



CITY OF BLACK DIAMOND
October 3, 2013 Workstudy Agenda
25510 Lawson St., Black Diamond, Washington

Workstudies are meetings for Council to review upcoming and pertinent business of the City. Public testimony is only accepted at the discretion of the Council.

5:30 P.M. – CALL TO ORDER, ROLL CALL

- 1.) Black Diamond CFD No. 2013-1– Mr. Hoppen, Mr. Bacha
- 2.) Adjournment

September 4, 2013

Mark Hoppen
City Administrator
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

Andy Williamson
Economic Development Director
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

Stacey Welsh, AICP
Community Development Director
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

RE: Black Diamond CFD No. 2013-1 Formation Petition

Dear Mr. Hoppen, Mr. Williamson, and Ms. Welsh:

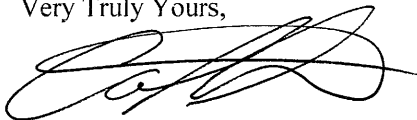
Concurrent with the date of this letter and pursuant to Ch. 36.145 RCW, BD Village Partners, LP has submitted a community facilities district petition entitled Black Diamond CFD No. 2013-1 to King County for verification of ownership, a copy of which is included herewith. A copy of the petition is attached hereto.

In order to fulfill the SEPA requirements for this petition, YarrowBay respectfully requests that the City of Black Diamond (City) issue a Notice of Adoption and SEPA Addendum for Black Diamond CFD No. 2013-1. A SEPA Checklist and draft Notice of Adoption supporting this request is also attached hereto.

Black Diamond CFD Petition No. 2013-1 requests the formation of a financing district for certain infrastructure improvements benefitting the subject property identified in the petition itself. Construction of these improvements is dependent upon the sale of bonds by the CFD and ultimate purchase of such bonds by third parties. If and when the infrastructure improvements identified in the Black Diamond CFD Petition No. 2013-1 are fully designed, financed, and permit applications submitted, additional construction level environmental review will be conducted as deemed appropriate by the applicable governing jurisdiction. Therefore, the creation of Black Diamond CFD No. 2013-1 is not the final agency decision to undertake construction of the infrastructure improvements included in the petition.

Please let us know if you have any questions regarding this request or need additional information.

Very Truly Yours,



Colin Lund
Chief Entitlement Officer
YarrowBay

BLACK DIAMOND CFD No. 2013-1
Community Facilities District (“CFD”) Petition pursuant to Chapter 36.145 RCW

BD Village Partners, LP and YarrowBay Development, LLC (hereinafter “Petitioners”) respectfully submit this Community Facilities District Petition (the “Petition”) to the City of Black Diamond pursuant to Chapter 36.145 RCW. This Petition requests the formation of Black Diamond CFD No. 2013-1 (the “District” or “CFD No. 2013-1”), which shall include the Black Diamond CFD No. 2013-1 Property, as defined below, that is both located within the Black Diamond Urban Growth Area (“UGA”) and within the city limits of Black Diamond as required by RCW 36.145.020. The requirements for a CFD petition are set forth in RCW 36.145.020(1). Each of these requirements is addressed subsection-by-subsection below.

RCW 36.145.020(1)(a): See the metes and bounds description of the boundaries of the District attached to this Petition as Attachment 1 (hereinafter the “Black Diamond CFD No. 2013-1 Property”).

RCW 36.145.020(1)(b): The undersigned property owner hereby requests that the Black Diamond CFD No. 2013-1 Property be subject to assessments up to the amount outlined in RCW 36.145.020(1)(i)(iv) as authorized by Chapter 36.145 RCW.

RCW 36.145.020(1)(c): See the certification attached to this Petition as Attachment 2.

RCW 36.145.020(1)(d): The District’s objective is to finance portions of eight specific improvements that provide special benefits to the Black Diamond CFD No. 2013-1 Property through the application of assessments. The net amount to be assessed on each parcel within the District is proportional to the special benefit conferred on such parcel by the eight improvements. The District anticipates financing the following eight specific facilities (the “Improvements”):

- S.R. 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection – This improvement will reconfigure two intersections to increase their collective capacity to adequately operate through the completion of the District’s occupancies. Located within close proximity of each other, the two intersections are the connections of Roberts Drive to S.R. 169 and Black Diamond - Ravensdale Road to S.R. 169. Reconfiguration will change the existing Roberts Drive intersection from its current "Y" configuration to a "T" intersection. Ravensdale Road will be adjusted to align with the current Palmer Coking Coal Company access road/future Pipeline Road. Traffic signals will be installed at both intersections, replacing the current stop/yield signs. Additionally, a right turn drop lane will be added to southbound SR 169 at the Roberts Drive intersection.
- Pipeline Road Water Main Extension – This main line extension is necessary to provide water services and to satisfy fire flow requirements for the District. The construction includes extension of approximately 8,700 feet of 850 pressure zone water main from SR 169 to the Auburn-Black Diamond Road/Villages Ring Road intersection. A portion of the 8,700 feet of water main extension includes connecting to the existing water main within Bruckner's Way. An additional 800 feet of main line extending east from the Auburn-Black Diamond Road/Villages Ring Road intersection to the existing water main

within Roberts Drive near Rock Creek is also included in this project. To provide adequate fire flow and redundancy, a new tap to the City of Tacoma water main and extension to The Villages project site is also included. Construction will include two pressure reducing valves for connections to existing 750 pressure zone water mains.

- Pipeline Road (tie to interim Improvement) – This improvement will include approximately 7,300 feet of new roadway connecting the interim SR 169/Ravensdale Road intersection improvements and Lake Sawyer Road SE. The new roadway is proposed to be a two lane minor arterial per the City of Black Diamond Road Standards. The road section includes 30 feet of paving with vertical curbs along with a 4-to-6-foot planter strip and 6-foot sidewalk on both sides of the road. Construction of this project will include stormwater conveyance and management facilities.
- Lake Sawyer / Pipeline Road Roundabout – The scope of this improvement includes a single lane roundabout at the intersection of the newly constructed Pipeline Road and Lake Sawyer Road SE.
- Onsite Spine Road – The Onsite Spine Road is a street entirely within the District, intersecting Auburn - Black Diamond Road and traversing the District in a north-south orientation. The limits of construction extend south of the District boundary by approximately 500 feet, however further extensions of the road will eventually serve all Phases of the Villages MPD to the south when the MPD is entirely built out and occupied. The Onsite Spine Road through the District will consist of a single 10-foot lane in each direction with 5-foot bike lanes. Some locations within the Onsite Spine Road also include left turn lanes and planted median islands. An 8-foot wide multi-use, hard surface, cross community trail will be constructed along the section of the Onsite Spine Road. Utilities will also be installed as part of this improvement.
- Onsite Ring Road – The Onsite Ring Road connects to Auburn – Black Diamond Road and travels in a circular arc as it traverses the District properties. This road provides additional traffic capacity within the internal road network and also provides an additional point of access to the District properties for fire and safety equipment. The Onsite Ring Road will consist of a single 10-foot lane in each direction with 5-foot bike lanes and intermittent 7-foot wide parking on both sides of the road. Utilities will also be installed as part of this improvement.
- Stormwater Detention Pond – The Stormwater Detention Pond is designed to detain, treat and infiltrate stormwater runoff from large portions of the District as well as other parts of The Villages MPD. In addition, the pond serves as the ultimate overflow route for all stormwater runoff from the District that is not infiltrated or detained in other facilities within the District. The pond is located near the southern edge of the District in Lot 10.
- Sanitary Sewer Lift Station – The Sanitary Sewer Lift Station is being constructed to service the District as well as other portions of The Villages MPD. The Lift Station is located north of the Stormwater Detention Pond within Lot 10. At a later date, a higher capacity sewer lift station sized to service all of The Villages MPD (including the

District) may be constructed in a different location. In such case, this lift station will be retired.

RCW 36.145.020(1)(e): The undersigned property owner declares that CFD No. 2013-1 will be conducive to public health, safety, and welfare for the following reasons. First, the proposed District will finance Improvements (as defined above) that improve public health, safety, and welfare by improving traffic circulation and thereby reducing accidents; providing street lights thereby deterring crime and improving vehicular and pedestrian safety; facilitating the safe transmission of wastewater; mitigating flooding; providing for the transmission of stormwater; and delivering potable water. The Improvements are in the best interest of the City for several reasons. Many of the Improvements have benefits for the City, its residents and those who visit and drive through the City. Moreover, using the District to finance these Improvements allows the property owner to use other sources of funding for improvements not being financed by the District but which are very important to the City, such as early construction of a new fire station in the City. Second, the proposed District, through the application of assessments, provides a secure financing source for the Improvements that provide public health, safety, and welfare benefits to the Black Diamond CFD No. 2013-1 Property and its future residents.

RCW 36.145.020(1)(f): The purpose for forming the District is to finance portions of the Improvements. The Improvements provide special benefits to the Black Diamond CFD No. 2013-1 as summarized below.

- Road, Intersection, and Street Improvements. The primary benefits of road, intersection and street improvements are as follows:
 - a. The Improvement reconfiguring two S.R. 169 intersections, at (i) Roberts Drive and (ii) Black Diamond - Ravensdale Road will improve existing traffic conditions and ease congestion, thus providing a safer and timelier passage for cars, bicycles and pedestrians through the intersections. In addition, water quality monitoring at four locations surrounding these proposed S.R. 169 improvements will enhance stormwater control and water quality over existing conditions.
 - b. Pipeline Road implements the City's Comprehensive Plan and relieves Roberts Drive of excessive vehicle trips.
 - c. The Lake Sawyer / Pipeline Road Roundabout facilitates the City's preferred method of intersection control and slows down vehicles for safer travel. In addition, the roundabout provides an opportunity for unique landscaping within its center.
 - d. The Onsite Spine Road implements the first leg of Annexation Road in the City's Comprehensive Plan. In addition, this Improvement serves as the signature roadway with distinctive and abundant landscaping, sidewalks, bike lanes and a cross community trail.

e. The Onsite Ring Road facilitates District transportation in a general east-west orientation. This Improvement will also include bike lanes, landscaping and sidewalks on both sides of the roadway to encourage multi-modal transportation through the District.

f. Beyond the specific benefits outlined above, these Improvements will provide the following additional benefits to the District and City at large: (1) Improve traffic circulation and reduce accidents; (2) Improve the ability of pedestrians to safely navigate their way through the District; and (3) Enhance the value of the property within the District as a result of the foregoing benefits.

- Water Main Extension, Stormwater Detention Pond and Sewer Lift Station. The primary benefits of sewer, water and stormwater improvements are set forth below:

a. The Pipeline Road Water Main Extension from the current water facilities provides water service and fire flow to enable the construction and occupancy of residences and commercial facilities on previously vacant undeveloped land. This Improvement significantly improves the water system to the west side of the District, including the added benefit of water looping back to Roberts Drive, which currently does not exist.

b. The Stormwater Detention Pond is designed to detain, treat and infiltrate stormwater runoff from large portions of the District as well as other parts of The Villages MPD. The Improvement will mitigate flooding during peak rainfall storms by safely channeling and temporarily storing storm runoff. In addition, the Stormwater Detention Pond will be designed as a visual amenity and may provide both passive and active recreation (e.g., sports field and trails).

c. The Sanitary Sewer Lift Station will service the District as well as other areas of The Villages MPD by pumping wastewater to regional gravity flow sanitary sewer systems and facilitating the safe transmission of wastewater to centralized wastewater treatment facilities.

d. Beyond the specific benefits outlined above, these Improvements will provide the following additional benefits to the District: (1) Health and safety benefits resulting from construction of the subject infrastructure are the delivery of potable water, comprehensive stormwater management, and the sanitary removal of wastewater; and (2) The enhancement to the value of the property which results from the foregoing benefits.

RCW 36.145.020(1)(g): See the “obligation” attached to this Petition as Attachment 3.

RCW 36.145.020(1)(h): The Petitioners nominate the following two individuals as eligible supervisors for the District: (1) David MacDuff, as a qualified professional; and (2) Scott Buttles, as a qualified professional. Both Mr. MacDuff and Mr. Buttles are willing and able to serve on

the District's board of supervisors. Curriculum vitae for Mr. MacDuff and Mr. Buttles, as well as documentation of their consent to serve, are attached hereto as Attachment 4.

RCW 36.145.020(1)(i): Subsections (i)-(v) of this section are each addressed separately below.

(i) See the diagram showing each separate lot, tract, parcel of land, or other property in the District attached hereto as Attachment 5.

(ii) The acreage of the Black Diamond CFD No. 2013-1 Property is 377.8 acres.

(iii) The name and address of the owner of each lot/parcel as shown on the tax rolls of the King County assessor:

[see table of property owners on following page]

Lot/Parcel	Property Owner	Property Owner Address
Lot 1 (APN 152106-9098)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 2 (APN 152106-9101)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 3 (APN 152106-9099)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 4 (APN 152106-9100)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 5 (APN 152106-9104)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 6 (APN 152106-9105)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 7 (APN 152106-9103)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 8 (APN 152106-9102)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 9 (APN 152106-9109)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 10 (APN 152106-9106)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
Lot 11 (APN 152106-9108)	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033
APN 152106-9096	BD Village Partners, LP	c/o Yarrow Bay Holdings, LLC 10220 NE Points Drive, Ste 310 Kirkland, WA 98033

(iv) See Preliminary Assessment Roll on following page:

Community Facility District (CFD) No. 2013-1 Preliminary Assessment Roll		
Lot/Parcel		Total \$ per Lot/Parcel
Number	Acreage	incl C.O.I/Reserve/Cap. I/Incidental
1	8.28	\$1,282,132
2	34.44	\$2,074,951
3	11.26	\$0
4	52.87	\$8,802,773
5	2.51	\$109,681
6	3.79	\$0
7	10.01	\$438,723
8	5.96	\$683,336
9	37.71	\$2,107,439
10	12.30	\$0
11	41.40	\$1,689,128
TPN -9096	157.27	\$3,282,081
Total:	377.80	\$20,470,243

(v) The proposed combination of methods for computing special assessments and determining the benefit to the assessed property from the planned facilities and improvements include the alternative and additional methods of assessment authorized by RCW 35.51.030.

RCW 36.145.020(1)(j): The security to ensure the timely payment of assessments and the timely payment of bonds issued by the District will be the Black Diamond CFD No. 2013-1 Property.

