	1
Future Vol, veh/h	0	108	38	837	1323	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	39	863	1364	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2306	1365	1365	0	-	0
Stage 1	1365	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	180	503	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	180	503	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52.9	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	503	-	180	-	-
HCM Lane V/C Ratio	0.078	-	0.619	-	-
HCM Control Delay (s)	12.8	0	52.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

HCM 6th TWSC

4: Railroad Ave/Morgan St & Baker St

02/26/2021

Intersection

Int Delay, s/veh 7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
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Traffic Vol, veh/h	13	359	44	16	329	132
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Future Vol, veh/h	13	359	44	16	329	132
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	97	97	97	97	97	97
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	13	370	45	16	339	136
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	867	53	0
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Stage 1	53	-	-
---------	----	---	---

Stage 2	814	-	-
---------	-----	---	---

Critical Hdwy	6.42	6.22	-
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
---------------------	------	---	---

Follow-up Hdwy	3.518	3.318	-
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Pot Cap-1 Maneuver	323	1014	-
--------------------	-----	------	---

Stage 1	970	-	-
---------	-----	---	---

Stage 2	436	-	-
---------	-----	---	---

Platoon blocked, %		-	-
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Mov Cap-1 Maneuver	246	1014	-
--------------------	-----	------	---

Mov Cap-2 Maneuver	246	-	-
--------------------	-----	---	---

Stage 1	970	-	-
---------	-----	---	---

Stage 2	332	-	-
---------	-----	---	---

Approach	WB	NB	SB
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HCM Control Delay, s	11.8	0	5.7
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
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Capacity (veh/h)	-	-	914	1542
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HCM Lane V/C Ratio	-	-	0.42	0.22
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HCM Control Delay (s)	-	-	11.8	8
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HCM Lane LOS	-	-	B	A
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HCM 95th %tile Q(veh)	-	-	2.1	0.8
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HCM 6th Signalized Intersection Summary1: SR-169 & Baker St

02/26/2021

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	6	2	2	2	2
Cap, veh/h	102	321	313	1655	1321	1119
Arrive On Green	0.06	0.06	0.20	1.00	0.71	0.71
Sat Flow, veh/h	1725	1535	1781	1870	1870	1585
Grp Volume(v), veh/h	62	297	260	827	1435	107
Grp Sat Flow(s),veh/h/ln	1725	1535	1781	1870	1870	1585
Q Serve(g_s), s	5.6	6.3	18.2	0.0	113.0	3.4
Cycle Q Clear(g_c), s	5.6	6.3	18.2	0.0	113.0	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	102	321	313	1655	1321	1119
V/C Ratio(X)	0.61	0.92	0.83	0.50	1.09	0.10
Avail Cap(c_a), veh/h	194	403	313	1655	1321	1119
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	73.5	62.0	60.1	0.0	23.5	7.4
Incr Delay (d2), s/veh	5.7	23.7	8.6	0.5	51.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.5	10.5	0.2	64.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.2	85.7	68.7	0.5	75.2	7.6
LnGrp LOS	E	F	E	A	F	A
Approach Vol, veh/h	359			1087	1542	
Approach Delay, s/veh	84.6			16.8	70.5	
Approach LOS	F			B	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	146.2		13.8		28.7	117.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	133.0		18.0		15.5	113.0
Max Q Clear Time (g_c+I1), s	2.0		8.3		20.2	115.0
Green Ext Time (p_c), s	8.1		0.9		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			52.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	30	29	15	133	0	667	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.39	1.00	1.00
Sat Flow, veh/h	0	237	119	710	0	1610	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	179	0	395	856	0	0	532	0	1195
Grp Sat Flow(s), veh/h/ln	356	0	0	710	0	1610	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.8	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	0.0	19.8	0.0	19.8	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	1.00		1.00	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
V/C Ratio(X)	0.04	0.00	0.00	1.35	0.00	0.59	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12
Uniform Delay (d), s/veh	62.3	0.0	0.0	73.5	0.0	36.4	39.0	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	198.0	0.0	1.4	20.6	0.0	0.0	21.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	12.8	0.0	12.4	37.5	0.0	0.0	22.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	0.0	271.4	0.0	37.8	59.6	0.0	0.0	70.5	0.0	0.5
LnGrp LOS	E	A	A	F	A	D	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		62.5			110.6			59.6			22.1	
Approach LOS		E			F			E			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	1.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	4.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+H), s	4.5	78.7		21.8		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary3: SR-169 & Railroad Ave

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	108	38	837	1323	1
Future Volume (veh/h)	1	108	38	837	1323	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	39	863	1364	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	2		334	1697	1696	1
Arrive On Green	0.00	0.00	0.91	0.91	0.91	0.91
Sat Flow, veh/h	912	0	398	1870	1869	1
Grp Volume(v), veh/h	2	0	39	863	0	1365
Grp Sat Flow(s),veh/h/ln	1825	0	398	1870	0	1870
Q Serve(g_s), s	0.1	0.0	3.7	7.9	0.0	25.1
Cycle Q Clear(g_c), s	0.1	0.0	28.8	7.9	0.0	25.1
Prop In Lane	0.50	0.00	1.00			0.00
Lane Grp Cap(c), veh/h	5		334	1697	0	1697
V/C Ratio(X)	0.41		0.12	0.51	0.00	0.80
Avail Cap(c_a), veh/h	328		334	1697	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	6.5	0.8	0.0	1.6
Incr Delay (d2), s/veh	45.9	0.0	0.7	1.1	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.5	0.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.7	0.0	7.2	1.9	0.0	5.8
LnGrp LOS	F		A	A	A	A
Approach Vol, veh/h	2	A		902	1365	
Approach Delay, s/veh	95.7			2.1	5.8	
Approach LOS	F			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	95.2		4.8		95.2	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	73.0		18.0		73.0	
Max Q Clear Time (g_c+I1), s	30.8		2.1		27.1	
Green Ext Time (p_c), s	9.4		0.0		23.7	
Intersection Summary						
HCM 6th Ctrl Delay			4.4			
HCM 6th LOS			A			
Notes						

CITY OF BLACK DIAMOND
BLACK DIAMOND CITY COUNCIL
NOTICE OF HYBRID IN PERSON AND REMOTE PUBLIC HEARINGS

NOTICE IS HEREBY GIVEN that **two (2)** hybrid in person and virtual/telephonic **Public Hearings** will be held by the Black Diamond City Council **on March 17, 2022, at 7 p.m.**, which may be attended either in person at the Council Chambers located at 25510 Lawson Street, Black Diamond, WA or telephonically or online through the Zoom meeting application. The public is encouraged to participate by 1) attending in person, 2) calling 253-215-8782 and entering Meeting ID# 445 447 7047, Password 426953 to listen to the proceedings telephonically; or 3) joining the meeting by Zoom link <https://zoom.us/j/4454477047?pwd=eGxRY3ZEeU14SVM2cGRBcUxCSjdmZz09>, Meeting ID# 445 447 7047, Password Council.

The Black Diamond City Council will solicit public testimony regarding the following:

- 1) Public hearing to consider repeal of Ordinance No. 21-1169 regarding the 2020 Annual Amendments to the Comprehensive Plan; suspending further consideration of the 2021 Final Docket of proposed amendments; and prioritizing City planning resources toward preparation of the 2024 major periodic update to the Comprehensive Plan.
- 2) Public hearing to consider the 2022 Update to the Stormwater Management Program Plan

If you cannot attend the hearings by phone or virtually, written comments on these topics can be submitted to bmartinez@blackdiamondwa.gov by **5:00 p.m. on Thursday, March 17, 2022**. All documents related to these hearings are available on the City's website at www.blackdiamondwa.gov under "Public Notices".