[see signature of property owner on following page]

PROPERTY OWNER:

BD VILLAGE PARTNERS, LP, a Washington limited partnership

By: Yarrow Bay Development, LLC, a Washington limited liability company
Its: General Partner

By: BRNW, Inc., a Washington corporation
Its: Member

By: BNR
Brian Ross
Its: President

Mailing Address: 10220 NE Points Drive, Suite 300, Kirkland, WA 98033

Telephone No.: 425-898-2100

Date: September 3, 2013

ATTACHMENT 1

BLACK DIAMOND CFD NO. 2013-1 PROPERTY

**THE VILLAGES
CFD NO. 2013-1 BOUNDARY
LEGAL DESCRIPTIONS BY METES AND BOUNDS**

**JULY 30, 2013
TRIAD PROJECT NO. 10-001**

THAT PORTION OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15;

THENCE NORTH 01°32'55" WEST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 2,365.58 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 15;

THENCE NORTH 01°24'33" EAST ALONG THE WEST LINE OF NORTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 1,150.30 FEET TO THE CENTERLINE OF THE AUBURN-BLACK DIAMOND ROAD;

THENCE SOUTH 86°16'49" EAST ALONG SAID CENTERLINE, 257.90 FEET TO A POINT OF CURVE;

THENCE EASTERLY ALONG SAID CENTERLINE AND ON SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1432.39 FEET, THROUGH A CENTRAL ANGLE OF 10°00'00", AN ARC DISTANCE OF 250.00 FEET;

THENCE NORTH 83°43'11" EAST ALONG SAID CENTERLINE, 2,185.81 TO THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 15;

THENCE SOUTH 00°27'27" WEST ALONG SAID EAST LINE, 1,407.90 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 15;

THENCE SOUTH 89°21'50" EAST ALONG SAID NORTH LINE, 652.22 FEET TO THE WEST LINE OF PARCEL 1, ACCORDING TO A COMMON BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NUMBER 20030917900009;

THENCE NORTH 00°47'08" EAST ALONG SAID WEST LINE OF PARCEL 1, A DISTANCE OF 1,457.79 FEET TO THE SOUTH MARGIN OF SAID AUBURN-BLACK DIAMOND ROAD;

THENCE NORTH 83°43'11" EAST ALONG SAID SOUTH MARGIN, 281.92 FEET TO THE COMMON NORTH-SOUTH LINE OF SAID PARCEL 1 AND PARCEL 2 OF SAID COMMON BOUNDARY LINE AGREEMENT;

THENCE SOUTH 01°05'23" WEST ALONG SAID COMMON LINE, 188.86 FEET TO THE COMMON EAST-WEST LINE OF SAID PARCELS 1 AND 2;

THENCE SOUTH 89°21'21" EAST ALONG SAID COMMON LINE AND THE COMMON EAST-WEST LINE OF SAID PARCEL 2 AND PARCEL 3 OF SAID COMMON BOUNDARY LINE AGREEMENT, 291.43 FEET TO THE COMMON NORTH-SOUTH



S:\PROJECTS\05336\CORRESPNC\TRIAD LEGALS\13-0730 10-001 Legal Description
CFD No 2013 METES AND BOUNDS.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
425.821.8448 • 800.488.0756 • Fax 425.821.3481
www.triadassociates.net

Page 1 of 2

Land Development Consultants

LINE OF SAID PARCEL 1 AND PARCEL 4 OF SAID COMMON BOUNDARY LINE AGREEMENT;

THENCE SOUTH 01°05'23" WEST ALONG SAID COMMON NORTH-SOUTH LINE, 165.70 FEET TO THE COMMON EAST-WEST LINE OF SAID PARCELS 1 AND 4;

THENCE SOUTH 89°21'21" EAST ALONG SAID COMMON EAST-WEST LINE, 89.40 FEET TO THE EAST LINE OF SAID PARCEL 1;

THENCE SOUTH 01°06'50" WEST ALONG SAID EAST LINE, 1,137.17 FEET TO THE NORTH LINE OF SAID SOUTHEAST QUARTER;

THENCE SOUTH 89°21'50" EAST ALONG SAID NORTH LINE, 1,304.43 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 15;

THENCE SOUTH 00°21'04" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 2,104.13 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 15;

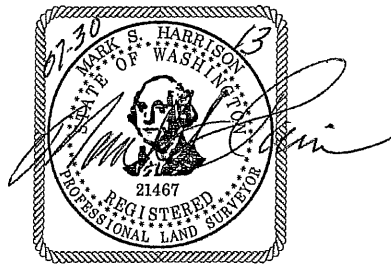
THENCE NORTH 85°44'16" WEST ALONG SAID NORTH LINE, 654.63 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;

THENCE SOUTH 00°22'34" WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, 687.57 FEET TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 15;

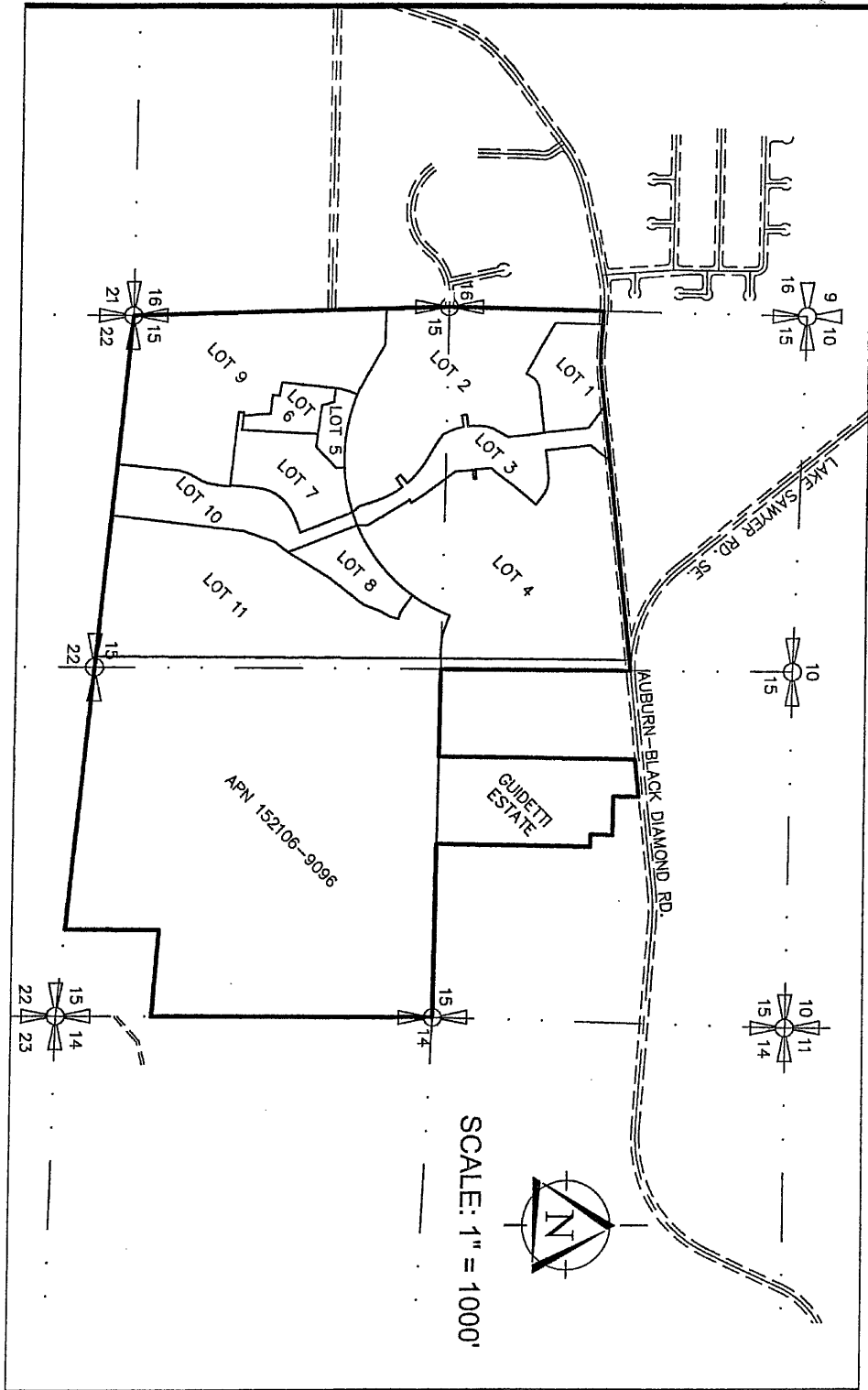
THENCE NORTH 84°32'13" WEST ALONG SAID SOUTH LINE, 1968.05 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 15;

THENCE NORTH 84°32'13" WEST ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 2,624.07 FEET TO SAID SOUTHWEST CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING.

WRITTEN BY: ARJ
CHECKED BY: MSH



S:\PROJECTS\05336\CORRSPNC\TRIAD LEGALS\13-0730 10-001 Legal Description
CFD No 2013 METES AND BOUNDS.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
425.821.8448 • 800.488.0756 • Fax 425.821.3481
www.triadassociates.net



<p>TRIMAD ASSOCIATES</p> <p>12112 115th Ave. NE Kirkland, WA 98034-6929 425.821.8448 www.trimadassociates.net</p>		<p>CFD NO. 2013-1 BOUNDARY EXHIBIT</p>	
<p>THE VILLAGES</p>		<p>CITY OF BLACK DIAMOND, WASHINGTON</p>	
<p>MANAGER: AL FURE, PE</p> <p>DESIGNED: ARJ</p> <p>CADD: MSH</p> <p>CHECKED: 07-30-13</p> <p>DATE: 07-30-13</p> <p>SCALE: 1"=1000'</p> <p>YR:</p>	<p>JOB NUMBER: 10-001</p>	<p>SHEET NUMBER: 1 OF 1</p>	

ATTACHMENT 2

CERTIFICATION

BD Village Partners, LP and Yarrow Bay Development, LLC, the undersigned petitioners, voluntarily submit the Black Diamond CFD No. 2013-1 Property, as defined in Attachment 1 of the attached Petition, to the authority of the District described in the Petition pursuant to Chapter 36.145 RCW to approve the Petitioners' request to submit the Property to the assessments, up to the amount included in Section 36.145.020(1)(i) of the Petition and authorized under Chapter 36.145 RCW.

The undersigned petitioners certify under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

PETITIONERS:

BD VILLAGE PARTNERS, LP, a Washington limited partnership

By: Yarrow Bay Development, LLC, a Washington limited liability company
Its: General Partner

By: BRNW, Inc., a Washington corporation
Its: Member

By: Brian Ross
Brian Ross
Its: President

Mailing Address: 10220 NE Pointe Drive, Ste 300, Kirkland, WA 98033

YARROW BAY DEVELOPMENT, LLC, a Washington limited liability company

By: BRNW, Inc., a Washington corporation
Its: Member

By: Brian Ross
Brian Ross
Its: President

Mailing Address: 10220 NE Pointe Drive, Ste 300, Kirkland, WA 98033

ATTACHMENT 3

OBLIGATION

BD Village Partners, LP and Yarrow Bay Development, LLC certify that they are the Petitioners for the attached Petition and that they agree to pay the costs of the formation of the Black Diamond CFD No. 2013-1 pursuant to the Petition.

The undersigned petitioners certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

PETITIONERS:

BD VILLAGE PARTNERS, LP, a Washington limited partnership

By: Yarrow Bay Development, LLC, a Washington limited liability company
Its: General Partner

By: BRNW, Inc., a Washington corporation
Its: Member

By: 

Brian Ross
Its: President

Mailing Address: 10220 NE POINTS DRIVE, STE 300, KIRKLAND, WA 98033

YARROW BAY DEVELOPMENT, LLC, a Washington limited liability company

By: BRNW, Inc., a Washington corporation
Its: Member

By: 

Brian Ross
Its: President

Mailing Address: 10220 NE POINTS DRIVE, STE 300, KIRKLAND, WA 98033

ATTACHMENT 4

NOMINEES FOR BOARD OF SUPERVISORS

I, David MacDuff, hereby acknowledge that Property Owner, BD Village Partners, LP, has nominated me to serve as a supervisor on Black Diamond CFD No. 2013-1's Board of Supervisors and hereby consent to serve on such board if I am appointed by the City of Black Diamond.

David MacDuff
David MacDuff
Capital Markets, Oakpointe, LLC

8-8-13
Date

NOTARIAL CERTIFICATE

State of Washington
County of King

I certify that I know or have satisfactory evidence that **David MacDuff** is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.



Dated: August 8, 2013
Megan Nelson Rubenstein
Signature

Notary
Title

My appointment expires: 1-29-15



David MacDuff

Capital Markets
(425) 898-2103

Oakpointe Team

David joined the Oakpointe team in 2004. David is currently overseeing capital markets for Oakpointe. Prior to his current responsibilities, he worked in several capacities including Chief Operating Officer and General Manager of our Black Diamond Master Planned Communities. David has over twenty-five years of experience specializing in land acquisition, finance development and sales. He brings a remarkable record of achievement in managing master planned communities to Oakpointe.

Prior to joining Oakpointe, David led the development of Talus, a 2,000-unit master planned community in Issaquah for Intracorp, directing all facets of the project from concept development, through design/engineering/permitting, construction and sale to builders. David and his team of consultants and contractors skillfully moved Talus through complicated and evolving political and regulatory processes to create win/win solutions for all. The result is an outstanding, successful community that has garnered widespread recognition and a number of awards, including the Master Builder Association Gold Nugget Citation of Merit (2003), Puget Sound Regional Council's "Vision 2020" Award (2003), Cascade Land Conservancy's inaugural New Directions Award (2003), and the Mountains to Sound Greenway Certificate of Merit (2002).

David is a graduate of Lawrence University in Wisconsin and holds an MBA from Seattle University. David serves on the board of the Mountains to Sound Greenway Trust, and is also active in the Urban Land Institute where he is a member of the Community Development District Council.

Outside of work, David is an avid outdoorsman. He and his family make their home in Preston.



I, Carson Scott Buttles, hereby acknowledge that Property Owner, BD Village Partners, LP, has nominated me to serve as a supervisor on Black Diamond CFD No. 2013-1's Board of Supervisors and hereby consent to serve on such board if I am appointed by the City of Black Diamond.

Carson Scott Buttles

Carson Scott Buttles

Owner and President, Lakeside Construction Consultants, LLC

8/8/2013

Date

NOTARIAL CERTIFICATE

State of Washington
County of King

I certify that I know or have satisfactory evidence that **Carson Scott Buttles** is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.



Dated: August 8, 2013

Megan Nelson Rubenstein

Signature

Notary

Title

My appointment expires: 1-29-15

Carson Scott Buttles
Lakeside Construction Consultants, LLC
2947 76th Ave. SE, Suite #93D Mercer Island, WA. 98040
Phone: (206) 660-0722 Fax (206) 453-3612
E-mail: carson_scott@msn.com

PROFESSIONAL PROFILE

Senior level project management in Commercial, Heavy Civil, Engineering, Very High End Residential, Real Estate Development and Construction, Environmental Impact Review and Coordination. Knowledgeable in all areas of construction and management. Have the strategic thinking and execution skills required for top level and challenging construction projects. Goal oriented with a strong understanding of project dynamics resulting in client profitability and success. Extremely creative in challenging situations.

DESIGN AND CONSTRUCTION MANAGEMENT

- Provide key leadership and project coordination for the successful design and construction management for heavy civil, infrastructure, very high end residential, development, and commercial projects
- In depth knowledge of project dynamics and coordination, building systems, underground and infrastructure, permitting, demolition, building components, site and environmental considerations, code compliance.
- Coordinate architect and contractor value engineering efforts for maximum owner benefit often achieving cost savings of 5% - 10%. Schedule work and monitor progress to maximize efficiency.
- Develop initial project budget and schedule and coordinate Team effort to successfully achieve financial and scheduling goals to meet and exceed owner expectations. Hire and monitor subcontractors and consultants.
- Develop logistics analysis and coordinate material, equipment, and manpower supply.

OWNERS REPRESENTATIVE

- Successfully manage over \$260M of high end residential projects, multi-million dollar sitework and commercial projects assuring quality outcome and value for all stakeholders.
- Relieve captains of industry and owners from the stress and vagaries of construction process on their personal residences and commercial projects while maintaining frequent and open communication process.
- Served as Owners advocate by coordinating long term construction process with municipalities and neighbors. Understand and monitor compliance with municipal and government codes and conditions.
- Coordinate engineering design and installation of electrical, gas, water, and communication infrastructure including emergency backup systems and services with building stakeholders and regulatory agencies.
- Strategically manage permit approvals for buildings, shorelines, wetlands, wildlife management, transportation and utilities. Troubleshoot where and when needed and anticipate project issues.
- Select and coordinate team of surveyors, civil, electrical, structural and mechanical engineers, systems vendors and numerous consultants. Provide needed info to them for action and monitor their performance
- Review and negotiate contract terms with contractor, vendors, attorneys
- Review and approval of all architect and contractor billings for accuracy and payment
- Establish credibility and trust with owners frequently leading to continued management of owners additional and on-going projects.
- Market analysis for project viability and/or infrastructure improvements.