Dated this 24th day of February 2022
Brenda L. Martinez, MMC
City Clerk

CITY COUNCIL AGENDA BILL

City of Black Diamond
Post Office Box 599
Black Diamond, WA 98010

ITEM INFORMATION		
SUBJECT:	Agenda Date: March 17, 2022	AB22-024
Public Hearing for the 2022 Stormwater Management Program (SWMP) Plan	Mayor Carol Benson	
	City Administrator	
	City Attorney David Linehan	
	City Clerk – Brenda L. Martinez	
	Com Dev – Mona Davis	
	Finance – May Miller	
	MDRT/Ec Dev – Andy Williamson	
	Police – Chief Kiblinger	
Cost Impact (see also Fiscal Note): \$0	Public Works – Scott Hanis	X
Fund Source: --	Court – Stephanie Metcalf	
Timeline: 2022		
Agenda Placement: ☒ Mayor ☐ Two Councilmembers ☐ Committee Chair ☐ City Administrator		
Attachments: Draft 2022 Stormwater Management Program Plan		
SUMMARY STATEMENT: The City is required by the Department of Ecology to update its Stormwater Management Program (SWMP) Plan. This SWMP Plan shows how the City is currently meeting the Department of Ecology's requirements in the National Pollutant Discharge Elimination System (NPDES) Permit, as well as shows future requirements of this Permit. The SWMP Plan is updated annually. The purpose of this public hearing is to gather input from the local community for this SWMP Plan. FISCAL NOTE (Finance Department):		
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION: The Public Works Committee reviewed on March 8 th , 2022 and recommended moving to council for approval.		
RECOMMENDED ACTION: Public hearing only		
RECORD OF COUNCIL ACTION		
Meeting Date	Action	Vote
March 17, 2022		

CITY OF BLACK DIAMOND

STORMWATER MANAGEMENT PROGRAM
PLAN (SWMP PLAN)

202~~21~~ UPDATE



PREPARED BY
Public Works Department
CITY OF BLACK DIAMOND
PO BOX 599
BLACK DIAMOND, WA 98010
(360) 851-4446

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LIST OF ACRONYMS AND ABBREVIATIONS

AKART	All Known and Reasonable Treatment
BMP	Best Management Practices
CESCL	Certified Erosion and Sediment Control Lead
DOE	Department of Ecology
GIS	Geographic Information Systems
IDDE	Illicit Discharge Detection and Elimination
LID	Low Impact Development
MPD	Master Planned Development
MS4	Municipal Separate Storm Sewer System
NPDES	National Pollutant Discharge Elimination System
O&M	Operations and Maintenance
SAM	Stormwater Action Monitoring
SMAP	Stormwater Management Action Plan
SWMMWW	Stormwater Management Manual for Western Washington
SWMP	Stormwater Management Program
SWPPP	Stormwater Pollution Prevention Plan
TMDL	Total Maximum Daily Load

THIS PLAN IS BASED ON THE REQUIREMENTS OUTLINED IN THE WESTERN WASHINGTON PHASE II MUNICIPAL STORMWATER PERMIT. MUCH OF THE LANGUAGE INCLUDED IN THIS DOCUMENT DESCRIBING PERMIT REQUIREMENTS HAS BEEN TAKEN DIRECTLY FROM THIS PERMIT AND HAS BEEN SUMMARIZED FOR EASE OF THE READER.

FOR COMPLETE REQUIREMENTS AND DETAILS, PLEASE REFER TO SECTION S5.C OF THE WESTERN WASHINGTON PHASE II MUNICIPAL STORMWATER PERMIT FROM THE DEPARTMENT OF ECOLOGY.

SECTION 1 – INTRODUCTION

1.1 INTRODUCTION

This document constitutes the City of Black Diamond's Stormwater Management Program (SWMP) Plan as required under Condition S5 of the Western Washington Phase II Municipal Stormwater Permit (the Permit). In addition to the City's permit, the SWMP includes the Total Maximum Daily Load (TMDL) requirements on Lake Sawyer as published in the TMDL document 09-10-053.

The purpose of the SWMP Plan is to detail actions that the City of Black Diamond has taken and will take to maintain compliance with conditions in the permit. This SWMP Plan will be an attachment to the *Annual Report Form for Cities, Towns, and Counties* which is required to be submitted to the Department of Ecology (DOE) by March 31 of each year.

The City's SWMP is intended to reduce the discharge of pollutants from the City's Municipal Separate Storm Sewer System (MS4) to the Maximum Extent Practicable, meet Washington State's All Known and Reasonable Treatment (AKART) requirements, and protect water quality. This goal is accomplished by the inclusion of all Permit SWMP components, minimum measures, and implementation schedules into the City's SWMP.

In compliance with Permit requirements, where the City is already implementing actions or activities called for in this document, the City will continue those actions or activities regardless of the schedule called for in this document. The City will adapt these actions or implement new activities as required by Permit deadlines and as City staff measures the effectiveness of current actions or activities.

The City is active in all 9 areas of permit activity including:

- Monitoring the MS4 and reporting to DOE
- Stormwater planning
- Public education and outreach
- Public involvement and participation
- MS4 mapping and documentation
- Illicit Discharge Detection and Elimination (IDDE)

- Controlling runoff from new development, redevelopment and construction sites
- Operations and maintenance (O&M)
- Source Control Program for Existing Development

SECTION 2 –MONITORING, REPORTING AND ASSESSMENT

2.1 PERMIT REQUIREMENTS AND DATES

Section S5.A, S8, and S9 of the Western Washington Phase II Municipal Stormwater Permit requires the City to develop, monitor, and report the City's SWMP. The SWMP shall be designed to reduce the discharge of pollutants from the City's MS4 to the maximum extent practicable and to protect water quality. The monitoring, reporting and assessment requirement helps keep the City on track with Best Management Practices (BMPs) to reduce the discharge of pollutants to stormwater. Specific dates are outlined below:

- Submit a one-time payment of \$717 into a collective fund to implement regional small streams and marine nearshore areas status and trends monitoring in Puget Sound. Payment is due by December 1, 2019 (completed September 2019).
- Notify DOE in writing the City's decision whether or not to participate in contributing to a collective fund to implement regional receiving water status and trends monitoring, at an annual cost of \$717, by December 1, 2019 (completed October 16, 2019). Participation in this monitoring meets City requirements for regional status and trends monitoring. Annual payments began August 15, 2020.
- Submit a one-time payment of \$1,310 into a collective fund to implement effectiveness studies and source identification studies. Payment is due by December 1, 2019 (completed September 2019).
- Notify DOE in writing the City's decision whether or not to participate in contributing to a collective fund to implement Stormwater Action Monitoring (SAM) effectiveness and source identification studies, at an annual cost of \$1,310, by December 1, 2019 (completed October 16, 2019). Participation in this collective fund meets City requirements for effectiveness and source identification studies. Annual payments began August 15, 2020.

2.2 CURRENT ACTIVITIES

The current city activities associated with Monitoring and reporting include:

- Submit the online *Annual Report Form for Cities, Towns, and Counties* which is intended to summarize the City's compliance with the conditions of the Permit. The annual report shall be submitted by March 31 of each calendar year covering the previous calendar year.
- Prepare written documentation of the SWMP and update at least annually for submittal with the City's annual reports to DOE.

- Include with the annual report, notification of any annexations, incorporations, or jurisdictional boundary changes resulting in an increase or decrease in the City's geographic area of permit coverage during the reporting period.
- Track the number of inspections, follow-up actions as a result of inspections, official enforcement actions and types of public education activities for inclusion in the City's annual reports to DOE.
- Track the cost or estimated cost of development and implementation of the SWMP.
- Coordinate, as necessary, with other entities covered under a municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit to encourage coordinated stormwater-related policies, programs and projects within adjoining or shared areas.
- The Development Agreement for the major Master Planned Developments requires extensive water quality monitoring by the developer before, during and after construction; including a yearly review by the Water Quality Review Committee.
- The City is contributing to the collective fund to implement regional receiving water status and trends monitoring.
- The City is contributing to the collective fund to implement SAM effectiveness and source identification studies.
- The City has one staff member certified as a MS4 Stormwater Permit Compliance Professional, certified through the American Stormwater Institute.

2.3 PLANNED ACTIVITIES

The City will continue with the current monitoring and reporting activities in 202~~2~~¹. The City will pay into the collective funds for regional receiving water status and trends monitoring, and for SAM effectiveness and source identification studies.

SECTION 3 –STORMWATER PLANNING

3.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.1 of the Western Washington Phase II Municipal Stormwater Permit requires the City to implement a Stormwater Planning program to inform and assist in the development of policies and strategies as water quality management tools to protect aquatic resources. Specific program components and dates are outlined below:

- Continue to require Low Impact Development (LID) Principles and LID BMPs when updating, revising, and developing new local development-related codes, rules, standards, or other enforceable documents, as needed.
- Convene an inter-disciplinary team to inform and assist in the development, progress, and influence of this program no later than August 1, 2020 (team established July 29, 2020).
- Report on how stormwater management needs and protection/improvement of receiving water health are (or are not) informing the planning update processes and influencing policies and implementation strategies in their jurisdiction in relation to long-range plan updates. Reports shall describe the water quality and watershed protection policies, strategies, codes, and other measures intended to protect and improve local receiving water health through planning, or taking into account stormwater management needs or limitations.
 - Describe how anticipated stormwater impacts on water quality were addressed, if at all, during the 2013-2019 permit term in updates to the Comprehensive Plan and in other locally initiated or state-mandated, long-range land use plans that are used to accommodate growth or transportation in the annual report due March 31, 2021 (reported in the annual report that was due March 31, 2021).
 - Submit a report ~~responding~~ describing how anticipated stormwater impacts on water quality were addressed, if at all, during the current 2019-2024 permit cycle in updates to the Comprehensive Plan and in other locally initiated or state-mandated, long-range land use plans that are used to accommodate growth or transportation no later than January 1, 2023.
- Continue to require LID principles and LID BMPs when updating, revising, and developing new local development-related codes, rules, standards, or other enforceable documents, as needed, in order to minimize impervious surfaces, native vegetation loss, and stormwater runoff in all types of development.
 - Annually assess and document any newly identified administrative or regulatory barriers to implementation of LID principles or LID BMPs and measures developed to address the barriers. The report shall also

describe mechanisms developed to encourage or require implementation of LID principles or LID BMPs.