Carson Scott Buttles

PROJECT MANAGEMENT

- Projects include resort hotels, office buildings, site and heavy earthwork, demolition and structural remediation, medical research labs, manufacturing facilities, golf courses, multi-family complexes, restaurants, high rise office buildings, docks and marine facilities, shipbuilding graving docks with tower gantry cranes, ski slope expansion, residential plats, hanger and flight facilities, steel fabrication facilities, manufacturing plants, electrical and gas facilities, underwater projects.
- Develop strong Team loyalty through excellent communication and first-hand expertise based on broad knowledge of all systems and goals.
- Execute on-going review of contracts including administrative change orders and scope increases
- Develop team loyalty with consultants and associates to successfully accomplish challenging designs and associated building systems and scenarios and maintain relationships over multiple projects.
- Establish and nurture professional relationships for profitably and success
- Successfully coordinate and negotiate with municipalities and provide win/win solutions to overcome bureaucratic obstacles

REAL ESTATE, SITE AND BUSINESS DEVELOPMENT

- Develop and research financial metrics for profitability profile and risk exposure
- Manage design, permitting and build-out of 3500 acres of residential plat development
- Manage and coordinate numerous large excavation and site work projects including underground electrical, bridges, temp crossings, water and sewer, surcharge, blasting operations, underwater work, piledriving, vibro-flotation, temp concrete and backfill trams, site logistics
- Continuously challenge pro forma assumptions to confirm on-going project success
- Project Pro Formas participation with site work and associated cost projections
- Knowledge and understanding of local codes and regulations including Conditions of Project Approval

LEADERSHIP

- Provide leadership and strategic thinking for challenging projects
- Develop strong Team loyalty through excellent communication and hands-on expertise.
- Empower and encourage others to contribute to the success of the project
- Identify goals, set standards, and insure adherence to best project practices

EDUCATION:

Bachelor of Science, Civil Engineering, University of Washington.

C. Scott Buttles

CAREER EXPERIENCE

<u>Owner and President,</u> LAKESIDE CONSTRUCTION CONSULTANTS, Mercer Island, Wa. Professional Design and Construction Management Consulting	2000 - present
<u>Construction Manager</u> PLUM CREEK MARKETING INC., Washington and Montana Real Estate Investment Trust plat and sitework development	2005 – 2007
<u>Owners Representative</u> VARIOUS CONFIDENTIAL OWNERS, Seattle, Wa. Design and Construction Management	1994 – 2000
<u>Project and Construction Manager</u> PORT BLAKELY TREE FARMS, Seattle, Wa. Real Estate Investment and Heavy Civil Company	1991 – 1994
<u>President</u> GENERAL WESTERN CORPORATION, Bellevue, Wa. Residential Development Company	1988 – 1991
<u>Project Manager</u> GLY CONSTRUCTION, Bellevue, Wa. Corporate Business Park building contractor	1987 -1988
<u>Project Engineer and Project Manager</u> KOLL CONSTRUCTION COMPANY, Bellevue, Wa. Business Park and High Rise Office Building developers	1984 – 1987
<u>Project Engineer</u> THRELKELD, HUNT AND ASSOCIATES, Renton, Wa. Construction Claims Litigation Support	1980 – 1984
<u>Surveyor</u> TRIAD AND ASSOCIATES, Kirkland, Wa. Part time surveyor during school holidays and summers	1976 – 1980
<u>Project Engineer</u> BROWN & ROOT, Newport News, Va. Steel Fabrication Facility and Sitework	1972 –1976

C. Scott Buttles

PROJECTS

Bumblebee Hut, Lopez Island
Behnke Residence, Laurelhurst, Wa.
Buttonwood Residence, Redmond, Wa.
Big Hawk Division, Swan River, Montana
Ashley Lake Subdivision, Kalispell, Montana
Haskells Pass Subdivision, Marion, Montana
Union Street Condo, Seattle, Wa.
Brotman Residence, Medina, Wa.
Hunts Point Residence, Hunts Point, Wa.
Schultz Residence, Seattle, Wa.
McCaw Residence, Seattle and Sun Valley
Montreaux Divisions I,II, III, Issaquah, Wa.
Redmond Ridge Community, Redmond, Wa.
Grand Ridge Community, Issaquah, Wa.
Lake of the Woods, Redmond, Wa
Genesis Software Manufacturing & Office Building
Koll Business Park, Bothell, Wa.
Koll Center High Rise Office Bldg., Bellevue, Wa.
Landau's Fine Dining, Bellevue, Wa.
Semiahmoo Resort, Blaine, Wa.
University of Alaska, NW Paint
North Rim Grand Canyon Road
Phantom Ranch Construction, Grand Canyon, Az.
Bend Oregon Sewer Blasting, Bend, Ore.
Baker River Hwy., blasting and road construction, Concrete, Wa.
Bethel Hospital, Structurals NW
White Sands Missile Base, silo and barracks
McGrath-Tokotna Housing, NW Contractors
Fort Richardson Fish Hatchery, Rockford
Homer Hospital, NW Contractors
Alaska Tech Center, Kotzebue, EMA
LNG Tanker manufacturing facility construction, Newport News, Va.
Yorktown Power Plant, Yorktown, Va.

ATTACHMENT 5
PARCEL DIAGRAM

**THE VILLAGES
CFD NO. 2013-1 BOUNDARY
LEGAL DESCRIPTION BY PARCELS**

**JULY 30, 2013
TRIAD PROJECT NO. 10-001**

LOT 1, BLACK DIAMOND BOUNDARY LINE ADJUSTMENT NO. PLN 10-0019,
ACCORDING TO THE BOUNDARY LINE ADJUSTMENT RECORDED UNDER
RECORDING NUMBER 20110426900005, RECORDS OF KING COUNTY,
WASHINGTON;

TOGETHER WITH LOTS 2 THROUGH 11, BLACK DIAMOND BOUNDARY LINE
ADJUSTMENT NO. PLN 12-0013, ACCORDING TO THE BOUNDARY LINE
ADJUSTMENT RECORDED UNDER RECORDING NUMBER 20120906900006,
RECORDS OF KING COUNTY, WASHINGTON;

TOGETHER WITH THAT PORTION OF THE EASTERLY 660 FEET OF THE WEST
HALF OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21 NORTH,
RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING SOUTHERLY
OF THE AUBURN-BLACK DIAMOND ROAD;

EXCEPT THE EAST 381.24 FEET OF THE NORTHWEST QUARTER OF THE
NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6
EAST, W.M., LYING SOUTHERLY OF AUBURNBLACK DIAMOND ROAD AND
THE EAST 90 FEET OF THE NORTH 165.70 FEET OF THE SOUTHWEST
QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21
NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

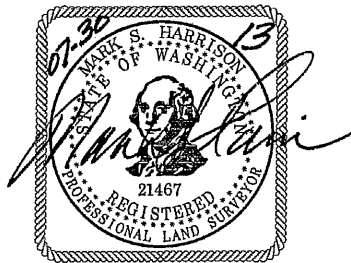
(ALSO KNOWN AS PARCEL 1 UNDER SURVEY RECORDED UNDER
RECORDING NUMBER 20030917900009.)

AND TOGETHER WITH THE THE SOUTHEAST QUARTER OF SECTION 15,
TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

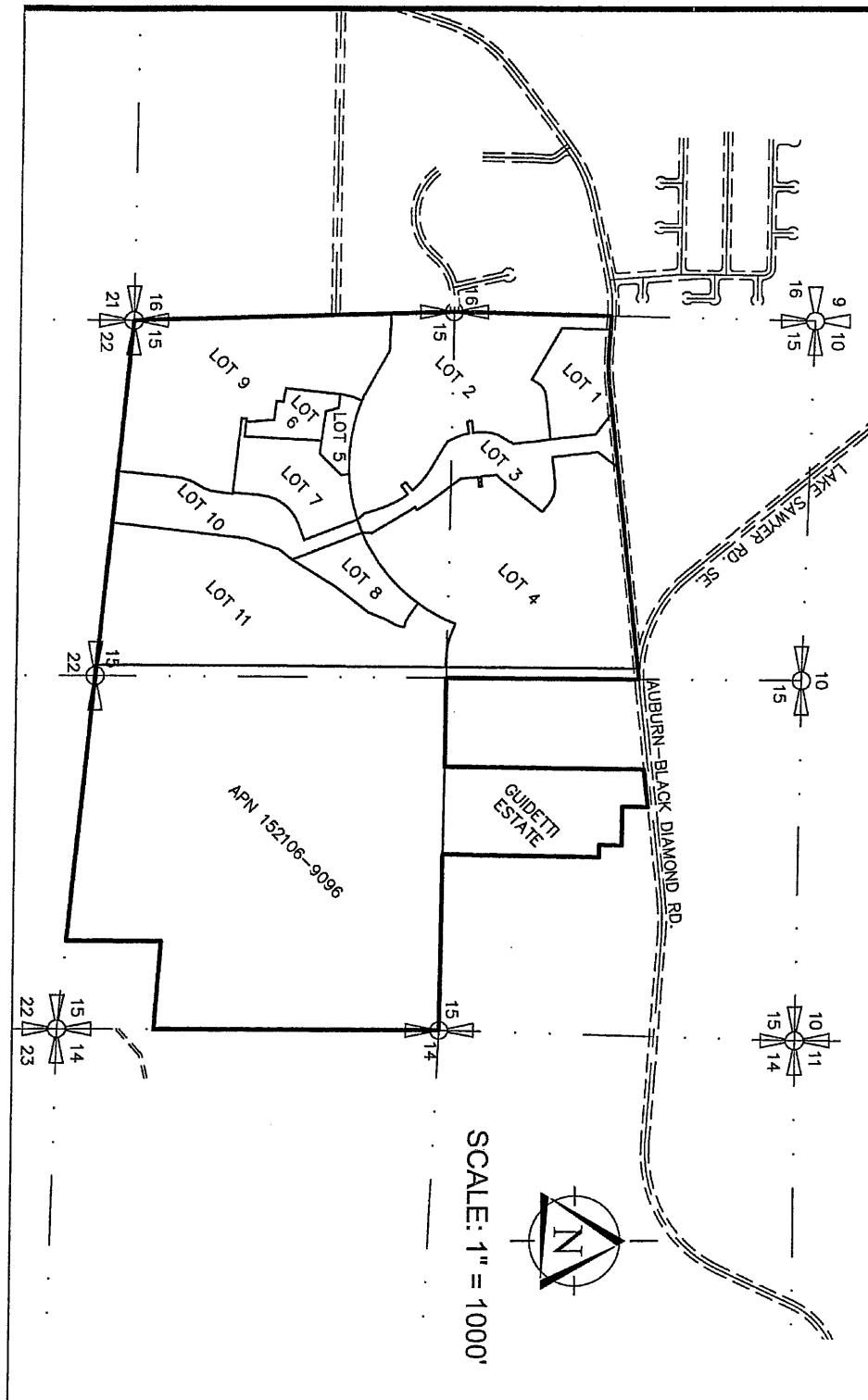
AND TOGETHER WITH THAT PORTION OF THE EAST 80 FEET OF THE WEST
HALF OF SAID SECTION 15 LYING SOUTHERLY OF THE AUBURN-BLACK
DIAMOND ROAD;

EXCEPT THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE
SOUTHEAST QUARTER OF SAID SECTION 15.

WRITTEN BY: ARJ
CHECKED BY: MSH



S:\PROJECTS\05336\CORRESPNC\TRIAD LEGALS\11-0730 10-001 Legal Description-
Phase 1-CFD-A.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
425.821.8448 • 800.488.0756 • Fax 425.821.3481
www.triadassociates.net



CFD NO. 2013-1
BOUNDARY EXHIBIT

THE VILLAGES

CITY OF BLACK DIAMOND,

WASHINGTON

TRIAD
ASSOCIATES

12112 115th Ave. NE
Kirkland, WA 98034-6829
425.821.8448
www.triadasociates.net

MANAGER: AL FURE, PE
DESIGNED: ARJ
CADD: MSH
CHECKED: MSH
DATE: 07-30-13
SCALE: HORIZ. 1"=1000'
VERT.:

JOB NUMBER

10-001

SHEET NUMBER

1 OF 1

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:**

Black Diamond Community Facilities District (CFD) No. 2013-1 Petition for Formation

2. Name of proponent:

BD Village Partners, LP

3. Address and phone number of proponent and contact person:

Proponent: BD Village Partners, LP
Yarrow Bay Development, LLC
10220 NE Points Drive, Suite 310
Kirkland, WA 98033
(425) 898-2100

Contact Person: Colin Lund, Chief Entitlement Officer
YarrowBay Holdings, LLC
10220 NE Points Drive, Suite 310
Kirkland, WA 98033
(425) 898-2100

4. Date checklist prepared:

September 3, 2013

5. Agency requesting checklist:

City of Black Diamond, WA

6. Proposed timing or schedule (including phasing, if applicable):

In accordance with RCW 36.145.030, a public hearing on the petition for formation of a CFD must be held by each applicable legislative authority, not less than thirty, but not more than sixty days, from the date King County issues the certificate of sufficiency required under RCW 36.145.020.

7. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, please explain.

Yes – The action being sought is the formation of a CFD. In the future, the CFD may cause to be financed, designed, contracted, and/or constructed the eight infrastructure improvements identified herein.

8. Environmental information that has been prepared, or will be prepared, directly related to this proposal.

The CFD is being formed to create a financing district for eight certain infrastructure improvements benefitting the subject property. Four of the identified improvements (i.e., Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station) have already been subject to SEPA review as part of The Villages MPD Permit, Development Agreement, and Preliminary Plat 1A review process. The four remaining infrastructure improvements will be subject to SEPA review once designed and permits applied for.

In addition to The Villages MPD Final Environmental Impact Statement dated December 11, 2009, the following materials are incorporated by reference in this Checklist pursuant to WAC 197-11-635:

- The Villages MPD Development Agreement dated December 12, 2011.
- MDNS issued for The Villages MPD Phase 1A Preliminary Plat dated August 31, 2012.
- The Villages MPD Phase 1A Preliminary Plat approved on December 10, 2012.
- City of Black Diamond Hearing Examiner's Decision of Approval for The Villages MPD Preliminary Plat 1A dated December 10, 2012.
- Original SEPA Checklist (2/2/11).
- Revised SEPA Checklist (4/25/12).
- Revised SEPA Checklist supplement (7/3/12).
- Results of Subsurface Exploration and Laboratory Testing Stormwater Infiltration Evaluation, Golder Associates, April 21, 2010.
- Geotechnical Report, Golder Associates, October 8, 2010.
- Geotechnical Report, Stormwater Infiltration Pond, Golder Associates, January 21, 2011.
- Drainage Report, Triad Associates, January 26, 2011 and Addendum #1 (6/28/12).
- Stormwater Monitoring and No Net Phosphorous Implementation Plan dated September 19, 2011 (Exhibit O to The Villages MPD DA).
- City's Approved Expanded Baseline Phosphorous Monitoring Plan for The Villages MPD Phase 1A Preliminary Plat dated July 19, 2013.
- The Villages and Lawson Hills Master Planned Developments Pre-Construction Stormwater Monitoring in Rock Creek and the Establishment of an Interim Baseline Phosphorous Load, Tetra Tech, July 23, 2012.
- Tree Inventory by International Forestry Consultants, Inc., January 31, 2011; Tree Inventory by S.A. Newman Firm, March 14, 2011; and Significant Tree Inventory Report by International Forestry Consultants, Inc. dated March 13, 2013.
- Traffic Impact Study, Transpo Group dated February 2011.
- Transpo's Traffic Impact Study update memo dated May 15, 2012.
- Transpo's Traffic Impact Study response memo dated June 28, 2012.
- Sensitive Area Study, Wetland Resources, Inc. (WRI) dated May 9, 2012.
- Memorandum to Andy Williamson from Triad Associates dated June 25, 2012 re: Phase 1A Earthwork Quantities
- City's Approved Short-Term Construction Noise Mitigation Plan dated July 18, 2013.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by this proposal.