- Develop a Stormwater Management Action Plan (SMAP) for at least one priority catchment within the City in accordance with Section S5.C.1.d.
 - Document any existing information related to local receiving waters and contributing area conditions to identify receiving waters that are most likely to benefit from stormwater management planning.
 - Submit a watershed inventory and include a brief description of the relative conditions of the receiving waters and the contributing areas, the findings of the stormwater management influence assessment for each basin, and indicate which receiving waters will be prioritized for the implementation of stormwater facility retrofits no later than March 31, 2022.
 - Develop and implement a prioritization method and process to determine which receiving waters will receive the most benefit from implementation of stormwater facility retrofits, tailored implementation of SWMP actions, and other land/development management actions and document the prioritized and ranked list no later than June 30, 2022.
 - Develop a SMAP for at least one high priority catchment area no later than March 31, 2023.

3.2 CURRENT ACTIVITIES

The City is continuing to assess if there are any administrative or regulatory barriers in implementation of LID principles or LID BMPs.

The City has contracted with Parametrix to assist with the development of the SMAP. The City is on pace to complete the watershed inventory and basin assessment prior to March 31, 2022.

The City, with assistance from Parametrix, is developing and documenting a prioritization method and process for determining which receiving waters would receive the most benefit from implementation of stormwater facility retrofits, tailored implementation of SWMP actions, and other land/development management. The City is on pace to complete this task prior to June 30, 2022.

The City coordinates between departments with the inter-disciplinary team made up of representatives from the Public Works Department, Community Development Department, and the Master Development Review Team.

3.3 PLANNED ACTIVITIES

The City will continually assess, and report annually, any newly identified administrative or regulatory barriers to implementation of LID principles or LID BMPs and measures to address the barriers.

~~City staff will look at options for assessing local receiving waters and contributing area conditions for development of a SMAP. Staff will look at the workload this effort will take to complete in house and determine if this effort will require the assistance of a consultant. Staff will also consider grant funding to help with the costs of completing these assessments and reports. The City will continue to work with Parametrix to meet the deadlines in development of the SMAP.~~

The City will continue coordination with other permittees by way of participation in regional groups and exploring joint efforts with neighboring cities as time and staffing allows.

SECTION 4 –PUBLIC EDUCATION AND OUTREACH

4.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.2 of the Western Washington Phase II Municipal Stormwater Permit requires the City to include an education and outreach program designed to build general awareness about methods to address and reduce impacts from stormwater runoff, effect behavior change to reduce or eliminate behaviors and practices that cause or contribute to adverse stormwater impacts, and create stewardship opportunities that encourage community engagement and participation in addressing the impacts from stormwater runoff. The City must meet the following deadlines:

- Conduct an evaluation of the effectiveness of the ongoing behavior change program required in the 2013-2018 Permit no later than July 1, 2020, unless a new target audience and BMP behavior change campaign will be utilized for social marketing (completed August 14, 2020).
- Develop a social marketing campaign tailored to the community, including development of a program evaluation plan no later than February 1, 2021 [\(completed January 27, 2021\)](#).
- Begin implementing the social marketing campaign and strategy no later than April 1, 2021 [\(began March 2021 with first social media post on April 5, 2021\)](#).
- Evaluate and report on the changes in understanding and adoption of targeted behaviors resulting from the implementation of the strategy, and any planned or recommended changes to the campaign in order to be more effective, along with a description of strategies and process to achieve the results, no later than March 31, 2024.

4.2 CURRENT ACTIVITIES

The City has educated the public through stormwater articles in the city newsletter, posting educational materials on the City website, handing out materials at City sponsored events, workshops to train City staff and elected officials, and meeting with businesses and owners of private stormwater systems. The current City activities associated with Public Education and Outreach include:

- Educating the public about the need of the stormwater utility and the collaborative effort needed from everyone in the City to improve stormwater quality within the City.
- Training, on an as-needed basis, for City employees regarding illicit discharges.
- Meeting, as-needed, with businesses and the general public about the hazards associated with illicit discharges and improper disposal of waste.
- Distribute illicit discharge information to target audiences through individual meetings.

- Continue to track and maintain records of public education and outreach activities.
- The City is utilizing feedback received from the previous education survey to determine how to educate the public regarding stormwater.
- In cooperation with the Lake Sawyer Park Foundation, educational signs on the importance of water quality were posted in the Lake Sawyer Regional Park.
- Education efforts will focus on the following areas:
 - Yard care.
 - Focus on fertilizers and determining what types of fertilizers would work best in a yard (focus on free soils reports offered by the King Conservation District).
 - Pet waste
 - Focus on cleaning up after pets everywhere (most respondents only focused on cleaning up after pets on personal property).
 - Education on the impacts of pet waste on waterways.
 - Septic systems.
 - Determining when to have septic systems inspected/maintained.
 - Dangers of a failing septic system.
 - How to obtain asbuilt information for septic systems (King County records).
 - Spills and discharges.
 - How to report spills and discharges.

4.3 PLANNED ACTIVITIES

The City has the following goals for continued Permit compliance in public education and outreach:

- City staff will continue to utilize the feedback received from the most recent survey results on education efforts ~~and will continue to evaluate the understanding of target behaviors.~~ Target areas are listed in 4.2 above.
- Continue Education and behavior change efforts for the general public utilizing social media, the City newsletter, and the City's website as staff time and opportunity allows.
- The City has "No Dumping" stencils that can be made available to volunteers for marking around catch basins. City staff will look at options for soliciting help from community volunteers to assist with these markings, perhaps as part of an upcoming social media campaign.
- ~~(including overburdened communities or school-age children) and/or businesses (including home-based or mobile businesses) on:~~
 - ~~General impacts of stormwater on surface waters including impacts from impervious surfaces.~~
 - ~~LID principles and LID BMPs.~~

- ~~The City will provide education on the City's website and articles in the City newsletter as staff time and opportunity allows.~~
- ~~Encourage behavior change from the general public and/or businesses providing education on the City's website and articles in the City newsletter to address at least one of the BMPs outlined below:~~
 - ~~Use of storage of pesticides, fertilizers, and/or other household chemicals.~~
 - ~~Use and storage of automotive chemicals, hazardous cleaning supplies, carwash soaps and/or other hazardous materials.~~
 - ~~Prevention of illicit discharges.~~
 - ~~Yard care techniques protective of water quality.~~
 - ~~Carpet cleaning.~~
 - ~~Repair and maintenance BMPs for vehicles, equipment and/or home/buildings.~~
 - ~~Pet waste management and disposal.~~
 - ~~LID principles and LID BMPs.~~
 - ~~Stormwater facility maintenance, including LID facilities.~~
 - ~~Dumpster and trash compactor maintenance.~~
 - ~~Litter and debris prevention.~~
 - ~~Sediment and erosion control.~~

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SECTION 5 – PUBLIC INVOLVEMENT AND PARTICIPATION

5.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.3 of the Western Washington Phase II Municipal Stormwater Permit requires the City to provide ongoing opportunities for public involvement and participation. The City will comply with applicable state and local public notice requirements in developing elements of the SWMP and SMAP. The annual report and updated SWMP Plan are required to be published on the City's website by May 31 of each year.

5.2 CURRENT ACTIVITIES

The current compliance activities associated with public involvement and participation include:

- The City has posted the SWMP Plan and annual report on the City website (click on "Public Works", then "Stormwater").
- Provide opportunities for public involvement in the review of the stormwater comprehensive plan updates, SWMP Plan updates, changes to the stormwater utility charges, or other stormwater codes or similar environmental policies at the early consideration stages at the Public Works Committee level.
- Provide opportunities for public involvement and comment in the consideration of the SWMP Plan by holding a public hearing prior to implementation.
- Review the SWMP Plan with the Public Works Committee and receive public comments in a public hearing prior to implementation.
- Make the SWMP Plan, the annual report, and all other submittals required by the Phase II Permit, available to the public.
- Post the updated SWMP Plan and the annual report on the City's website.