Yes - The Villages Master Planned Development has received MPD Permit approval from the City of Black Diamond (Black Diamond Ord. No. 10-946) and BD Village Partners, LP entered into a Development Agreement with the City of Black Diamond for The Villages MPD dated December 12, 2011.

BD Village Partners, LP received approval of The Villages MPD Preliminary Plat 1A on December 10, 2012 and a Clear and Grade Permit was issued for the initial division of Preliminary Plat 1A on July 24, 2013.

The Villages MPD Preliminary Plats 2A and 2B are currently being processed by the City of Black Diamond.

10. List any governmental approvals or permits that will be needed for your proposal, if known.

Certificate of sufficiency for CFD Petition.....	King County
CFD district formation	City of Black Diamond
Notice of Adoption & SEPA Addendum.....	City of Black Diamond
NPDES.....	Dept. of Ecology
Right-of-Way Use Permit.....	City of Black Diamond
Final Engineering Approval.....	City of Black Diamond
WSDOT Engineering Plan Approval.....	WSDOT
SWPPP	Dept. of Ecology
Forest Practice Permit	DNR
HPA (?)	WDFW

11. Description of the proposal including the proposed uses and the size of the project and site.

The proposal is a request for the formation of a CFD. The formation of a CFD does not authorize the construction of any project. Projects financed by the CFD will be required to apply for construction permits from the appropriate permitting jurisdiction(s) prior to commencement of construction.

The eight improvements proposed to be financed by the CFD are as follows:

- SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection – This improvement will reconfigure two intersections to increase their collective capacity to adequately operate through the completion of the District's occupancies. Located within close proximity of each other, the two intersections are the connections of Roberts Drive to S.R. 169 and Black Diamond - Ravensdale Road to S.R. 169. Reconfiguration will change the existing Roberts Drive intersection from its current "Y" configuration to a "T" intersection. Ravensdale Road will be adjusted to align with the current Palmer Coking Coal Company access road/future Pipeline Road. Traffic signals will be installed at both intersections, replacing the current stop/yield signs. Additionally, a right turn drop lane will be added to southbound SR 169 at the Roberts Drive intersection.
- Pipeline Road Water Main Extension – This main line extension is necessary to provide water services and to satisfy fire flow requirements for the District. The construction includes extension of approximately 8,700 feet of 850 pressure zone water main from SR 169 to the Auburn-Black Diamond Road/Villages Ring Road intersection. A portion of the 8,700 feet of water main extension includes connecting to the existing water main within Bruckner's Way. An additional 800 feet of main line extending east from the Auburn-Black Diamond Road/Villages Ring Road intersection to the existing water main within Roberts Drive near Rock Creek is also included in this project. To provide adequate fire flow and redundancy, a new tap to the City of Tacoma water main and extension to The Villages project site is also included. Construction will include two pressure reducing valves for connections to existing 750 pressure zone water mains.
- Pipeline Road (tie to interim Improvement) – This improvement will include approximately 7,300 feet of new roadway connecting the interim SR 169/Ravensdale Road intersection improvements and Lake Sawyer Road SE. The new roadway is proposed to be a two lane minor arterial per the City of Black Diamond Road Standards. The road section includes 30 feet of paving with vertical curbs

along with a 4-to-6-foot planter strip and 6-foot sidewalk on both sides of the road. Construction of this project will include stormwater conveyance and management facilities.

- Lake Sawyer / Pipeline Road Roundabout – The scope of this improvement includes a single lane roundabout at the intersection of the newly constructed Pipeline Road and Lake Sawyer Road SE.
- Onsite Spine Road – The Onsite Spine Road is within the District, intersecting Auburn - Black Diamond Road and traversing the District in a north-south orientation. The limits of construction extend south of the District boundary by approximately 500 feet, however further extensions of the road will eventually serve all Phases of the Villages MPD to the south when the MPD is entirely built out and occupied. The Onsite Spine Road through the District will consist of a single 10-foot lane in each direction with 5-foot bike lanes. Some locations within the Onsite Spine Road also include left turn lanes and planted median islands. An 8-foot wide multi-use, hard surface, cross community trail will be constructed along the section of the Onsite Spine Road. Utilities will also be installed as part of this improvement.
- Onsite Ring Road – The Onsite Ring Road connects to Auburn – Black Diamond Road and travels in a circular arc as it traverses the District properties. This road provides additional traffic capacity within the internal road network and also provides an additional point of access to the District properties for fire and safety equipment. The Onsite Ring Road will consist of a single 10-foot lane in each direction with 5-foot bike lanes and intermittent 7-foot wide parking on both sides of the road. Utilities will also be installed as part of this improvement.
- Stormwater Detention Pond – The Stormwater Detention Pond is designed to detain, treat and infiltrate stormwater runoff from large portions of the District as well as other parts of The Villages MPD. In addition, the pond serves as the ultimate overflow route for all stormwater runoff from the District that is not infiltrated or detained in other facilities within the District. The pond is located near the southern edge of the District in Lot 10.
- Sanitary Sewer Lift Station – The Sanitary Sewer Lift Station is being constructed to service the District as well as other portions of The Villages MPD. The Lift Station is located north of the Stormwater Detention Pond within Lot 10. At a later date, a higher capacity sewer lift station sized to service all of The Villages MPD (including the District) may be constructed in a different location. In such case, this lift station will be retired.

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 formation of a CFD is a non-project action. The land area associated with Black Diamond CFD No. 2013-1 is legally described as follows: *See attached.*

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one):** flat and rolling, hilly, steep slopes, mountainous.

The formation of a CFD is a non-project action; however, the proposed district of Black Diamond CFD No. 2013-1 is generally flat with some isolated slopes. There are several manmade steep slopes that will be impacted by construction of the Pipeline Road Water Main Extension and Pipeline Road construction. These steep slopes are the result of current and past mineral extraction operations.

b. What is the steepest slope on the site (approximate percent slope)?

The formation of a CFD is a non-project action; however, the proposed district of the Black Diamond CFD No. 2013-1 is mostly 5% grade or less. However, there are some isolated slopes of approximately 15% as well as manmade steep slopes that are near vertical under existing conditions. The areas impacted by CFD project construction will be re-graded to eliminate the steep slopes.

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.

The formation of a CFD is a non-project action; however, the proposed district of the Black Diamond CFD No. 2013-1 is primarily Everett Gravelly Sandy Loam 5-15% slopes and Alderwood gravelly sandy loam 6-15% based on the USDA Natural Resource Conservation Service Soil Survey 2009.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The formation of a CFD is a non-project action; however, the proposed district of the Black Diamond CFD No. 2013-1 does not contain any known unstable soils.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

The formation of a CFD is a non-project action; however, the fill and grade quantities associated with the Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station infrastructure improvements were assessed during the City's review of Preliminary Plat 1A and specifically the memorandum to Andrew Williamson from Triad Associates dated 6/26/2012 re: Phase 1A Earthwork Quantities incorporated herein by reference. Approximate grading quantities for the remaining four proposed improvements are set forth below:

- **SR 169/Roberts Drive/Black Diamond-Ravensdale Rd Interim Intersection:** This project is estimated to consist of approximately 400 CY of cut and approximately 4400 CY of fill.
- **Pipeline Road Water Main Extension:** This project is estimated to consist of approximately 15,000 CY of excavation and cut and approximately 15,000 CY of backfill and fill placement.
- **Pipeline Road:** This project is estimated to consist of approximately 30,000 CY of cut and approximately 39,000 CY of fill.
- **Lake Sawyer/Pipeline Road Roundabout:** This project is estimated to consist of approximately 900 CY of cut and approximately 1,300 CY of fill.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The formation of a CFD is a non-project action; however, limited erosion could occur as a result of the construction of the eight infrastructure improvements if approved by the applicable permitting jurisdiction. However, temporary erosion and sedimentation control (TESC) measures will be utilized during the construction phase to minimize potential erosion impacts. Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing and grading activity.

Typical construction-related erosion impacts include silt entering wetlands, creeks, or other water bodies. Use-related erosion impacts are unlikely since the preliminary plat site will be stabilized from an erosion control standpoint, and all stormwater will be directed to stormwater facilities. Clearing, construction and use will also comply with the erosion mitigation measures set forth in The Villages MPD Permit Approval and The Villages MPD Development Agreement dated December 12, 2011.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The formation of a CFD is a non-project action and therefore an impervious assessment is non-applicable.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The formation of a CFD is a non-project action and therefore an erosion assessment is non-applicable; however, the construction sites for any of the eight infrastructure improvements, if approved by the applicable permitting jurisdiction, will be stabilized consistent with an approved temporary erosion and sedimentation control (TESC) plan meeting applicable requirements. The TESC plan must be submitted and reviewed/approved as part of the final engineering and grading plan set associated with each improvement. Stormwater will be directed to stormwater facilities. The TESC plan would include the use of best management practices (BMPs).

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.

The formation of a CFD is a non-project action and therefore an emissions assessment is non-applicable; however, during construction of the proposed eight infrastructure improvements, if approved by the applicable permitting jurisdiction, heavy equipment and vehicles will generate exhaust emissions. Additionally, dust particulates generated primarily by construction equipment and construction activities will be produced during the construction of the projects.

b. Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe.

The formation of a CFD is a non-project action; however, there are no known off-site sources of emissions or odors that are likely to impact the eight infrastructure improvements proposed to be financed by the Black Diamond CFD No. 2013-1.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The formation of a CFD is a non-project action and therefore measures to reduce or control emissions are non-applicable. Nevertheless, to minimize the potential adverse impacts from emissions resulting from the construction of the eight infrastructure improvements, if approved by the applicable permitting jurisdiction, it is assumed that BMPs will 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. Reference page 4-89 of the FEIS for specific mitigation measures.

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.**

The formation of a CFD is a non-project action and therefore a surface water assessment is non-applicable. However, the Surface Water Feature Table attached hereto and incorporated herein by this reference lists the water bodies that are known to be in the immediate vicinity of the eight infrastructure improvements proposed to be financed by the Black Diamond CFD No. 2013-1.

- 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.**

The formation of a CFD is a non-project action and therefore a surface water assessment is non-applicable. However, the Surface Water Feature Table attached hereto and incorporated herein by this reference identifies the projects proposed to be financed by Black Diamond CFD No. 2013-1 that will require work over, in, or adjacent to the described waters.

- 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.**

The formation of a CFD is a non-project action and therefore a fill or removal of surface water or wetlands assessment is non-applicable. Moreover, based on the conceptual plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, no fill or dredge material will 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 formation of a CFD is a non-project action and therefore a surface water withdrawal or diversion assessment is non-applicable. Further, based on the conceptual design plans, none of the eight improvements proposed to be financed by Black Diamond CFD No. 2013-1 will require a surface water withdrawal or diversion.

- 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.**

Black Diamond CFD No. 2013-1 does not lie within a 100-year floodplain and none of the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 will be located within a 100-year floodplain.

- 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.**

The formation of a CFD is a non-project action and therefore no discharge of waste materials is proposed. As for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, there will be no waste materials 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.**

The formation of a CFD is a non-project action and therefore no groundwater will be withdrawn or water discharged to groundwater as a result of formation. As for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, some of the proposed improvements will require clearing and the addition of impervious area, which will generate additional runoff volume that will be treated for water quality purposes as required and infiltrated.

- 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.**

The formation of a CFD is a non-project action and therefore no waste material will be discharged into the ground from septic tanks or other sources as a result of formation. As for the eight infrastructure projects proposed to be financed by Black Diamond CFD No. 2013-1, no septic systems are proposed so there will be no discharge from septic tanks. In addition, no other waste material is anticipated to discharge to the ground with construction of these projects.

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.**

The formation of a CFD is a non-project action and therefore no runoff will occur as a result of formation. As for the eight infrastructure projects proposed to be financed by Black Diamond CFD No. 2013-1, the stormwater runoff generated by these projects will be collected and treated as required. The majority of this treated runoff will be infiltrated. Runoff from some areas of the projects will be collected, treated and discharged to Rock Creek and to Ginder Creek.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

The formation of a CFD is a non-project action and therefore no waste material will be discharged into the ground or surface waters as a result of formation. As for the eight infrastructure projects proposed to be financed by Black Diamond CFD No. 2013-1, Best Management Practices (BMPs) will be employed to minimize the risk of construction waste materials being discharged into surface waters or the ground.

d. Proposed measures to reduce or control surface, ground, and run-off water impacts, if any:

To reduce or control surface, ground and run-off water impacts from the proposed infrastructure projects, all eight infrastructure projects will be constructed in accordance with City of Black Diamond stormwater requirements and BMPs will be employed during construction to reduce and control runoff from the projects.

4. Plants**a. Check or circle types of vegetation found on the site:**

The formation of a CFD is a non-project action and therefore an assessment of types of vegetation is non-applicable; however, the following types of vegetation are found within the proposed district for Black Diamond CFD No. 2013-1:

- ☒ **Deciduous trees:** Alder, maple, aspen, other
☒ **Evergreen trees:** Fir, cedar, pine, other
☒ **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?

The formation of a CFD is a non-project action and therefore a vegetation removal or alteration assessment is non-applicable. However, clearing associated with the Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station infrastructure improvements has been evaluated under the approved Clear and Grade Permit associated with Preliminary Plat 1A. The remaining four proposed improvements, if approved by the applicable permitting jurisdiction, will involve the removal and alteration of vegetation as follows: The Pipeline Road Water Main Extension will require clearing of primarily conifer trees and understory approximately 20 feet in width for a distance of approximately 1,800 feet for waterline installation. The Pipeline Road construction will require approximately 54 feet in width by approximately 1,400 feet of clearing of primarily conifer trees and understory for the construction of the roadway. The Lake Sawyer/Pipeline Road Roundabout will require clearing of approximately 40,000 square feet of primarily conifer tree and understory. The SR 169/Roberts Drive/Black Diamond-Ravensdale Interim Intersection improvements are within existing cleared areas.

c. List threatened or endangered species known to be on or near the site.

The formation of a CFD is a non-project action and therefore a threatened or endangered species assessment is non-applicable. Moreover, there are no threatened or endangered species known to be on or near the sites of the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1. See Sensitive Area Study, Wetland Resources, Inc. dated May 9, 2012 incorporated by reference herein.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The formation of a CFD is a non-project action and therefore measures to preserve or enhance vegetation are non-applicable. However, the following infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 have certain conceptual landscaping and other measures proposed to preserve or enhance vegetation: (1) Pipeline Road will require a street tree landscape plan; (2) Lake Sawyer/Pipeline Road Roundabout will require a landscape plan; and (3) hydroseeding of disturbed areas associated with the Pipeline Road Water Main Extension will stabilize the area of clearing.

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:

The formation of a CFD is a non-project action and therefore a wildlife assessment is non-applicable; however, the following types of birds and animals are found within the proposed district for Black Diamond CFD No. 2013-1.

- ☒ **Birds:** hawk, heron, eagle, songbirds, other:
☒ **Mammals:** deer, bear, elk, beaver, other:
☒ **Fish:** bass, salmon, trout, herring, shellfish, other: Reference the Wildlife and habitat section of the FEIS beginning on page 4-64.

See Sensitive Area Study, Wetland Resources, Inc. dated May 9, 2012 incorporated by reference herein.

b. List any threatened or endangered species known to be on or near the site.

The formation of a CFD is a non-project action and therefore a threatened or endangered species assessment is non-applicable. Moreover, there are no known threatened or endangered species known to be on or near the sites of any of the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1.

See Sensitive Area Study, Wetland Resources, Inc. dated May 9, 2012 incorporated by reference herein.

c. Is the site part of a migration route? If so, explain.

The formation of a CFD is a non-project action and therefore a migration route assessment is non-applicable. However, the proposed district of Black Diamond CFD No. 2013-1 is not part of any known migration route notwithstanding elk. See Sensitive Area Study, Wetland Resources, Inc. dated May 9, 2012 incorporated by reference herein.

d. Proposed measures to preserve or enhance wildlife, if any:

The formation of a CFD is a non-project action and therefore a wildlife enhancement plan is non-applicable. However, the proposed infrastructure projects located on The Villages MPD site are subject to certain wildlife mitigation measures (e.g., establishment of a wildlife corridor) as set forth in The Villages MPD Permit (Black Diamond Ord. No. 10-946) and The Villages MPD Development Agreement dated December 12, 2011.