5.3 PLANNED ACTIVITIES

The City will continue with the public involvement and participation activities each year for the SWMP Plan and will continue to make the annual report available for public review by posting it on the City website. [With social media now available to the City, advertising for public participation in developing updates to the SWMP Plan will be posted on social media, including how suggestions can be submitted to the City.](#)

The City will provide opportunities for public involvement in development and finalization of the SMAP through at least one public hearing. [The first public hearing is tentatively scheduled for April 2022.](#)

The City has “No Dumping” stencils that can be made available to volunteers for marking around catch basins. City staff will look at options for soliciting help from community volunteers to assist with these markings, perhaps as part of an upcoming social media campaign.

SECTION 6 –MS4 MAPPING AND DOCUMENTATION

6.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.4 of the Western Washington Phase II Municipal Stormwater Permit requires the City to an ongoing program for mapping and documenting the MS4. Specific program components are outlined below:

- Maintain mapping data for the features listed below:
 - Known MS4 outfalls and known MS4 discharge points.
 - Receiving waters, other than groundwater.
 - Stormwater treatment and flow control BMPs/facilities owned or operated by the City.
 - Tributary conveyances to all known outfalls with a 24-inch nominal diameter or larger, or an equivalent cross-sectional area for non-pipe systems, mapping the following features and/or attributes:
 - Tributary conveyance type, material, and size where known.
 - Associated drainage areas.
 - Land use.
 - All connections to the MS4 authorized or allowed by the Permittee after February 16, 2007.
 - Connections between the MS4 and other municipalities or public entities.
 - Geographic areas served by the MS4 that do not discharge stormwater to surface waters.
- The City shall make appropriate mapping updates by the following deadlines:
 - Collect size and material data for all known MS4 outfalls during normal course of business and update records, as necessary, before January 1, 2020 (City staff regularly maintains records of all known MS4 outfalls and discharge points).
 - Complete mapping of all known connections from the MS4 to privately owned stormwater systems by August 1, 2023.
- Upon request, make all maps available to DOE.
- Upon request, and to the extent appropriate, provide mapping information available to federally-recognized Indian Tribes, municipalities, and other permittees at a reasonable cost.

6.2 CURRENT ACTIVITIES

The City currently implements activities and programs that meet Permit requirements. The current compliance activities associated with the above Permit requirements include:

- Continue to make updates to stormwater features in Geographic Information Systems (GIS) software as new information becomes available.

6.3 PLANNED ACTIVITIES

The City will continue with updates to MS4 mapping in GIS. Specifically, the City will verify and update information for all known outfalls during field screenings, inspections, and/or maintenance. The City will also make sure all private connections are known, documented, and mapped, and future private connections to the City's MS4 will be documented and mapped.

The City is updated its GIS system and will need to transfer data from the old system to the new system. City staff will work to ensure that the most up-to-date information for the MS4 is maintained through the transition and any missing data can be either retrieved or recreated.

SECTION 7 – ILLICIT DISCHARGE DETECTION AND ELIMINATION

7.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.5 of the Western Washington Phase II Municipal Stormwater Permit requires the City to maintain an ongoing program designed to prevent, detect, characterize, trace and eliminate illicit connections and illicit discharges into the MS4. Specific program components are outlined below:

- Include procedures for reporting and correcting or removing illicit connections, spills, and other illicit discharges when they are suspected or identified. Illicit connections and illicit discharges must be identified through (but not limited to) field screening, inspections, complaints/reports, construction inspections, maintenance inspections, source control inspections, and/or monitoring information, as appropriate.
- Informing public employees, businesses, and the general public of hazards associated with illicit discharges and improper disposal of waste.
- Enforce ordinance 18-1099, which effectively prohibits non-stormwater, illicit discharges into the City's MS4 to the maximum extent allowable under state and federal law. Ordinance 18-1099 addresses:
 - Allowable discharges (as outlined in S5.C.5.c.i of the NPDES Permit).
 - Conditionally allowable discharges (as outlined in S5.C.5.c.ii of the NPDES Permit).
 - Any category of allowable or conditionally allowable discharges if the discharges are identified as significant sources of pollutants to waters of the State.
 - Escalating enforcement procedures and actions for repeat offenders.
- Implement an ongoing program designed to detect and identify non-stormwater discharges and illicit connections into the City's MS4. The program shall include:
 - Procedures for conducting investigations, including field screening and methods for identifying potential sources (which may also include source control inspections), implementing a field screening methodology appropriate to the characteristics of the MS4 and water quality concerns. Screening for illicit connections may be conducted using: *Illicit Connection and Illicit Discharge Field Screening and Source Tracing Guidance Manual* (Herrera Environmental Consultants, Inc.; May 2013), or another methodology of comparable or improved effectiveness. The City shall document the field screening methodology in the annual report. The City shall complete field screening for an average of 12% of the MS4 each year. Tracking began August 1, 2019.
 - A publicly listed and publicized hotline or telephone number for public reporting of spills and other illicit discharges. Upon discussions with first

responders, it was determined that the public should call 911 to report a spill or other illicit discharge. Responding fire and/or police will contact Public Works for assistance and reporting. Public Works can still be contacted for non-emergencies (360-851-4446 during business hours; 360-851-4517 for emergencies after hours).

- An ongoing training program on the identification of an illicit discharge and/or connection, and on the proper procedures for reporting and responding to the illicit discharge and/or connection, for all municipal field staff, who, as part of their normal job responsibilities, might come into contact with or otherwise observe an illicit discharge and/or illicit connection to the MS4. Follow-up training shall be provided as needed. City shall document and maintain records of the trainings provided and the staff trained.
- Implement an ongoing program designed to address illicit discharges, including spills and illicit connections, into the MS4. The program shall include:
 - Procedures for characterizing the nature of, and potential public or environmental threat posed by, any illicit discharges found or reported to the City. Procedures shall address the evaluation of whether the discharge must be immediately contained and steps to be taken for the containment of the discharge.
 - Procedures for tracing the source of an illicit discharge; including visual inspections, and when necessary, opening manholes, using mobile cameras, collecting and analyzing water samples, and/or other detailed inspection procedures.
 - Procedures for eliminating the discharge; including notification of appropriate authorities; notification of the property owner; technical assistance; follow-up inspections; and implementation and use of the compliance strategy mentioned above, including escalating enforcement and legal actions if the discharge is not eliminated.
 - The City must meet the following timelines and be responsible for the following actions:
 - Immediately respond to all illicit discharges, including spills, which are determined to constitute a threat to human health, welfare, or the environment by taking appropriate action to correct or minimize the threat to human health, welfare, and/or the environment; notifying DOE and other appropriate spill response authorities within 24 hours of learning about the illicit discharge or spill; and immediately report spills or discharges of oils or hazardous substances to DOE and the Washington Emergency Management Division.
 - Investigate (or refer to the appropriate agency with the authority to act) within 7 days any complaints, reports, or monitoring information that indicates a potential illicit discharge.
 - Initiate an investigation within 21 days of any report or discovery of a suspected illicit connection to determine the source of the connection,

the nature and volume of discharge through the connection, and the party responsible for the connection.

- Upon confirmation of an illicit connection, use the compliance strategy in a documented effort to eliminate the illicit connection within 6 months. All known illicit connections to the MS4 shall be eliminated.
- Track and maintain records of illicit discharges, spills, and illicit connections, including those that were found by, reported to, or investigated by the City. Data shall be submitted annually in the Annual Report following the instructions, timeline, and format found in Appendix 12 of the Permit.

7.2 CURRENT ACTIVITIES

The City currently implements activities and programs that meet Permit requirements. The current compliance activities associated with the above Permit requirements include:

- Through Ordinance 18-1099, city staff has the ability to intervene and stop illicit discharges, to get involved to educate those that pollute unknowingly and follow up with additional enforcement actions not complying with corrective actions.
- City staff responsible for identification, investigation, termination, cleanup, and reporting of illicit discharges, including spills and illicit connections, shall be trained to conduct these activities. Follow-up training shall be provided as needed to address changes in procedures, techniques, requirements or staffing. The training provided and staff trained shall be documented. ~~Six-Five~~ Public-WorksCity staff members received IDDE training on ~~November 15, 2018~~September 20, 2021.
- Continue to respond to reported illicit discharge reports and documenting the actions taken to eliminate them.
- Continue to follow up on hotline illicit discharge tips.
- Implement the City IDDE program to detect and stop illicit discharges to the City's MS4 by:
 - Characterizing the nature of illicit discharges
 - Tracing the source
 - Removing the source
 - Educating those responsible
 - Enforcing the City's code to stop illicit discharges

7.3 PLANNED ACTIVITIES

The City will field screen a minimum of 12% of the City's outfalls and discharge points for illicit connections to meet the requirement of screening 12% of all outfalls each year.

The City will provide training to new Public Works staff for IDDE, planned for February 2022.

SECTION 8 – CONTROLLING RUNOFF FROM NEW DEVELOPMENT, REDEVELOPMENT AND CONSTRUCTION SITES

8.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.6 of the Western Washington Phase II Municipal Stormwater Permit requires the City to implement and enforce a program to reduce pollutants in stormwater runoff to the City's MS4 from new development, redevelopment and construction site activities, which applies to private and public development, including transportation projects. Specific program components are outlined below.

- The City will implement an ordinance or other enforceable mechanism that addresses runoff from new development, redevelopment, and construction site projects no later than June 30, 2022. This program will apply to all applications (projects with a complete project description, site plan, and, if applicable, a SEPA checklist) on or after July 1, 2022, prior to January 1, 2017 that have not started construction by January 1, 2022, and those between January 1, 2022 and July 1, 2022 that have not started construction by July 1, 2027.
 - In order to comply with new requirements regarding site planning requirements; BMP selection criteria; BMP design criteria; BMP infeasibility criteria; LID competing needs criteria; and BMP limitations, the City should adopt the DOE 2019 Stormwater Management Manual for Western Washington (the 2019 SWMMWW). Adoption and implementation of the 2019 SWMMWW will meet the requirements of the Permit. The mechanism to meet these requirements shall be in place by June 30, 2022.
 - The City shall have the legal authority in place by June 30, 2022, through the approval process for new development and redevelopment, to inspect and enforce maintenance standards for private stormwater facilities that discharge to the City's MS4 (Legal authority is in place through Chapter 14.04.365 of the Black Diamond Municipal Code. No updates to the approval process are necessary).

8.2 CURRENT ACTIVITIES

The City code currently implements the activities and programs to meet Permit requirements. The current compliance activities associated with the above Permit requirements include:

- The City conducts construction and stormwater site inspections during the pre-construction and construction phases.

- The City has implemented a permitting process with plan review, inspection and enforcement capability for both private and public projects. This program applies to all sites as determined by Section 3 of Appendix 1 of the Permit.
- The City reviews stormwater site plans for proposed development activities.
- The City inspects, prior to clearing and construction, all known development sites that have a high potential for sediment transport.
- The City inspects all known permitted development sites during construction to verify proper installation and maintenance of required erosion and sediment controls. The City will enforce as necessary based on the inspection.
- The City inspects all permitted development sites upon completion of construction and prior to final approval or occupancy to ensure proper installation of permanent stormwater controls such as stormwater facilities and structural BMPs. Also, the City will verify a maintenance plan is completed and responsibility for maintenance is assigned. Enforcements will be made, as necessary, based on the inspection.
- The City must perform at least 80% of required inspections in order to achieve Permit compliance. Staff schedules all inspections through the City's PermitTrax software and records of inspections are maintained in PermitTrax by inspectors. Routine inspections not set in PermitTrax will be tracked separately by Public Works maintenance staff.
- Inspections of all permanent stormwater treatment and flow control BMPs/facilities and catch basins in new residential developments every six months until 90% of the lots are constructed (or when construction is stopped and the site fully stabilized) to identify maintenance needs and enforce compliance with maintenance standards as needed.
- The City implements an enforcement strategy to respond to issues of non-compliance.
- The City ensures that all staff responsible for implementing the program to control stormwater runoff from new development, redevelopment, and construction sites, including permitting, plan review, construction site inspections, and enforcement, are trained to conduct these activities.
 - The City has ~~three~~one Certified Erosion and Sediment Control Leads (CESCL).
 - The City has three Certified Erosion and Sediment Control Inspectors certified through the American Stormwater Institute.
 - The City has two Certified Stormwater Inspectors trained by the NPDES National Stormwater Center.
- Links for DOE's "Notice of Intent for Construction Activity" and "Notice of Intent for Industrial Activity" are available to representatives of proposed new development and redevelopment on the City's website. Applicants are made aware during pre-application meetings.
- In addition to the above requirements and with the TMDL for phosphorus on Lake Sawyer, City staff (and/or King County, and/or citizen volunteers) continues to take water quality samples at Lake Sawyer. The schedule for

meeting goals in the TMDL called for testing that would end in 2014, but the City has continued with the testing.

- The City used the 2005 SWMMWW and the Lake Sawyer TMDL in the Development Agreement for the major Master Planned Developments (MPDs) in Black Diamond.

8.3 PLANNED ACTIVITIES

The City has a program to help reduce stormwater runoff from new development and construction sites. The City will review and implement the 2019 SWMMWW to maintain compliance by June 30, 2022. The City will continue to:

- Update and implementing process codes, fees and standards as necessary and as identified needs arise.
- Determine staff training needs and develop training strategies as updates to Permit requirements are implemented by DOE.
- Conduct testing on Lake Sawyer in partnership with King County.

SECTION 9 –OPERATIONS AND MAINTENANCE

9.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.7 of the Western Washington Phase II Municipal Stormwater Permit requires the City to implement and document a program to regulate maintenance activities and to conduct maintenance activities that prevent or reduce stormwater impacts. Specific program components are outlined below.

- Establish maintenance standards that are as protective, or more protective, of facility function than those specified in the 2019 SWMMWW by June 30, 2022. The purpose of the maintenance standard is to determine if maintenance is required and is not a measure of the facility's required condition at all times between inspections.
- Program to verify adequate long-term O&M of stormwater facilities regulated by the City. Verification shall be established by records of inspections and enforcement actions by City staff. Program components include:
 - Ordinance or other enforceable mechanism in place that clearly identifies the party responsible for maintenance; requires inspections of facilities, and establishes enforcement procedures.
 - Annual inspections of all stormwater treatment and flow control BMPs/facilities that discharge to the MS4 and were permitted by the City. The inspection frequency may be reduced if documentation from actual inspections shows a reduced frequency may be used according to Section S.5.C.7.b.i(b) of the Permit. The City must achieve at least 80% of required inspections.
- Annual inspection of all municipally owned or operated stormwater treatment and flow control facilities and taking appropriate maintenance actions. Inspection frequency may be reduced as outlined in Section S5.C.7.c.i of the Permit.
- Spot checks of potentially damaged treatment and flow control BMPs/facilities after major storm events (10 year storm).
- Inspection of all catch basins and inlets owned or operated by the City every two years. A reduced frequency in inspections can be permitted based on documentation in accordance with Section S5.C.7.c.iii(a) of the Permit.
- Implement practices, policies and procedures to reduce stormwater impacts associated with runoff from all lands owned or maintained by the City, including but not limited to: streets, parking lots, roads, highways, buildings, parks, open space, road right-of-way, maintenance yards, and stormwater treatment and flow control BMPs/facilities. Documentation of these practices, policies, and

procedures shall be completed no later than December 31, 2022. Activities to be addressed include pipe cleaning; cleaning of culverts that convey stormwater in ditch systems; ditch maintenance; street cleaning; road repair and resurfacing (including pavement grinding); snow and ice control; utility installation; pavement striping maintenance; maintenance of roadside areas (including vegetation management); dust control; application of fertilizers, pesticides, and herbicides according to the instructions for their use (including reducing nutrients and pesticides using alternatives that minimize environmental impacts); sediment and erosion control; landscape maintenance and vegetation disposal; trash and pet waste management; and building exterior cleaning and maintenance.

- Implement an on-going training program for City staff whose construction, operations or maintenance job functions may impact stormwater quality. Records of training shall be kept and shall include dates, activities or course descriptions, and names and positions of staff in attendance.
- Continue to implement a Stormwater Pollution Prevention Plan (SWPPP) for all heavy equipment maintenance or storage yards, and material storage facilities owned or operated by the City (the Public Works Shop). SWPPPs shall be updated no later than December 31, 2022. The SWPPP shall include components outlined in S5.C.7.f.i-v.
- Keep records of inspections and maintenance or repair activities.

9.2 CURRENT ACTIVITIES

The City currently has activities and programs that meet Permit requirements. The current compliance activities associated with the above Permit requirements include:

- The City has a program for maintaining and inspecting catch basins with the most recent inspections and maintenance occurring in the fall and winter of 2021~~summer of 2020~~.
- The City has completed a site assessment of City facilities, including the fire station, the police station, the public works facility, and the water reservoir and pump station.
- The City inspects City owned stormwater treatment facilities and has adapted inspections and inspection criteria as identified in the 2014 SWMMWW.
- The City has trained employees whose construction, operations or maintenance job functions may impact stormwater quality in the implementation of BMPs that will reduce or eliminate pollution from entering the MS4 from City facilities or operations.
- The City has established maintenance standards that are as protective as those specified in the 2014 SWMMWW.