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.**

The formation of a CFD is a non-project action and therefore an energy consumption assessment is non-applicable; however, the eight infrastructure improvements proposed to be financed by the CFD will use the following types of energy: electricity provided by Puget Sound Energy will be used to operate the Sanitary Sewer Lift Station, and a back-up diesel generator will supply power in the event of a power failure at that facility.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

The formation of a CFD is a non-project action and therefore a solar energy assessment is non-applicable. However, none of the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 will 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:**

The formation of a CFD is a non-project action and therefore an energy conservation plan is non-applicable. Moreover, the plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 are only conceptual and are not yet detailed enough to include energy conservation features.

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.**

The formation of a CFD is a non-project action and therefore an environmental health assessment is non-applicable. Moreover, it is unlikely, during construction of the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, that environmental health hazards will be encountered. All project-related construction will have to meet all current local, county, state and federal regulations for environmental hazards.

- 1) Describe special emergency services that might be required.**

None anticipated.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

The formation of a CFD is a non-project action and therefore measures to reduce or control environmental health hazards are non-applicable. Moreover, the plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 are only conceptual and are not yet detailed enough to include such measures. However, the Pipeline Road Water Main Extension will be tested by the King County Department of Health to ensure purity prior to service, as well as review and approval of the Sanitary Sewer Lift Station.

- b. Noise**

1) What types of noise exist in the area, which may affect your project (for example: traffic, equipment operation, other)?

The formation of a CFD is a non-project action and therefore a noise assessment is non-applicable. However, there are no known types of noise in the area of any of the proposed eight infrastructure improvements that may affect construction or operation.

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.

The formation of a CFD is a non-project action and therefore a short-term and long-term noise assessment is non-applicable. As for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, short-term impacts may result from the use of construction equipment. The four infrastructure improvements located on The Villages MPD site, however, are subject to the Short-Term Construction Noise Mitigation Plan dated July 18, 2013 approved by the City of Black Diamond for Preliminary Plat 1A and incorporated herein by reference.

3) Proposed measures to reduce or control noise impacts, if any:

See the Short-Term Construction Noise Mitigation Plan dated July 18, 2013 approved by the City of Black Diamond for Preliminary Plat 1A and incorporated herein by reference.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The formation of a CFD is a non-project action and therefore a site assessment is non-applicable; however, the proposed district for Black Diamond CFD No. 2013-1 is vacant, undeveloped land that has been used as a managed forest. There is an existing rural low density residential neighborhood to the west of the project boundary and a low density urban neighborhood to the east of the project boundary.

b. Has the site been used for agriculture? If so, describe.

The formation of a CFD is a non-project action and therefore an agricultural assessment is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 has not been used for agriculture.

c. Describe any structures on the site.

The formation of a CFD is a non-project action and therefore an assessment of on-site structures is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 contains no structures.

d. Will any structures be demolished? If so, what?

N/A

e. What is the current zoning classification of the site?

The formation of a CFD is a non-project action and therefore current zoning is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 is zoned Master Planned Development (MPD).

f. What is the current comprehensive plan designation of the site?

The formation of a CFD is a non-project action and therefore a comprehensive plan designation is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 is designated primarily Mixed Use on the Future Land Use Map. A small portion of the site is designated Low Density Residential. It is all subject to a Master Planned Development Overlay.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The formation of a CFD is a non-project action and therefore an environmentally sensitive area assessment is non-applicable. However, the proposed district of Black Diamond CFD No. 2013-1 contains, or is immediately adjacent to several wetlands. See the Constraint Maps set forth as Exhibit G to The Villages MPD Development Agreement dated December 12, 2011 and the Sensitive Area Study, Wetland Resources, Inc. dated May 9, 2012 incorporated herein by reference for the location and description of the relevant wetlands. In addition to these wetlands, the CFD projects contain or are adjacent to the following known sensitive areas: Mud Lake Creek, Ginder Creek and Rock Creek.

i. Approximately how many people would reside or work in the completed project?

N/A - The formation of a CFD is a non-project action and the projects proposed to be financed by Black Diamond CFD No. 2013-1 are infrastructure projects.

j. Approximately how many people would the completed project displace?

N/A

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A - The formation of a CFD is a non-project action. Moreover, the eight infrastructure projects proposed to be financed by Black Diamond CFD No. 2013-1 are set forth in The Villages MPD Permit (Black Diamond Ord. No. 10-946) and The Villages MPD Development Agreement dated December 12, 2011.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A - The formation of a CFD is a non-project action and the projects proposed to be financed by Black Diamond CFD No. 2013-1 are infrastructure projects.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

N/A.

- c. Proposed measures to reduce or control housing impacts, if any:**

N/A - The formation of a CFD is a non-project action and the projects proposed to be financed by Black Diamond CFD No. 2013-1 are infrastructure projects.

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?**

N/A - The formation of a CFD is a non-project action; however, based on the conceptual plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, the tallest structure is likely the Sanitary Sewer Lift Station. Depending on internal plumbing and exterior aesthetics, the structure may be on the order of 15 feet in height.

- b. What views in the immediate vicinity would be altered or obstructed?**

The formation of a CFD is a non-project action and therefore a view assessment is non-applicable; however, based on the conceptual plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, the proponent does not believe any views will be substantially altered or obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

N/A

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The formation of a CFD is a non-project action; however, based on the conceptual plans for the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1, the proponent believes that additional light from street lights associated with the roadway improvements will be required per City code or as amended on approved roadway plans. The new lighting will be nighttime only. In addition, headlights associated with vehicles on new roadways would also be present during nighttime hours.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

N/A

- c. What existing off-site sources of light or glare may affect your proposal?**

N/A

d. Proposed measures to reduce or control light and glare impacts, if any:

The formation of a CFD is a non-project action; however, compliance with the City's nighttime sky ordinance and lighting standards may require cut-off shields, specific lighting levels, light height and spacing criteria.

12. Recreation**a. What designated and informal recreational opportunities are in the immediate vicinity?**

The formation of a CFD is a non-project action and therefore a recreation assessment is non-applicable; however, the following recreational opportunities are in the immediate vicinity of the proposed district for Black Diamond CFD No. 2013-1: Eagle Creek Community Park, Lake Sawyer Regional Park (undeveloped) and Ginder Creek Park (undeveloped). See description beginning on page 3-72 of The Villages MPD Final EIS.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A

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.**

The formation of a CFD is a non-project action and therefore a historic and cultural preservation assessment is non-applicable; however, there are no significant historic or cultural resources within the proposed district of Black Diamond CFD No. 2013-1. See pages 3-70 and 3-71 of The Villages MPD Final EIS.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The formation of a CFD is a non-project action and therefore a historic and cultural preservation assessment is non-applicable; however, there are no known landmarks or evidence of historic, archaeological, scientific, or cultural importance within the proposed district of Black Diamond CFD No. 2013-1. See pages 3-70 and 3-71 of The Villages MPD Final EIS.

c. Proposed measures to reduce or control impacts, if any:

N/A

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 formation of a CFD is a non-project action and therefore a transportation assessment is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 has access to SR 169 via SE Auburn-Black Diamond Road (Roberts Drive). The primary access to the district is from SE Auburn-Black Diamond Road (Roberts Drive), located along the district's northern boundary.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The formation of a CFD is a non-project action and therefore a public transit assessment is non-applicable; however, the proposed district of Black Diamond CFD No. 2013-1 is less than two miles from the transit stop for King County Metro Dart Routes 143 and 907 at Third Avenue and Lawson Street.

- c. How many parking spaces would the completed project have? How many would the project eliminate?**

The formation of a CFD is a non-project action; however, the Onsite Ring Road and Onsite Spine Road will provide limited areas of street parking for approximately 125 vehicles. No parking will be 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 formation of a CFD is a non-project action; however, several of the infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 are themselves new roads or improvements to roads or streets. See Section A(11) of this Checklist for details.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

N/A

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

N/A - The formation of a CFD is a non-project action and the eight infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 will not generate vehicular trips themselves.

- g. Proposed measures to reduce or control transportation impacts, if any:**

N/A

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.**

The formation of a CFD could require a nominal amount of City of Black Diamond personnel time depending on who is ultimately appointed to sit on the CFD Board of Supervisors on behalf of the City.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

N/A

16. Utilities

- a. Indicate utilities currently available at the site:**

The formation of a CFD is a non-project action and therefore an assessment of utilities is non-applicable; however, there are currently no utilities within the proposed district of Black Diamond CFD No. 2013-1.

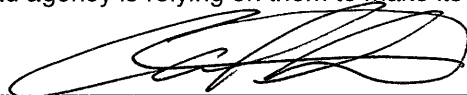
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

The formation of a CFD is a non-project action; however, several of the infrastructure improvements proposed to be financed by Black Diamond CFD No. 2013-1 are utilities. For example, the Stormwater Detention Pond and Sanitary Sewer Lift Station are both utilities.

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: _____


Colin Lund
Chief Entitlement Officer
YarrowBay Holdings, LLC

Date Prepared: September 3, 2013

Black Diamond CFD 2013-1: Surface Water Features Table			
Project Number	Improvement	Nearby Water Feature	Proximity to the Project
1	SR-169 interim improvements	Ginder Creek and Mud Lake Creek	Ginder Creek: 7 foot offset to new guardrail improvement. Mud Lake Creek: 5 foot offset to new culvert headwall improvement. In the vicinity of the proposed improvements, the existing creeks are currently being routed through underground culverts so there is limited exposure to runoff from grading activities.
2	Pipeline Road Water Main	Rock Creek/Ginder Creek	Rock Creek: above grade crossing (creek is in box culvert at crossing location). Ginder Creek: above grade crossing (creek is in culvert at crossing location).
3	Pipeline Road	Rock Creek/Ginder Creek	Rock Creek: above grade crossing (creek is in box culvert at crossing location). Ginder Creek: Edge of improvement is 25 feet from edge of stream. In both cases, the proposed roadway is an additional improvement to an existing roadway that exists in the same location. There will be limited grading in the vicinity of the two creeks with limited potential for impact.
4	Lake Sawyer/Pipeline Road Roundabout	N/A	N/A
5	Onsite Spine Road	N/A	N/A
6	Onsite Ring Road	N/A	N/A
7	Stormwater Detention Pond	Un-named wetland discharge from a till ridge to existing outwash sand and gravel infiltration.	Existing discharge is within the proposed pond and drains into the existing recessional outwash sands and gravel soils that are present onsite. Pond design will maintain infiltration of this existing wetland discharge.
8	Sanitary Sewer Lift Station	Un-named wetland discharge from a till ridge to existing outwash sand and gravel infiltration.	Proposed lift station is 240 feet from un-named wetland discharge.

**THE VILLAGES
CFD NO. 2013-1 BOUNDARY
LEGAL DESCRIPTIONS BY METES AND BOUNDS**

**JULY 30, 2013
TRIAD PROJECT NO. 10-001**

THAT PORTION OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15;

THENCE NORTH 01°32'55" WEST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 2,365.58 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 15;

THENCE NORTH 01°24'33" EAST ALONG THE WEST LINE OF NORTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 1,150.30 FEET TO THE CENTERLINE OF THE AUBURN-BLACK DIAMOND ROAD;

THENCE SOUTH 86°16'49" EAST ALONG SAID CENTERLINE, 257.90 FEET TO A POINT OF CURVE;

THENCE EASTERLY ALONG SAID CENTERLINE AND ON SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1432.39 FEET, THROUGH A CENTRAL ANGLE OF 10°00'00", AN ARC DISTANCE OF 250.00 FEET;

THENCE NORTH 83°43'11" EAST ALONG SAID CENTERLINE, 2,185.81 TO THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 15;

THENCE SOUTH 00°27'27" WEST ALONG SAID EAST LINE, 1,407.90 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 15;

THENCE SOUTH 89°21'50" EAST ALONG SAID NORTH LINE, 652.22 FEET TO THE WEST LINE OF PARCEL 1, ACCORDING TO A COMMON BOUNDARY LINE AGREEMENT RECORDED UNDER KING COUNTY RECORDING NUMBER 20030917900009;

THENCE NORTH 00°47'08" EAST ALONG SAID WEST LINE OF PARCEL 1, A DISTANCE OF 1,457.79 FEET TO THE SOUTH MARGIN OF SAID AUBURN-BLACK DIAMOND ROAD;

THENCE NORTH 83°43'11" EAST ALONG SAID SOUTH MARGIN, 281.92 FEET TO THE COMMON NORTH-SOUTH LINE OF SAID PARCEL 1 AND PARCEL 2 OF SAID COMMON BOUNDARY LINE AGREEMENT;

THENCE SOUTH 01°05'23" WEST ALONG SAID COMMON LINE, 188.86 FEET TO THE COMMON EAST-WEST LINE OF SAID PARCELS 1 AND 2;

THENCE SOUTH 89°21'21" EAST ALONG SAID COMMON LINE AND THE COMMON EAST-WEST LINE OF SAID PARCEL 2 AND PARCEL 3 OF SAID COMMON BOUNDARY LINE AGREEMENT, 291.43 FEET TO THE COMMON NORTH-SOUTH



S:\PROJECTS\05336\CORRSPNC\TRIAD LEGALS\13-0730 10-001 Legal Description
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Land Development Consultants

LINE OF SAID PARCEL 1 AND PARCEL 4 OF SAID COMMON BOUNDARY LINE AGREEMENT;

THENCE SOUTH 01°05'23" WEST ALONG SAID COMMON NORTH-SOUTH LINE, 165.70 FEET TO THE COMMON EAST-WEST LINE OF SAID PARCELS 1 AND 4;

THENCE SOUTH 89°21'21" EAST ALONG SAID COMMON EAST-WEST LINE, 89.40 FEET TO THE EAST LINE OF SAID PARCEL 1;

THENCE SOUTH 01°06'50" WEST ALONG SAID EAST LINE, 1,137.17 FEET TO THE NORTH LINE OF SAID SOUTHEAST QUARTER;

THENCE SOUTH 89°21'50" EAST ALONG SAID NORTH LINE, 1,304.43 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 15;

THENCE SOUTH 00°21'04" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 2,104.13 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 15;

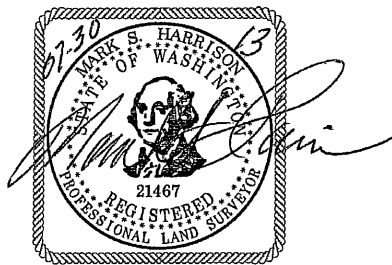
THENCE NORTH 85°44'16" WEST ALONG SAID NORTH LINE, 654.63 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;

THENCE SOUTH 00°22'34" WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, 687.57 FEET TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 15;

THENCE NORTH 84°32'13" WEST ALONG SAID SOUTH LINE, 1968.05 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 15;

THENCE NORTH 84°32'13" WEST ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 2,624.07 FEET TO SAID SOUTHWEST CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING.