- The City is reviewing the maintenance standards specified in the 2019 SWMMWW.
- The City performs maintenance within required timeframes when an inspection identifies an exceedance of the maintenance standard. For each exceedance of the required timeframe, the City will document the circumstances and how they were beyond the City's control.
- The City annually inspects all municipally owned or operated permanent stormwater treatment and flow control facilities and maintains facilities according to the adopted maintenance standards.
- The City performs maintenance on City ponds and BMPs within required timeframes when an inspection identifies a maintenance standard has been exceeded. If the City does not perform maintenance within the required timeframe, the City will document the circumstances and how they were beyond their control, and will submit documentation to DOE.
- After major storm events (classified as a 10-year storm), the City conducts spot checks of potentially damaged stormwater facilities.
- The City implements practices to reduce stormwater impacts associated with runoff from streets, parking lots, roads or highways owned or maintained by the City, and road maintenance activities conducted by the City.
- Procedures are in place to reduce pollutants in discharges from all lands owned or maintained by the City and subject to this Permit, including but not limited to: parks, open space, road right-of-way, maintenance yards, and stormwater treatment and flow control facilities. Procedures include:
 - Proper application of fertilizer, pesticides, and herbicides
 - Sediment and erosion control (the City has three CESCLs on staff)
 - Proper landscape maintenance and vegetation disposal
 - Proper trash management
 - Proper maintenance and cleaning of City buildings
- City employees, whose construction, operations or maintenance job functions may impact stormwater quality, receive training on an as-needed basis.
- SWPPPs are in place for all heavy equipment maintenance or storage yards, and material storage facilities owned or operated by the City in areas subject to this Permit that are not required to have coverage under the Industrial Stormwater General Permit. The latest update to the SWPPP for the Public Works Maintenance Facility was completed in November, 2019.
- Tracking and documentation methods, along with procedures associated with inspection, maintenance or repair activities, are being utilized by City staff.
- The washing of City vehicles and large equipment is performed at the City's equipment washing facility at the City's maintenance site. Staff

using the facility is trained prior to use in accordance with standard operating procedures for the facility.

9.3 PLANNED ACTIVITIES

The City will continue with current activities to prevent pollution from municipal maintenance operations.

- The City sweeps arterial and collector streets at least ~~twice~~ four times per year and will sweep more frequently as budgets and schedules allow.
- Street waste is hauled away for proper disposal ~~disposed of according to BMPs.~~
 - ~~○ The City utilizes guidance from the 2014 SWMMWW to determine how to handle stockpiled sweepings, will refer to Appendix IV-B of the 2019 SWMMWW, and will utilize Appendix 6 of the Permit.~~
 - Clean soil and compost materials will be mixed and reused in the City, where needed, and in accordance with BMPs.
- The City will clean all catch basins at least once every two years. As part of catch basin cleaning, the City will inspect each catch basin to check for deficiencies that may prevent catch basins from functioning properly. The City will look into hiring a contractor to perform these inspections and cleanings.
- Continue to review the 2019 SWMMWW and prepare for adoption before June 30, 2022.
- Prepare documentation of practices, policies, and procedures to reduce stormwater impacts associated with runoff prior to December 31, 2022. This documentation will pull together already existing documentation and will include documentation that may be missing from the list in S5.C.7.d.
- Maintenance standards will be updated to be as protective or more protective than those specified in the 2019 SWMMWW by June 30, 2022.
- The City will review and update the SWPPP for the Public Works Shop according to the requirements of the Permit.

SECTION 10 –SOURCE CONTROL FOR EXISTING DEVELOPMENT

10.1 PERMIT REQUIREMENTS AND DATES

Section S5.C.8 of the Western Washington Phase II Municipal Stormwater Permit requires the City to implement a program to prevent and reduce pollutants in runoff from areas that discharge to the City's MS4. Specific program components and dates are outlined below:

- Apply operational source control BMPs, and if necessary, structural source control BMPs or treatment BMPs/facilities, or both, to pollution generating sources associated with existing land use activities.
- Inspections of pollutant generating sources at publicly and privately owned institutional, commercial, and industrial sites to enforce implementation of required BMPs to control pollution discharging into the MS4.
- Application and enforcement of local ordinances at sites located within the City that meet the criteria of Appendix 8 of the Permit as well as home-based businesses and multi-family sites.
 - Practices must also be implemented to reduce polluted runoff from the application of pesticides, herbicides, and fertilizers at these sites.
- Adopt or make effective an ordinance, or other enforceable documents, requiring the application of source control BMPs for pollutant generating sources associated with land uses within the City that meet the criteria of Appendix 8 of the Permit no later than August 1, 2022. This requirement is met by using the source control BMPs in the 2019 SWMMWW.
- Establish an inventory that identifies publicly and privately owned institutional, commercial, and industrial sites which have the potential to generate pollutants no later than August 1, 2022. This includes sites within the City that meet the criteria of Appendix 8 of the Permit and other pollutant generating sources, such as home-based businesses and multi-family sites.
- Implement an inspection program for identified sites in the City that meet the criteria of Appendix 8 of the Permit, no later than January 1, 2023.
 - Identified sites shall be provided education about activities that may generate pollutants and the source control requirements applicable to those activities.
 - Complete inspections for at least 20% of identified sites annually. Sites can be inspected more than once and follow-up compliance inspections in following years can count towards the 20%

- requirement. It is not a requirement to inspect 100% of identified sites over a five-year period.
 - Complete inspections for 100% of sites identified through credible complaints received by the City.
 - Attempted inspections where entry is denied by the property owner count towards the total.
- Implement a progressive enforcement policy that requires sites to comply with stormwater requirements no later than January 1, 2023. Compliance with regulations shall follow the following steps:
 - If, after a reasonable amount of time, a site has failed to adequately implement required BMPs, the City shall take appropriate follow-up action(s), which may include phone calls, reminder letters, emails, or follow-up inspections.
 - If, after a reasonable amount of time, a site has failed to adequately implement required BMPs following follow-up action(s), the City shall take enforcement action as allowed through the City Code or ordinances, or through the judicial system.
 - The City shall maintain records, including documentation of each site visit, inspection reports, warning letters, notices of violation, and other enforcement records, demonstrating the City's efforts to bring sites into compliance. Records shall also be maintained for sites in which the City was denied entry for inspection.
 - Non-emergency violations of local ordinances can be referred to DOE, provided that the City has made a documented effort of progressive enforcement.
- Staff responsible for implementing the source control program shall be trained to conduct these activities. Follow-up trainings shall be provided, as necessary. Training shall cover the legal authority for source control, source control BMPs and their proper application, inspection protocols, lessons learned, typical cases, and enforcement procedures. The City shall document and maintain records of the training provided and the staff trained.

10.2 CURRENT ACTIVITIES

The City currently inspects private properties with stormwater facilities that discharge directly to the City's MS4 and looks at BMPs that are currently in place in relation to the connection point. The has an inventory in its PermitTrax system showing the businesses that are within the City. With this information, City staff will be able to determine which sites would be subject to this program and the applicable BMPs for those sites.

10.3 PLANNED ACTIVITIES

The City will look at how current adopted rules and regulations measure up to the BMPs outlined in Volume IV of the 2019 SWMMWW and how those might apply to existing sites within the City. The City will first analyze which sites in the City meet the criteria in Appendix 8 of the Permit and will investigate which BMPs will apply to those specific sites, and which BMPs are currently in place at those sites. The City will look into DOE's role with investigations on properties within the City that have their own NPDES Permit from DOE.

The City will develop a program for inspecting sites during 2022 in order to begin implementation starting January 1, 2023.