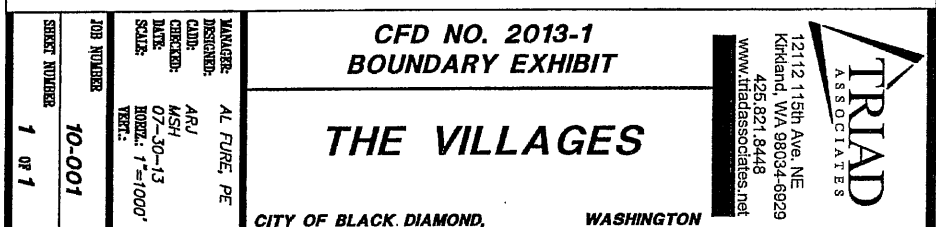
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CHECKED BY: MSH




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Land Development Consultants



CITY OF BLACK DIAMOND, WASHINGTON



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ASSOCIATES

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**THE VILLAGES
CFD NO. 2013-1 BOUNDARY
LEGAL DESCRIPTION BY PARCELS**

**JULY 30, 2013
TRIAD PROJECT NO. 10-001**

LOT 1, BLACK DIAMOND BOUNDARY LINE ADJUSTMENT NO. PLN 10-0019,
ACCORDING TO THE BOUNDARY LINE ADJUSTMENT RECORDED UNDER
RECORDING NUMBER 20110426900005, RECORDS OF KING COUNTY,
WASHINGTON;

TOGETHER WITH LOTS 2 THROUGH 11, BLACK DIAMOND BOUNDARY LINE
ADJUSTMENT NO. PLN 12-0013, ACCORDING TO THE BOUNDARY LINE
ADJUSTMENT RECORDED UNDER RECORDING NUMBER 20120906900006,
RECORDS OF KING COUNTY, WASHINGTON;

TOGETHER WITH THAT PORTION OF THE EASTERLY 660 FEET OF THE WEST
HALF OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21 NORTH,
RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING SOUTHERLY
OF THE AUBURN-BLACK DIAMOND ROAD;

EXCEPT THE EAST 381.24 FEET OF THE NORTHWEST QUARTER OF THE
NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6
EAST, W.M., LYING SOUTHERLY OF AUBURNBLACK DIAMOND ROAD AND
THE EAST 90 FEET OF THE NORTH 165.70 FEET OF THE SOUTHWEST
QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 21
NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

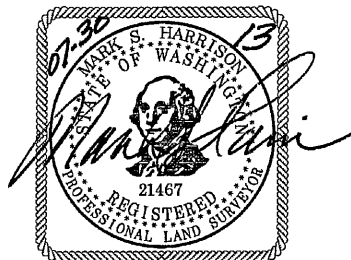
(ALSO KNOWN AS PARCEL 1 UNDER SURVEY RECORDED UNDER
RECORDING NUMBER 20030917900009.)

AND TOGETHER WITH THE THE SOUTHEAST QUARTER OF SECTION 15,
TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

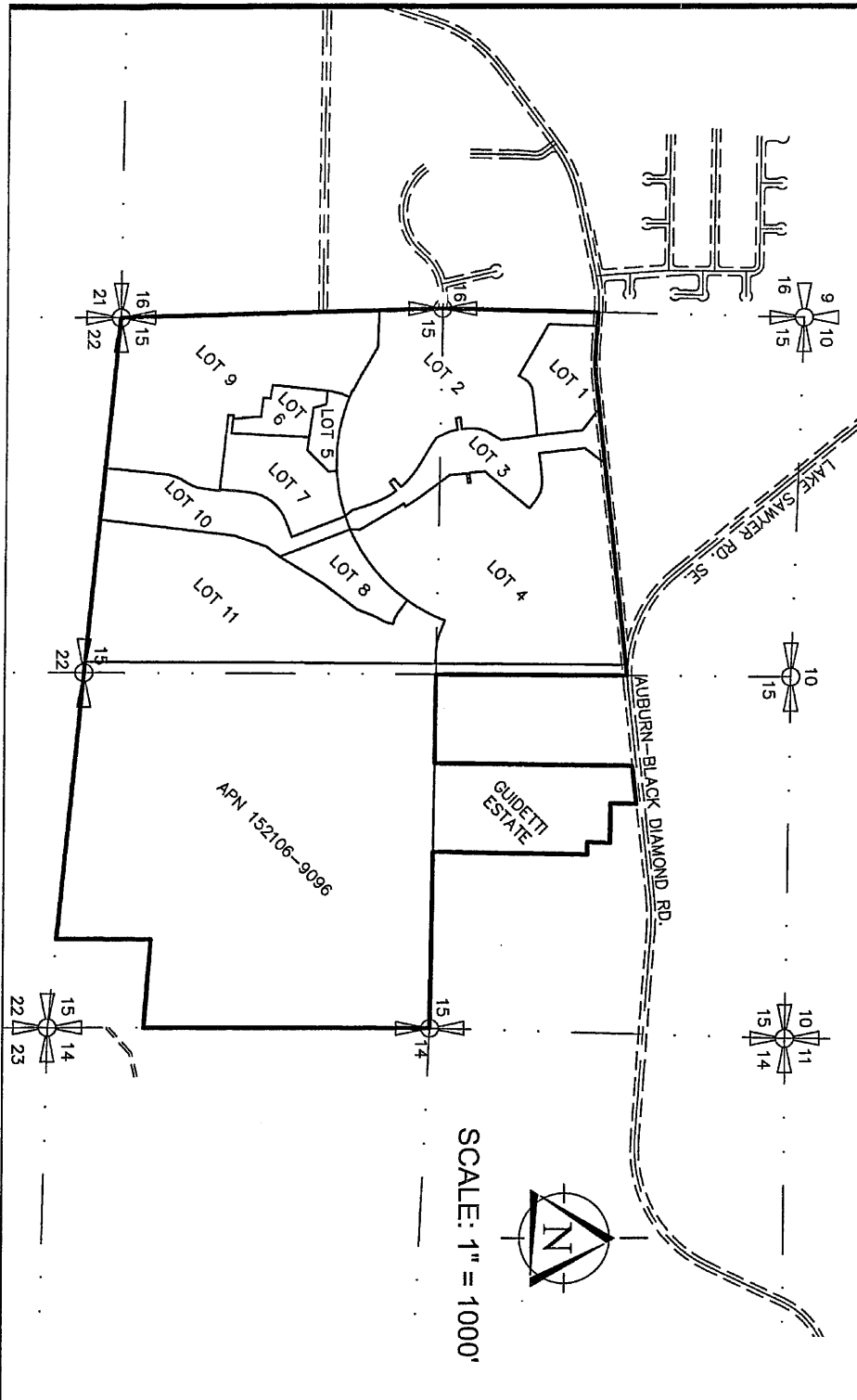
AND TOGETHER WITH THAT PORTION OF THE EAST 80 FEET OF THE WEST
HALF OF SAID SECTION 15 LYING SOUTHERLY OF THE AUBURN-BLACK
DIAMOND ROAD;

EXCEPT THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE
SOUTHEAST QUARTER OF SAID SECTION 15.

WRITTEN BY: ARJ
CHECKED BY: MSH



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CFD NO. 2013-1
BOUNDARY EXHIBIT

THE VILLAGES

CITY OF BLACK DIAMOND,

WASHINGTON



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www.triadassociates.net

MANAGER:	AL FURE, PE
DESIGNED:	ARJ
CADD:	MSH
CHECKED:	07-30-13
DATE:	RECD: 7=1000'
SCALE:	VERT:
JOB NUMBER	10-001
SHEET NUMBER	1 OF 1

SUPPLEMENTAL SHEET “D” FOR NON-PROJECT ACTIONS

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?

The formation of a CFD district will have no effect on the discharge of water; emissions to air; production, storage or release of toxic or hazardous substances or production of noise because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to questions 2, 3, and 7 in Section B of the SEPA checklist attached to this sheet.

Proposed measures to avoid or reduce such increases are:

Not Applicable

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The formation of a CFD district will have no effect on plants, animals, fish or marine life because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to questions 4 and 5 in Section B of the SEPA checklist attached to this sheet.

Proposed measures to protect or conserve plants, animals, fish or marine life:

Not Applicable

3. How would the proposal be likely to deplete energy or natural resources?

The formation of a CFD district will not use any additional energy or natural resources because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to question 6 in Section B of the SEPA checklist attached to this sheet.

Proposed measures to protect or conserve energy and natural resources are:

Not Applicable

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, flood plains, or prime farmlands?

The formation of a CFD district will have no effect on 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, flood plains, or prime farmlands because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to questions 8, 12, and 13 in Section B of the SEPA checklist attached to this sheet.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Not Applicable

- 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 formation of a CFD district will not have an effect on land and shoreline use or be incompatible with land or shoreline existing plans because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to question 8 of Section B of the SEPA checklist attached to this sheet.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not Applicable

- 6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The formation of a CFD district will not increase the demand on transportation or public services and utilities because no infrastructure construction is specifically authorized by district formation. Construction is dependent on review and approval by the City of specific improvement construction plans, the sale of bonds by the CFD, and the purchase of bonds by third parties. The designs for the CFD improvements are only conceptual at this stage of the CFD formation process; however, see answers to questions 14, 15, and 16 in Section B of the SEPA checklist attached to this sheet.

Proposed measures to reduce or respond to such demand(s) are:

Not Applicable

- 7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.**

The formation of a CFD district, as well as the eight improvements proposed to be financed in part by the CFD itself, will not be in conflict with local, state or federal laws or requirements for the protection of the environment. The designs for the CFD improvements, however, are only conceptual at this stage of the CFD formation process.

**ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT
AND
SEPA ADDENDUM**

Adoption for: ☒EIS

Description of current proposal: Black Diamond Community Facilities District (CFD) No. 2013-1 Petition for Formation. The proposal is a request for the formation of a CFD. The CFD is being formed to create a financing district for eight certain infrastructure improvements benefitting the subject properties. Four of the identified improvements (i.e., Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station) have already been subject to SEPA review as part of The Villages MPD Permit, Development Agreement, and Preliminary Plat 1A review process. The four remaining infrastructure improvements will be subject to SEPA review once designed and permits applied for. The formation of a CFD does not authorize the construction of any project.

Proponent: BD Village Partners, LP, 10220 NE Points Drive, Ste 310, Kirkland, WA 98033

Location of current proposal: The CFD properties are approximately 1.3 miles west of the intersection of Roberts Drive and SR 169, south of Auburn-Black Diamond Road, Black Diamond WA within portions of Section 15, Township 21 North, Range 6 East, Willamette Meridian, King County, WA Parcel Numbers: 152106-9088; 152106-9096; 1521069098, 1521069099, 1521069100, 1521069101, 1521069102, 1521069103, 1521069104, 1521069105, 1521069106, 1521069108 and 1521069109.

Title of document being adopted: The Villages Master Planned Development Final Environmental Impact Statement (FEIS)

Agency that prepared document being adopted: City of Black Diamond

Date adopted document was prepared: December 11, 2009

Description of document (or portion) being adopted: FEIS for a 1,196 acre mixed use development including 4,800 dwelling units, 775,000 sq. ft. of retail, office, and light industrial uses, and educational, recreational, and open space uses.

If the document being adopted has been challenged (WAC 197-11-630), please describe:
The FEIS is the subject of a pending appeal in two matters:

- (1) Toward Responsible Development v. City of Black Diamond, Washington State Court of Appeals, Division I, No. 69418-9-I
- (2) Toward Responsible Development v. City of Black Diamond, Washington State Court of Appeals, Division I, No. 69414-6-I

The document is available to be read at (place/time): City of Black Diamond Community Development Department, 24301 Roberts Drive, Black Diamond, M-F, 8:30AM – 5:00 PM; also available on the City’s website www.ci.blackdiamond.wa.us.

The lead agency has identified and adopted this document as being appropriate for this proposal pursuant to WAC 197-11-600(3) (agency acting on the same proposal shall use an environmental document unchanged). In addition, after independent review pursuant to WAC 197-11-600(1), the lead agency has concluded that the FEIS combined with the SEPA Addendum included herewith meets its environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Administrative Appeal: Pursuant to WAC 197-11-680(3), there is no agency appeal of either the adoption of an existing environmental document or a SEPA addendum.

Name of agency adopting document: City of Black Diamond

Responsible Official: Mark Hoppen

Position/title: City Administrator **Phone:** 360-886-2560

Address: P.O. Box 599/24301 Roberts Drive, Black Diamond, WA 98010

Date: _____ **Signature:** _____

SEPA ADDENDUM
Black Diamond CFD No. 2013-1

Date: _____

Proposal: Black Diamond CFD No. 2013-1 Petition for Formation

Proponent: BD Village Partners, LP, 10220 NE Points Drive, Ste 310, Kirkland, WA 98033

As described in the City of Black Diamond's Notice of Adoption dated _____, 2013, the SEPA Responsible Official for the City is adopting The Villages Master Planned Development Final Environmental Impact Statement (FEIS) dated December 11, 2009. The FEIS was prepared by the City of Black Diamond. This Addendum is prepared under SEPA to add information to the adopted FEIS that addresses those elements of the environment that may be affected by the improvements proposed in the proponent's Black Diamond CFD No. 2013-1 Petition as compared to the project evaluated in the FEIS.

Please contact the City of Black Diamond Community Development Department, 24301 Roberts Drive, Black Diamond, M-F, 8:30AM – 5:00 PM to review or request copies of these documents.

The proposal is a request for the formation of Black Diamond Community Facilities District (CFD) No. 2013-1. The CFD is being formed to create a financing district for eight certain infrastructure improvements benefitting the subject properties. Four of the identified improvements (i.e., Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station) have already been subject to SEPA review as part of The Villages MPD Permit, Development Agreement, and Preliminary Plat 1A review process. The four remaining infrastructure improvements will be subject to SEPA review once designed and permits applied for. The formation of a CFD does not authorize the construction of any project.

The eight improvements proposed to be financed in part by Black Diamond CFD No. 2013-1 are as follows:

SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection – This improvement will reconfigure two intersections to increase their collective capacity to adequately operate through the completion of the District's occupancies. Located within close proximity of each other, the two intersections are the connections of Roberts Drive to S.R. 169 and Black Diamond - Ravensdale Road to S.R. 169. Reconfiguration will change the existing Roberts Drive intersection from its current "Y" configuration to a "T" intersection. Ravensdale Road will be adjusted to align with the current Palmer Coking Coal Company access road/future Pipeline Road. Traffic signals will be installed at both intersections, replacing the current stop/yield signs. Additionally, a right turn drop lane will be added to southbound SR 169 at the Roberts Drive intersection.

Pipeline Road Water Main Extension – This main line extension is necessary to provide water services and to satisfy fire flow requirements for the District. The construction includes extension of approximately 8,700 feet of 850 pressure zone water main from SR 169 to the Auburn-Black Diamond Road/Villages Ring Road intersection. A portion of the 8,700 feet of water main extension includes connecting to the existing water main within Bruckner's Way. An additional 800 feet of main line extending east from the Auburn-Black Diamond Road/Villages Ring Road intersection to the existing water main within Roberts Drive near Rock Creek is also included in this project. To provide adequate fire flow and redundancy, a new tap to the City of Tacoma water main and extension to The Villages project site is also included. Construction will include two pressure reducing valves for connections to existing 750 pressure zone water mains.

Pipeline Road (tie to interim Improvement) – This improvement will include approximately 7,300 feet of new roadway connecting the interim SR 169/Ravensdale Road intersection improvements and Lake Sawyer Road SE. The new roadway is proposed to be a two lane minor arterial per the City of Black Diamond Road Standards. The road section includes 30 feet of paving with vertical curbs along with a 4-to-6-foot planter strip and 6-foot sidewalk on both sides of the road. Construction of this project will include stormwater conveyance and management facilities.

Lake Sawyer / Pipeline Road Roundabout – The scope of this improvement includes a single lane roundabout at the intersection of the newly constructed Pipeline Road and Lake Sawyer Road SE.

Onsite Spine Road – The Onsite Spine Road is a street within the District, intersecting Auburn - Black Diamond Road and traversing the District in a north-south orientation. The limits of construction extend south of the District boundary by approximately 500 feet, however further extensions of the road will eventually serve all Phases of the Villages MPD to the south when the MPD is entirely built out and occupied. The Onsite Spine Road through the District will consist of a single 10-foot lane in each direction with 5-foot bike lanes. Some locations within the Onsite Spine Road also include left turn lanes and planted median islands. An 8-foot wide multi-use, hard surface, cross community trail will be constructed along the section of the Onsite Spine Road. Utilities will also be installed as part of this improvement.