CITY COUNCIL AGENDA BILL

City of Black Diamond
Post Office Box 599
Black Diamond, WA 98010

ITEM INFORMATION		
SUBJECT: Resolution increasing funding for the ARPA COVID-19 economic hardship grant program by \$65,000 for rent and utility assistance, and authorizing the Mayor to execute a contract amendment with the Black Diamond Community Center for grant administration	Agenda Date: March 17, 2022	
	AB22-025	
	Mayor Carol Benson	
	City Administrator	
	City Attorney David Linehan	
	City Clerk – Brenda L. Martinez	
	Com Dev – Mona Davis	
	Finance – May Miller	X
	MDRT/Ec Dev – Andy Williamson	
	Police – Chief Kiblinger	
Cost Impact (see also Fiscal Note): \$65,000	Public Works – Scott Hanis	
Fund Source: ARPA COVID 19 Fed Grant	Court – Stephanie Metcalf	
Timeline: 2022		
Agenda Placement: ☒ Mayor ☐ Two Councilmembers ☐ Committee Chair ☐ City Administrator		
Attachments: Resolution and Agreement Contract & Exhibit A		
SUMMARY STATEMENT: On September 21, 2021, Council authorized Resolution No. 21-1443 approving \$100,000 in Federal ARPA Coronavirus Local Fiscal Recovery Funds for an economic hardship grant program for Black Diamond residents to assist with rent and/or utility bills. This Grant program was approved with a contract for the Black Diamond Community center to administer. At the September 2021 Council meeting, the Council also reserved an additional \$65,000 that could be directed to this grant program by future Council resolution, if needed. The first phase of this grant program has been very successful, and Cheryl Hanson recently reported that the Community Center has assisted 85 grateful Black Diamond households with rent and/or utility assistance. These original grants funds have now been mostly exhausted and the additional \$65,000 in ARPA funds are needed if we are to continue the grant program. Since COVID has continued beyond the time we had hoped it would end, we also need to increase the household maximum award from \$2,500 to not exceed \$7,000, as many residents who needed help needed both rent and utility assistance and the original cap was not adequate. Cheryl reported that the rent and utility hardship assistance requests have continued because many proud residents had held off in asking for assistance earlier, hoping that their situations would improve but now they need that additional grant help. The need has become more evident as the statewide eviction protection has expired and Black Diamond has notified our utility customers that we will soon be returning to utility late fees and shut-offs for past due accounts. This has been a great program and the additional \$65,000 ARPA COVID-19 funds will be in place to cover those Black Diamond residents with ongoing economic hardships due to COVID over the next nine months through December 31, 2022.		

FISCAL NOTE (Finance Department): The \$65,000 ARPA Funds are available for the Hardship Grant Program and have been budgeted for 2022.		
COUNCIL COMMITTEE REVIEW AND RECOMMENDATION: The Finance Committee will review the extension of the ARPA COVID 19 Grant program at their March 10, 2022, Finance Committee Meeting.		
RECOMMENDED ACTION: MOTION to approve Resolution No. 22-1479 to authorize an additional \$65,000 for the ARPA COVID 19 Economic Hardship Grant Program and authorizing the mayor to sign a contract amendment with the Black Diamond Community Center to continue administration of the grant program.		
RECORD OF COUNCIL ACTION		
<i>Meeting Date</i>	<i>Action</i>	<i>Vote</i>
March 17, 2022		

RESOLUTION NO. 22-1479

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON INCREASING FUNDING FOR, AND AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT AMENDMENT WITH, THE BLACK DIAMOND COMMUNITY CENTER FOR ADMINISTRATION OF ARPA COVID-19 ECONOMIC HARDSHIP GRANTS TO BLACK DIAMOND RESIDENTS FOR RENT AND UTILITY ASSISTANCE.

WHEREAS, the COVID-19 pandemic has affected and continues to affect the City of Black Diamond in many different ways, with low-income residents having incurred some of the most severe negative economic effects of the pandemic; and

WHEREAS, the City Council finds, consistent with Treasury Department data, that job losses have been particularly steep among low wage workers, with these workers remaining furthest from economic recovery, and that concentrated economic impacts among low-income workers have amplified food and housing insecurity, with an estimated nearly 17 million adults living in households where there is sometimes or often not enough food to eat and an estimated 10.7 million adults living in households that were not current on rent; and

WHEREAS, the City Council further finds that as the economy recovers, the effects of the pandemic may continue to impact Black Diamond households, including a risk of longer-term effects on employment, household earnings, and economic potential, particularly among members of marginalized and vulnerable communities; and

WHEREAS, the City Council further finds that, in addition to the labor market consequences for unemployed workers, recessions can also cause longer-term economic challenges through, among other factors, damaged consumer credit scores and reduced familial and childhood wellbeing, and that these potential long-term economic consequences underscore the continued need for robust support from the City; and

WHEREAS, the health, safety, and welfare of City residents continues to be of the utmost importance to the City and the City Council; and

WHEREAS, the United States Congress passed, and the President signed, federal legislation known as American Rescue Plan Act of 2021 (“ARPA”), which among other things provides Coronavirus Local Fiscal Recovery Funds (CLFRF) that may be used in support of efforts to recover from the effects of the COVID-19 pandemic; and

WHEREAS, the APRA CLFRF funds allocated to local governments can help to provide resources to not only respond to the immediate harms of the pandemic but also

to mitigate its longer-term impact in compounding the public health and economic challenges of disproportionately impacted populations; and

WHEREAS, the ARPA CLFRF funding is available for use by the City at least until December 31, 2024; and

WHEREAS, ARPA provides broad discretion to local government entities to determine how best to deploy the CLFRF payments within four broad categories of eligible expenditures; and

WHEREAS, the four categories of eligible expenditures for CLFRF payments includes financial “assistance to households” that have experienced negative economic impacts from the ongoing COVID-19 pandemic, 42 U.S.C. § 803(A); and

WHEREAS, the City Council has determined that it would be in the best interest of the community to distribute a portion of its CLFRF payments (“Funding”) to Black Diamond residents who are financially suffering due to the COVID-19 emergency, through an Economic Hardship Assistance grant program (“Grant Program”); and

WHEREAS, the City Council finds that providing economic grants to Black Diamond residents to assist with rent and utility payments will fulfill the intent of ARPA that federal CLFRF funds may be used to assist households experiencing negative economic impacts from the COVID-19 pandemic; and

WHEREAS, the City Council previously appropriated \$100,000 of the City’s CLFRF payments under ARPA to the Grant Program, with the possibility of an additional \$65,000 being made available upon demonstration of continuing economic need and an additional authorizing resolution of the Council; and

WHEREAS, pursuant to Resolution No. 21-1443, the City entered into a contract with the Black Diamond Community Center to administer the Grant Program on behalf of the City, including the responsibility for receiving grant applications for rent and utility payments, reviewing applications for eligibility, approving applicants to receive grants, determining the amount of grant awards, processing necessary documentation, and maintaining necessary records to support the City’s reporting, oversight, and audit obligations under ARPA and related Treasury Department regulations; and

WHEREAS, the contract with the Community Center for grant administration provides specific guidance for determining which applicants are eligible and should be awarded grants under the Grant Program; and

WHEREAS, the Community Center has indicated a continuing need for additional funding to assist low-income and COVID-impacted residents with rent and utility payment assistance, and the City Council finds that appropriating the additional \$65,000 previously set aside to supplement the Grant Program is warranted at this time; and

WHEREAS, the Community Center’s experience during the first several months of administering the Grant Program has demonstrated that the initial grant award limit of

\$2,500 per household is inadequate to meet the needs of all grant recipients who have been determined eligible for rent and utility assistance, and that a limit of \$7,000 per household would be more effective for meeting the purposes of the Grant Program;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby allocates an additional \$65,000 in funding toward the ARPA COVID-19 Economic Hardship Grant Program administered by the Black Diamond Community Center for purposes of awarding economic grants to Black Diamond residents who have been impacted by the COVID-19 pandemic and who have a demonstrated need for assistance with past-due rent or utility payments. This supplemental funding shall be paid in an initial installment of \$30,000, with additional installments paid consistent with the Grant Administration Contract over the course of the remainder of 2022 in such amounts as are approved by the Mayor or her designee, up to a total of \$65,000 in supplemental funds authorized by this Resolution.

Section 2. The Mayor is hereby authorized to execute Amendment No. 1 to the Consultant Services Contract Between the City of Black Diamond and the Black Diamond Community Center for ARPA COVID-19 Grant Administration, as attached hereto or in substantially similar form. The Black Diamond Community Center shall continue to be responsible for administration of the increased funding for the Grant Program as set forth in the amended contract and the exhibits thereto, and in accordance with all ARPA/CLFRF requirements.

PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, AT A SPECIAL MEETING THEREOF, THIS 17TH DAY OF MARCH, 2022.