Onsite Ring Road – The Onsite Ring Road connects to Auburn – Black Diamond Road and travels in a circular arc as it traverses the District properties. This road provides additional traffic capacity within the internal road network and also provides an additional point of access to the District properties for fire and safety equipment. The Onsite Ring Road will consist of a single 10-foot lane in each direction with 5-foot bike lanes and intermittent 7-foot wide parking on both sides of the road. Utilities will also be installed as part of this improvement.

Stormwater Detention Pond – The Stormwater Detention Pond is designed to detain, treat and infiltrate stormwater runoff from large portions of the District as well as other parts of The Villages MPD. In addition, the pond serves as the ultimate overflow route for all stormwater runoff from the District that is not infiltrated or detained in other facilities within the District. The pond is located near the southern edge of the District in Lot 10.

Sanitary Sewer Lift Station – The Sanitary Sewer Lift Station is being constructed to service the District as well as other portions of The Villages MPD. The Lift Station is located north of the Stormwater Detention Pond within Lot 10. At a later date, a higher capacity sewer lift station sized to service all of The Villages MPD (including the District) may be constructed in a different location. In such case, this lift station will be retired.

While the formation of Black Diamond CFD No. 2013-1 will not authorize the construction of any of these eight identified improvements, in order to be conservative, the SEPA Responsible Official has reviewed the improvements in their preliminary design phase and determined, for the reasons described below, that they are not likely to cause any adverse impacts not adequately addressed in the existing FEIS and the materials incorporated by reference herein.

The environmental impacts of the Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station improvements have previously been addressed in the FEIS and the environmental materials associated with Preliminary Plat 1A (No. PLN 11-0001) incorporated by reference herein. The remaining four of the improvements (SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection, Pipeline Road Water Main Extension, Pipeline Road, and Lake Sawyer / Pipeline Road Roundabout), however, are located outside of The Villages MPD site. The elements of the environment that may be affected by these four improvements are described below.

SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection Improvement

This intersection improvement is located near Ginder Creek and Mud Lake Creek. Preliminary designs indicate that the Black Diamond – Ravensdale road approach should be able to stay within existing improved areas and/or right-of-way and not impact either of those water courses. Construction will occur within SR-169 right-of-way, and WSDOT will have permitting authority, and will also be involved in SEPA review along with the City of Black Diamond. If during final design it is determined that work may occur within Ordinary High Water Mark (OHWM) or over the creek, a Hydraulic Permit Approval (HPA) may be necessary. If work occurs over or within the OHWM, construction will be restricted to occur only during times fish are not present in the creeks. No other endangered or threatened species are known to be on the site.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering the creeks. As noted above, the areas are already disturbed or improved to some degree, so there are no endangered or threatened plant species. Existing vegetation consists mostly of grasses and evergreen trees. Until final designs are prepared, it is unknown if trees will be removed. If trees are removed, replacement trees will be required per City of Black Diamond standards. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air.

After construction, the intersection will use additional energy to power the traffic signals and lights. Traffic signals will also cause an increase of fuel consumption for cars idling at red lights, which in turn generates more exhaust entering the air. Lighting the intersection for safety purposes may cause glare. However, the City has policies that require full cut-off light fixtures. If additional stormwater is generated due to additional impervious surfaces, stormwater detention and treatment will be required pursuant to standards in place at the time of permitting.

Pipeline Road Water Main Extension Improvement

The Pipeline Road Water Main extension is primarily located within the proposed road prism of the Pipeline Road Improvement, discussed further below. Portions of it are also located within Lake Sawyer Road and Roberts Drive. It is anticipated that the water main within Pipeline Road will be installed at the same time Pipeline Road itself is constructed, so any potential impacts are expected to be addressed with that construction, described in more detail below. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority.

If the pipeline were installed by itself, the following elements of the environment may be impacted. Erosion would be addressed with temporary erosion control measures and BMPs. Dust would be addressed with BMPs as well. Some removal of vegetation will occur where the pipeline is outside of the already cleared gravel mining area, or already improved roads, and the vegetation generally consists of trees, shrubs, and some grasses. Grading will not be required for this improvement, but some net export may occur due to the size of the water main. Import will only be necessary if on site soils are not suitable for construction purposes. If import is required, the amount needed and its source will be noted in future design and environmental documents provided in future permits.

After construction, if disturbed areas are not within improved roads, hydroseeding will be applied to restore soil stabilization. Areas of the water main that are within improved roads will be resurfaced with asphalt. There will be no additional impervious surfaces created within this improvement. The water main will be connected to existing water mains within Black Diamond, which will result in improved fire flow and redundancy in service.

Pipeline Road Improvement

The Pipeline Road improvement will tie into the interim intersection improvement at SR 169 and Black Diamond-Ravensdale Road. The road will traverse an area already cleared of nearly all vegetation as it has been part of an active gravel mine for several decades. The roadway includes a crossing of Rock Creek, a fish bearing stream that drains to the north into Lake Sawyer. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority. Due to the crossing of Rock Creek, a Hydraulic Permit Approval (HPA) will likely be needed; however, an existing 60 foot wide bridge could be used for crossing.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering the creek. As noted above, the area is already disturbed or improved for the most part, so there are no endangered or threatened plant

species. Where existing vegetation occurs, it consists mostly of grasses and evergreen trees. Until final designs are prepared, it is unknown if trees will be removed. If trees are removed, replacement trees will be required per City of Black Diamond standards. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air. Any areas used in the vicinity of the roadway for the purpose of maintaining or refueling equipment will be situated away from sensitive areas, and will have appropriate measures included to prevent accidental spills from causing impacts. Contractors will also have spill response plans and spill response kits on site. The amount of grading necessary will be determined with future design and review of permits. It is likely that some cut and fill will occur, but quantities cannot be determined with the current conceptual design. The amounts of cut and fill, and location of disposal or acquisition, will be noted with future design and environmental documents provided with future permits.

After construction, the road will use additional energy to power lights. Lighting the road for safety purposes may cause glare. However, the City has policies that require full cut-off light fixtures. Additional stormwater will be generated due to additional impervious surfaces, therefore new stormwater detention and treatment facilities will be required pursuant to standards in place at the time of permitting. Treated stormwater will be released to appropriate receiving bodies, such as Rock Creek, or infiltrated if possible.

Lake Sawyer / Pipeline Road Roundabout Improvement

The Lake Sawyer / Pipeline Road roundabout is a single lane roundabout provided to manage traffic flow at the intersection of Pipeline Road and Lake Sawyer Road. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering surface waters. The area consists of evergreen trees, some deciduous trees, shrubs, and grasses. Trees will be removed, and replacement trees will be required per City of Black Diamond standards. It is unknown, based on current conceptual plans, how many trees may need to be removed. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air. Any areas used in the vicinity of the roundabout for the purpose of maintaining or refueling equipment will be situated away from sensitive areas, and will have appropriate measures included to prevent accidental spills from causing impacts. It is likely the roundabout would be constructed concurrently with the Pipeline Road improvement, and maintenance and refueling areas should be consolidated if possible. Contractors will also have spill response plans and spill response kits on site. The amount of grading necessary will be determined with future design and review of permits. The area for the improvement is fairly flat, and it is likely that limited amounts cut and fill will occur, but quantities cannot be determined with the current conceptual design. The amounts of cut and fill, and location of disposal or acquisition, will be noted with future design and environmental documents provided with future permits.

After construction, the roundabout will use additional energy to power lights. Lighting the roundabout for safety purposes may cause glare. However, the City has policies that require full

cut-off light fixtures. Additional stormwater will be generated due to additional impervious surfaces, therefore new stormwater detention and treatment facilities will be required pursuant to standards in place at the time of permitting. Treated stormwater will be released to appropriate receiving bodies, such as Rock Creek, or infiltrated if possible.

Incorporation By Reference

The following materials are incorporated by reference in this Addendum pursuant to WAC 197-11-635:

- The Villages MPD Development Agreement dated December 12, 2011.
- MDNS issued for The Villages MPD Phase 1A Preliminary Plat dated August 31, 2012.
- The Villages MPD Phase 1A Preliminary Plat approved on December 10, 2012.
- City of Black Diamond Hearing Examiner's Decision of Approval for The Villages MPD Preliminary Plat 1A dated December 10, 2012.
- Original SEPA Checklist (2/2/11).
- Revised SEPA Checklist (4/25/12).
- Revised SEPA Checklist supplement (7/3/12).
- Results of Subsurface Exploration and Laboratory Testing Stormwater Infiltration Evaluation, Golder Associates, April 21, 2010.
- Geotechnical Report, Golder Associates, October 8, 2010.
- Geotechnical Report, Stormwater Infiltration Pond, Golder Associates, January 21, 2011.
- Drainage Report, Triad Associates, January 26, 2011 and Addendum #1 (6/28/12).
- Stormwater Monitoring and No Net Phosphorous Implementation Plan dated September 19, 2011 (Exhibit O to The Villages MPD DA).
- City's Approved Expanded Baseline Phosphorous Monitoring Plan for The Villages MPD Phase 1A Preliminary Plat dated July 19, 2013.
- The Villages and Lawson Hills Master Planned Developments Pre-Construction Stormwater Monitoring in Rock Creek and the Establishment of an Interim Baseline Phosphorous Load, Tetra Tech, July 23, 2012.
- Tree Inventory by International Forestry Consultants, Inc., January 31, 2011; Tree Inventory by S.A. Newman Firm, March 14, 2011; and Significant Tree Inventory Report by International Forestry Consultants, Inc. dated March 13, 2013.
- Traffic Impact Study, Transpo Group dated February 2011.
- Transpo's Traffic Impact Study update memo dated May 15, 2012.
- Transpo's Traffic Impact Study response memo dated June 28, 2012.
- Sensitive Area Study, Wetland Resources, Inc. (WRI) dated May 9, 2012.
- City's Approved Short-Term Construction Noise Mitigation Plan dated July 18, 2013.

As noted above, the materials incorporated by reference are available for public review at City of Black Diamond Community Development Department, 24301 Roberts Drive, Black Diamond, M-F, 8:30AM – 5:00 PM.

Pursuant to WAC 197-11-600, this Addendum does not substantially change the analysis of the significant environmental impacts and alternatives in the FEIS. Based on the analysis

summarized above, the Black Diamond CFD No. 2013-1 Petition does not trigger any probable significant adverse impacts not already discussed in that FEIS. The adopted FEIS combined with the materials incorporated by reference and this Addendum meet the City of Black Diamond's environmental review needs for the proponent's Black Diamond CFD No. 2013-1 Petition and will accompany the petition to the Black Diamond City Council.

SEPA Responsible Official: Mark Hoppen

Position/Title: City Administrator

Phone: 360-886-2560

Address: P.O. Box 599/24301 Roberts Drive, Black Diamond, WA 98010

Date: _____ **Signature:** _____

September 12, 2013

Mark Hoppen
City Administrator
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

Andy Williamson
Economic Development Director
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

Stacey Welsh, AICP
Community Development Director
City of Black Diamond
PO Box 599
Black Diamond, WA 98010

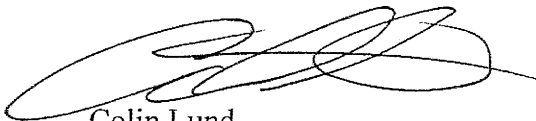
RE: Black Diamond CFD No. 2013-1 Formation Petition

Dear Mr. Hoppen, Mr. Williamson, and Ms. Welsh:

On September 4, 2013, BD Village Partners, LP submitted a letter to the City of Black Diamond regarding the community facilities district formation petition entitled Black Diamond CFD No. 2013-1. Since submittal, we found an error in the legal description relating to the parcel numbers that were used. We have attached the corrected materials to this letter.

Please let us know if you have any questions regarding the corrected materials attached hereto.

Very Truly Yours,



Colin Lund
Chief Entitlement Officer
YarrowBay

**ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT
AND
SEPA ADDENDUM**

Adoption for: ☒EIS

Description of current proposal: Black Diamond Community Facilities District (CFD) No. 2013-1 Petition for Formation. The proposal is a request for the formation of a CFD. The CFD is being formed to create a financing district for eight certain infrastructure improvements benefitting the subject properties. Four of the identified improvements (i.e., Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station) have already been subject to SEPA review as part of The Villages MPD Permit, Development Agreement, and Preliminary Plat 1A review process. The four remaining infrastructure improvements will be subject to SEPA review once designed and permits applied for. The formation of a CFD does not authorize the construction of any project.

Proponent: BD Village Partners, LP, 10220 NE Points Drive, Ste 310, Kirkland, WA 98033

Location of current proposal: The CFD properties are approximately 1.3 miles west of the intersection of Roberts Drive and SR 169, south of Auburn-Black Diamond Road, Black Diamond WA within portions of Section 15, Township 21 North, Range 6 East, Willamette Meridian, King County, WA Parcel Numbers: 152106-9096; 1521069098, 1521069099, 1521069100, 1521069101, 1521069102, 1521069103, 1521069104, 1521069105, 1521069106, 1521069108 and 1521069109.

Title of document being adopted: The Villages Master Planned Development Final Environmental Impact Statement (FEIS)

Agency that prepared document being adopted: City of Black Diamond

Date adopted document was prepared: December 11, 2009

Description of document (or portion) being adopted: FEIS for a 1,196 acre mixed use development including 4,800 dwelling units, 775,000 sq. ft. of retail, office, and light industrial uses, and educational, recreational, and open space uses.

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Name of agency adopting document: City of Black Diamond

Responsible Official: Mark Hoppen

Position/title: City Administrator **Phone:** 360-886-2560

Address: P.O. Box 599/24301 Roberts Drive, Black Diamond, WA 98010

Date: _____ **Signature:** _____

SEPA ADDENDUM
Black Diamond CFD No. 2013-1

Date: _____

Proposal: Black Diamond CFD No. 2013-1 Petition for Formation

Proponent: BD Village Partners, LP, 10220 NE Points Drive, Ste 310, Kirkland, WA 98033

As described in the City of Black Diamond's Notice of Adoption dated _____, 2013, the SEPA Responsible Official for the City is adopting The Villages Master Planned Development Final Environmental Impact Statement (FEIS) dated December 11, 2009. The FEIS was prepared by the City of Black Diamond. This Addendum is prepared under SEPA to add information to the adopted FEIS that addresses those elements of the environment that may be affected by the improvements proposed in the proponent's Black Diamond CFD No. 2013-1 Petition as compared to the project evaluated in the FEIS.

Please contact the City of Black Diamond Community Development Department, 24301 Roberts Drive, Black Diamond, M-F, 8:30AM – 5:00 PM to review or request copies of these documents.

The proposal is a request for the formation of Black Diamond Community Facilities District (CFD) No. 2013-1. The CFD is being formed to create a financing district for eight certain infrastructure improvements benefitting the subject properties. Four of the identified improvements (i.e., Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station) have already been subject to SEPA review as part of The Villages MPD Permit, Development Agreement, and Preliminary Plat 1A review process. The four remaining infrastructure improvements will be subject to SEPA review once designed and permits applied for. The formation of a CFD does not authorize the construction of any project.

The eight improvements proposed to be financed in part by Black Diamond CFD No. 2013-1 are as follows:

SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection – This improvement will reconfigure two intersections to increase their collective capacity to adequately operate through the completion of the District's occupancies. Located within close proximity of each other, the two intersections are the connections of Roberts Drive to S.R. 169 and Black Diamond - Ravensdale Road to S.R. 169. Reconfiguration will change the existing Roberts Drive intersection from its current "Y" configuration to a "T" intersection. Ravensdale Road will be adjusted to align with the current Palmer Coking Coal Company access road/future Pipeline Road. Traffic signals will be installed at both intersections, replacing the current stop/yield signs. Additionally, a right turn drop lane will be added to southbound SR 169 at the Roberts Drive intersection.