CITY OF BLACK DIAMOND:

Carol Benson, Mayor

Attest:

Brenda L. Martinez, City Clerk

**AMENDMENT NO. 1
TO
CONSULTANT SERVICES CONTRACT
BETWEEN THE CITY OF BLACK DIAMOND AND
THE BLACK DIAMOND COMMUNITY CENTER FOR
ARPA COVID-19 GRANT ADMINISTRATION**

RECITALS

WHEREAS, the City of Black Diamond and the Black Diamond Community Center entered into an Consultant Services Contract for ARPA COVID-19 Grant Administration (“Grant Administration Contract”), dated October 1, 2021; and

WHEREAS, pursuant to City Council Resolution 21-1443, the City initially appropriated \$100,000 in funding to the Grant Program to be administered by the Community Center under the Grant Administration Contract; and

WHEREAS, the City Council has now approved a supplemental appropriation of \$65,000 to the Grant Program, to be awarded pursuant to the existing Grant Administration Contract; and

WHEREAS, experience with the first several months of administering the Grant Program has demonstrated that the initial grant award limit of \$2,500 per household is inadequate to meet the needs of all grant recipients who have been determined eligible for rent and utility assistance by the Community Center, and that a limit of \$7,000 per household would be more effective for meeting the purposes of the Grant Program;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, the parties hereby agree to amend the Grant Administration Contract as follows:

AMENDED TERMS

1. The first paragraph of **Section I (“Description of Work”)** is amended to read as follows:

Consultant shall administer an ARPA COVID-19 Economic Hardship Assistance Grant Program (“Grant Program”) on behalf of the City. Grants shall be made in the amount of \$1.00 to \$7,000 per household in the discretion of the Consultant. An overview of and eligibility requirements for the Grant Program and a copy of the grant application are as set forth respectively as Exhibits A and B attached hereto. Administration of the Grant Program shall include the following work by Consultant:

2. Subsections A and B of **Section II (“Payment”)** are amended to read as follows:

A. The City shall transfer to Consultant a total of \$165,000 (One Hundred Sixty-Five Thousand Dollars) in ARPA COVID-19 grant Funding over the duration of this Agreement. This amount represents the maximum amount of all Grants that may be approved by the Consultant pursuant to this Agreement, including any applicable administrative fees for which Consultant is eligible to be paid. This amount shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed amendment to this Agreement. PROVIDED, HOWEVER, the City reserves the right to suspend or terminate the Consultant's compensated services under the time frame set forth in Section IV herein before reaching the maximum amount.

B. A first installment of \$50,000 (Fifty Thousand Dollars) will be paid to the Consultant upon execution of this Agreement. These funds will be used by the Consultant to provide the Grants contemplated under this Agreement, as well as to compensate Consultant for its administrative costs of \$100 (One Hundred Dollars) per application. Additional installments will be paid upon request by Consultant and approval by the Finance Director, until the maximum \$165,000 amount has been reached.

3. The first paragraph of **Exhibit A (“City of Black Diamond ARPA COVID-19 Economic Hardship Assistance Grant Program Overview and Eligibility Requirements”)** is amended to read as follows:

Consultant shall administer an ARPA COVID-19 Economic Hardship Assistance Grant Program (“Grant Program”) on behalf of the City. The Grant Program will provide economic hardship assistance grants (“Grants”) of up to \$7,000 per household to residents who are struggling financially due to the COVID-19 emergency. The Grants may be used for payment of rent and/or utility bills that are past due at the time of application.

4. All other provisions of the Grant Administration Contract and the Exhibits thereto are unchanged and remain in full force and effect.

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AGREED TO AND EXECUTED BY:

CONSULTANT

By: _____
Cheryl Hanson, Executive Director
Black Diamond Community Center
31605 Third Avenue
Black Diamond, WA 98010

Date: _____

CITY OF BLACK DIAMOND

By: _____
Carol Benson, Mayor

Date: _____

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

EXHIBIT A

City of Black Diamond ARPA COVID-19 Economic Hardship Assistance Grant Program Overview and Eligibility Requirements

Consultant shall administer a ARPA COVID-19 Economic Hardship Assistance Grant Program ("Grant Program") on behalf of the City. The Grant Program will provide economic hardship assistance grants ("Grants") of up to \$7,000 per household to residents who are struggling financially due to the COVID-19 emergency. The Grants may be used for payment of rent and/or utility bills that are past due at the time of application.

To be eligible, applicant must complete a signed application and must be a Black Diamond resident, with proof of residence in the form of either the residence's utility account number or a signed statement from their landlord evidencing that the applicant rents a residence in Black Diamond.

Grants are available for demonstrated economic hardships due to the COVID-19 emergency and are available for one-time use through December 2022 (unless this deadline is extended by the city of Black Diamond). The COVID-related economic hardship must be disclosed by the applicant and documented to the greatest extent possible under the circumstances. Applicants may only apply for ARPA COVID-19 hardship grant assistance during the period between October 4, 2021 and December 31, 2022, unless an extreme hardship is documented and grant funds remain reasonably available to serve other applicants who are likely eligible but have not yet been selected to receive an ARPA COVID-19 economic hardship grant.

Consultant agrees to screen grant applicants for eligibility for the Grant Program prior to distribution of an approved grant award, using the applicant form provided by the City. For applicants requesting rental assistance, this will include Consultant contacting applicants' landlord to verify the late rental amount owing. For applicants requesting assistance with past due City of Black Diamond utility bills, this will include contacting the City's Finance Department to verify the late amount owing and to coordinate payment to the appropriate landlord or to the appropriate City of Black Diamond utility account.

Consistent with the Treasury Department's Interim Final Rule concerning eligible uses of CLFRF funds, in evaluating an applicant's eligibility to receive a Grant, Consultant shall (1) first identify the need or negative impact of the COVID-19 public health emergency on the applicant and, (2) second, identify how a Grant award would address the identified need or impact. While the COVID-19 public health emergency affected many aspects of American life, eligible uses under this category must be in response to the disease itself or the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency. Consultant should consider whether an economic harm was caused or made worse by the COVID-19 public health emergency. While economic impacts may either be immediate or delayed, assistance or aid to individuals that did not experience a negative economic impact from the pandemic would not be an eligible use under this Grant Program.

Consultant is encouraged to provide Grants to those households most disproportionately impacted by the pandemic. This is in recognition that job losses have been particularly steep among low wage workers, with these workers remaining furthest from economic recovery. Concentrated economic impacts among low-income workers has amplified food and housing insecurity, with an estimated nearly 17 million adults living in households where there is sometimes or often not enough food to eat and an estimated 10.7 million adults living in households that were not current on rent. As the economy recovers, the effects of the pandemic-related recession may continue to impact households, including a risk of longer-term effects on earnings and economic potential. In addition to the labor market consequences for unemployed workers, recessions can also cause longer-term economic challenges through, among other factors, damaged consumer credit scores and reduced familial and childhood wellbeing. These potential long-term economic consequences underscore the continued need for robust policy support. Evidence suggests that adverse conditions in early childhood, including exposure to poverty, food insecurity, housing insecurity, or other economic hardships, are particularly impactful. The APRA Funds provide resources to not only respond to the immediate harms of the pandemic but also to mitigate its longer-term impact in compounding the systemic public health and economic challenges of disproportionately impacted populations.

Per Department of Treasury guidance, Consultant may presume that a household that (a) experienced unemployment or increased food or housing insecurity, or (b) is low- or moderate-income, has experienced negative economic impacts resulting from the pandemic and thus would be eligible for a Grant, as such populations have faced disproportionate economic harms due to the pandemic.

**EXHIBIT B**

Date: _____

THE CITY OF BLACK DIAMOND

In Conjunction With

Black Diamond Community Center 31605 Third Ave

PO Box 480 Black Diamond, WA 98010 - Phone (360) 886-1011 * Fax (360) 886-8947

ARPA COVID-19 ECONOMIC HARDSHIP ASSISTANCE

Last Name _____ First Name _____

Physical Address _____

Mailing Address (if different): _____ City _____ State _____ Zip Code _____

Do you reside inside or outside Black Diamond city limits? In ___ Out ___ Phone Number _____

Please indicate housing status: Home Owner ___ Renter* ___ Monthly Payment / Rent \$ _____

* If Renter You must also complete Residential Rental Verification Form

Number of people in household: Adults _____ Children under 18 _____ Seniors _____ Total _____

Number of people in your household considered disabled? _____ Number of Veterans in the household? _____

Current Employment Status: Full-time ___ Part-time ___ Unemployment ___ Other _____

Please list current information for yourself and all those residing with you:

Name	Age	Gender	Total Monthly Income	Source/Employer

If additional space needed, please list on separate sheet and attach

Total All Current Monthly Household Income \$ _____

Please describe the nature of the COVID economic hardship _____

Please attach any documentation you have in support of your COVID-related economic hardship.

Please indicate type and dollar amount of assistance being requested:

Black Diamond Utility Bill \$ _____ City Utility Bill Acct # _____

Rental Assistance \$ _____ Landlord Name/Rental Agency _____ Unit # _____

I attest the information given on this form is true and accurate _____

Signature of Requestor

OFFICIAL USE ONLY

Assistance type and dollar amount provided: **Date Provided**_____

Black Diamond Utility Bill \$_____ **Black Diamond Utility Account Number**_____

Rent \$_____ **Name of Landlord or rental agency**_____

Signed_____