Pipeline Road Water Main Extension – This main line extension is necessary to provide water services and to satisfy fire flow requirements for the District. The construction includes extension of approximately 8,700 feet of 850 pressure zone water main from SR 169 to the Auburn-Black Diamond Road/Villages Ring Road intersection. A portion of the 8,700 feet of water main extension includes connecting to the existing water main within Bruckner's Way. An additional 800 feet of main line extending east from the Auburn-Black Diamond Road/Villages Ring Road intersection to the existing water main within Roberts Drive near Rock Creek is also included in this project. To provide adequate fire flow and redundancy, a new tap to the City of Tacoma water main and extension to The Villages project site is also included. Construction will include two pressure reducing valves for connections to existing 750 pressure zone water mains.

Pipeline Road (tie to interim Improvement) – This improvement will include approximately 7,300 feet of new roadway connecting the interim SR 169/Ravensdale Road intersection improvements and Lake Sawyer Road SE. The new roadway is proposed to be a two lane minor arterial per the City of Black Diamond Road Standards. The road section includes 30 feet of paving with vertical curbs along with a 4-to-6-foot planter strip and 6-foot sidewalk on both sides of the road. Construction of this project will include stormwater conveyance and management facilities.

Lake Sawyer / Pipeline Road Roundabout – The scope of this improvement includes a single lane roundabout at the intersection of the newly constructed Pipeline Road and Lake Sawyer Road SE.

Onsite Spine Road – The Onsite Spine Road is a street within the District, intersecting Auburn - Black Diamond Road and traversing the District in a north-south orientation. The limits of construction extend south of the District boundary by approximately 500 feet, however further extensions of the road will eventually serve all Phases of the Villages MPD to the south when the MPD is entirely built out and occupied. The Onsite Spine Road through the District will consist of a single 10-foot lane in each direction with 5-foot bike lanes. Some locations within the Onsite Spine Road also include left turn lanes and planted median islands. An 8-foot wide multi-use, hard surface, cross community trail will be constructed along the section of the Onsite Spine Road. Utilities will also be installed as part of this improvement.

Onsite Ring Road – The Onsite Ring Road connects to Auburn – Black Diamond Road and travels in a circular arc as it traverses the District properties. This road provides additional traffic capacity within the internal road network and also provides an additional point of access to the District properties for fire and safety equipment. The Onsite Ring Road will consist of a single 10-foot lane in each direction with 5-foot bike lanes and intermittent 7-foot wide parking on both sides of the road. Utilities will also be installed as part of this improvement.

Stormwater Detention Pond – The Stormwater Detention Pond is designed to detain, treat and infiltrate stormwater runoff from large portions of the District as well as other parts of The Villages MPD. In addition, the pond serves as the ultimate overflow route for all stormwater runoff from the District that is not infiltrated or detained in other facilities within the District. The pond is located near the southern edge of the District in Lot 10.

Sanitary Sewer Lift Station – The Sanitary Sewer Lift Station is being constructed to service the District as well as other portions of The Villages MPD. The Lift Station is located north of the Stormwater Detention Pond within Lot 10. At a later date, a higher capacity sewer lift station sized to service all of The Villages MPD (including the District) may be constructed in a different location. In such case, this lift station will be retired.

While the formation of Black Diamond CFD No. 2013-1 will not authorize the construction of any of these eight identified improvements, in order to be conservative, the SEPA Responsible Official has reviewed the improvements in their preliminary design phase and determined, for the reasons described below, that they are not likely to cause any adverse impacts not adequately addressed in the existing FEIS and the materials incorporated by reference herein.

The environmental impacts of the Onsite Spine Road, Onsite Ring Road, Stormwater Detention Pond, and Sanitary Sewer Lift Station improvements have previously been addressed in the FEIS and the environmental materials associated with Preliminary Plat 1A (No. PLN 11-0001) incorporated by reference herein. The remaining four of the improvements (SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection, Pipeline Road Water Main Extension, Pipeline Road, and Lake Sawyer / Pipeline Road Roundabout), however, are located outside of The Villages MPD site. The elements of the environment that may be affected by these four improvements are described below.

SR 169 / Roberts Drive / Black Diamond - Ravensdale Rd Interim Intersection Improvement

This intersection improvement is located near Ginder Creek and Mud Lake Creek. Preliminary designs indicate that the Black Diamond – Ravensdale road approach should be able to stay within existing improved areas and/or right-of-way and not impact either of those water courses. Construction will occur within SR-169 right-of-way, and WSDOT will have permitting authority, and will also be involved in SEPA review along with the City of Black Diamond. If during final design it is determined that work may occur within Ordinary High Water Mark (OHWM) or over the creek, a Hydraulic Permit Approval (HPA) may be necessary. If work occurs over or within the OHWM, construction will be restricted to occur only during times fish are not present in the creeks. No other endangered or threatened species are known to be on the site.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering the creeks. As noted above, the areas are already disturbed or improved to some degree, so there are no endangered or threatened plant species. Existing vegetation consists mostly of grasses and evergreen trees. Until final designs are prepared, it is unknown if trees will be removed. If trees are removed, replacement trees will be required per City of Black Diamond standards. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air.

After construction, the intersection will use additional energy to power the traffic signals and lights. Traffic signals will also cause an increase of fuel consumption for cars idling at red lights, which in turn generates more exhaust entering the air. Lighting the intersection for safety purposes may cause glare. However, the City has policies that require full cut-off light fixtures. If additional stormwater is generated due to additional impervious surfaces, stormwater detention and treatment will be required pursuant to standards in place at the time of permitting.

Pipeline Road Water Main Extension Improvement

The Pipeline Road Water Main extension is primarily located within the proposed road prism of the Pipeline Road Improvement, discussed further below. Portions of it are also located within Lake Sawyer Road and Roberts Drive. It is anticipated that the water main within Pipeline Road will be installed at the same time Pipeline Road itself is constructed, so any potential impacts are expected to be addressed with that construction, described in more detail below. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority.

If the pipeline were installed by itself, the following elements of the environment may be impacted. Erosion would be addressed with temporary erosion control measures and BMPs. Dust would be addressed with BMPs as well. Some removal of vegetation will occur where the pipeline is outside of the already cleared gravel mining area, or already improved roads, and the vegetation generally consists of trees, shrubs, and some grasses. Grading will not be required for this improvement, but some net export may occur due to the size of the water main. Import will only be necessary if on site soils are not suitable for construction purposes. If import is required, the amount needed and its source will be noted in future design and environmental documents provided in future permits.

After construction, if disturbed areas are not within improved roads, hydroseeding will be applied to restore soil stabilization. Areas of the water main that are within improved roads will be resurfaced with asphalt. There will be no additional impervious surfaces created within this improvement. The water main will be connected to existing water mains within Black Diamond, which will result in improved fire flow and redundancy in service.

Pipeline Road Improvement

The Pipeline Road improvement will tie into the interim intersection improvement at SR 169 and Black Diamond-Ravensdale Road. The road will traverse an area already cleared of nearly all vegetation as it has been part of an active gravel mine for several decades. The roadway includes a crossing of Rock Creek, a fish bearing stream that drains to the north into Lake Sawyer. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority. Due to the crossing of Rock Creek, a Hydraulic Permit Approval (HPA) will likely be needed; however, an existing 60 foot wide bridge could be used for crossing.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering the creek. As noted above, the area is already disturbed or improved for the most part, so there are no endangered or threatened plant

species. Where existing vegetation occurs, it consists mostly of grasses and evergreen trees. Until final designs are prepared, it is unknown if trees will be removed. If trees are removed, replacement trees will be required per City of Black Diamond standards. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air. Any areas used in the vicinity of the roadway for the purpose of maintaining or refueling equipment will be situated away from sensitive areas, and will have appropriate measures included to prevent accidental spills from causing impacts. Contractors will also have spill response plans and spill response kits on site. The amount of grading necessary will be determined with future design and review of permits. It is likely that some cut and fill will occur, but quantities cannot be determined with the current conceptual design. The amounts of cut and fill, and location of disposal or acquisition, will be noted with future design and environmental documents provided with future permits.

After construction, the road will use additional energy to power lights. Lighting the road for safety purposes may cause glare. However, the City has policies that require full cut-off light fixtures. Additional stormwater will be generated due to additional impervious surfaces, therefore new stormwater detention and treatment facilities will be required pursuant to standards in place at the time of permitting. Treated stormwater will be released to appropriate receiving bodies, such as Rock Creek, or infiltrated if possible.

Lake Sawyer / Pipeline Road Roundabout Improvement

The Lake Sawyer / Pipeline Road roundabout is a single lane roundabout provided to manage traffic flow at the intersection of Pipeline Road and Lake Sawyer Road. It is located wholly within the City of Black Diamond, who will have permit review and SEPA authority.

During construction, temporary erosion controls and BMPs will be put in place to prevent the possibility of sediments or other discharges from entering surface waters. The area consists of evergreen trees, some deciduous trees, shrubs, and grasses. Trees will be removed, and replacement trees will be required per City of Black Diamond standards. It is unknown, based on current conceptual plans, how many trees may need to be removed. Dust may be present during construction, and BMPs will be used to prevent excessive dust from entering the air. Any areas used in the vicinity of the roundabout for the purpose of maintaining or refueling equipment will be situated away from sensitive areas, and will have appropriate measures included to prevent accidental spills from causing impacts. It is likely the roundabout would be constructed concurrently with the Pipeline Road improvement, and maintenance and refueling areas should be consolidated if possible. Contractors will also have spill response plans and spill response kits on site. The amount of grading necessary will be determined with future design and review of permits. The area for the improvement is fairly flat, and it is likely that limited amounts cut and fill will occur, but quantities cannot be determined with the current conceptual design. The amounts of cut and fill, and location of disposal or acquisition, will be noted with future design and environmental documents provided with future permits.

After construction, the roundabout will use additional energy to power lights. Lighting the roundabout for safety purposes may cause glare. However, the City has policies that require full

cut-off light fixtures. Additional stormwater will be generated due to additional impervious surfaces, therefore new stormwater detention and treatment facilities will be required pursuant to standards in place at the time of permitting. Treated stormwater will be released to appropriate receiving bodies, such as Rock Creek, or infiltrated if possible.

Incorporation By Reference

The following materials are incorporated by reference in this Addendum pursuant to WAC 197-11-635:

- The Villages MPD Development Agreement dated December 12, 2011.
- MDNS issued for The Villages MPD Phase 1A Preliminary Plat dated August 31, 2012.
- The Villages MPD Phase 1A Preliminary Plat approved on December 10, 2012.
- City of Black Diamond Hearing Examiner's Decision of Approval for The Villages MPD Preliminary Plat 1A dated December 10, 2012.
- Original SEPA Checklist (2/2/11).
- Revised SEPA Checklist (4/25/12).
- Revised SEPA Checklist supplement (7/3/12).
- Results of Subsurface Exploration and Laboratory Testing Stormwater Infiltration Evaluation, Golder Associates, April 21, 2010.
- Geotechnical Report, Golder Associates, October 8, 2010.
- Geotechnical Report, Stormwater Infiltration Pond, Golder Associates, January 21, 2011.
- Drainage Report, Triad Associates, January 26, 2011 and Addendum #1 (6/28/12).
- Stormwater Monitoring and No Net Phosphorous Implementation Plan dated September 19, 2011 (Exhibit O to The Villages MPD DA).
- City's Approved Expanded Baseline Phosphorous Monitoring Plan for The Villages MPD Phase 1A Preliminary Plat dated July 19, 2013.
- The Villages and Lawson Hills Master Planned Developments Pre-Construction Stormwater Monitoring in Rock Creek and the Establishment of an Interim Baseline Phosphorous Load, Tetra Tech, July 23, 2012.
- Tree Inventory by International Forestry Consultants, Inc., January 31, 2011; Tree Inventory by S.A. Newman Firm, March 14, 2011; and Significant Tree Inventory Report by International Forestry Consultants, Inc. dated March 13, 2013.
- Traffic Impact Study, Transpo Group dated February 2011.
- Transpo's Traffic Impact Study update memo dated May 15, 2012.
- Transpo's Traffic Impact Study response memo dated June 28, 2012.
- Sensitive Area Study, Wetland Resources, Inc. (WRI) dated May 9, 2012.
- City's Approved Short-Term Construction Noise Mitigation Plan dated July 18, 2013.

As noted above, the materials incorporated by reference are available for public review at City of Black Diamond Community Development Department, 24301 Roberts Drive, Black Diamond, M-F, 8:30AM – 5:00 PM.

Pursuant to WAC 197-11-600, this Addendum does not substantially change the analysis of the significant environmental impacts and alternatives in the FEIS. Based on the analysis

summarized above, the Black Diamond CFD No. 2013-1 Petition does not trigger any probable significant adverse impacts not already discussed in that FEIS. The adopted FEIS combined with the materials incorporated by reference and this Addendum meet the City of Black Diamond's environmental review needs for the proponent's Black Diamond CFD No. 2013-1 Petition and will accompany the petition to the Black Diamond City Council.

SEPA Responsible Official: Mark Hoppen

Position/Title: City Administrator

Phone: 360-886-2560

Address: P.O. Box 599/24301 Roberts Drive, Black Diamond, WA 98010

Date: _____ **Signature:** _____

THE VILLAGES

JULY 30, 2013

REVISED SEPTEMBER 12, 2013

CFD NO. 2013-1 BOUNDARY

TRIAD PROJECT NO. 10-001

LEGAL DESCRIPTION BY METES AND BOUNDS

THAT PORTION OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15;

THENCE NORTH 01°32'55" WEST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 2,365.58 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 15;

THENCE NORTH 01°24'33" EAST ALONG THE WEST LINE OF NORTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 1,150.30 FEET TO THE CENTERLINE OF THE AUBURN-BLACK DIAMOND ROAD;

THENCE SOUTH 86°16'49" EAST ALONG SAID CENTERLINE, 257.90 FEET TO A POINT OF CURVE;

THENCE EASTERLY ALONG SAID CENTERLINE AND ON SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1432.39 FEET, THROUGH A CENTRAL ANGLE OF 10°00'00", AN ARC DISTANCE OF 250.00 FEET;

THENCE NORTH 83°43'11" EAST ALONG SAID CENTERLINE, 2,185.81 TO THE EAST LINE OF SAID NORTHWEST QUARTER OF SECTION 15;

THENCE SOUTH 00°27'27" WEST ALONG SAID EAST LINE, 1,407.90 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 15;

THENCE SOUTH 89°21'50" EAST ALONG SAID NORTH LINE, 1,956.65 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 15;

THENCE SOUTH 00°21'04" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 2,104.13 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 15;

THENCE NORTH 85°44'16" WEST ALONG SAID NORTH LINE, 654.63 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;

THENCE SOUTH 00°22'34" WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, 687.57 FEET TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 15;

THENCE NORTH 84°32'13" WEST ALONG SAID SOUTH LINE, 2,608.87 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 15;



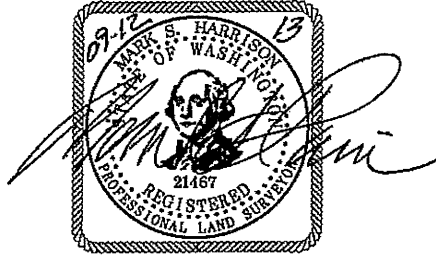
S:\PROJECTS\05336\CORRESPOND\TRIAD LEGALS\13-0912 10-001 Revised Legal
Description CFD No 2013 METES AND BOUNDS.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
425.821.8448 • 800.488.0756 • Fax 425.821.3481
www.triadassociates.net

Page 1 of 2

Land Development Consultants

THENCE NORTH 84°32'13" WEST ALONG THE SOUTH LINE OF THE SOUTHWEST
QUARTER OF SAID SECTION 15, A DISTANCE OF 2,624.07 FEET TO SAID
SOUTHWEST CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING.

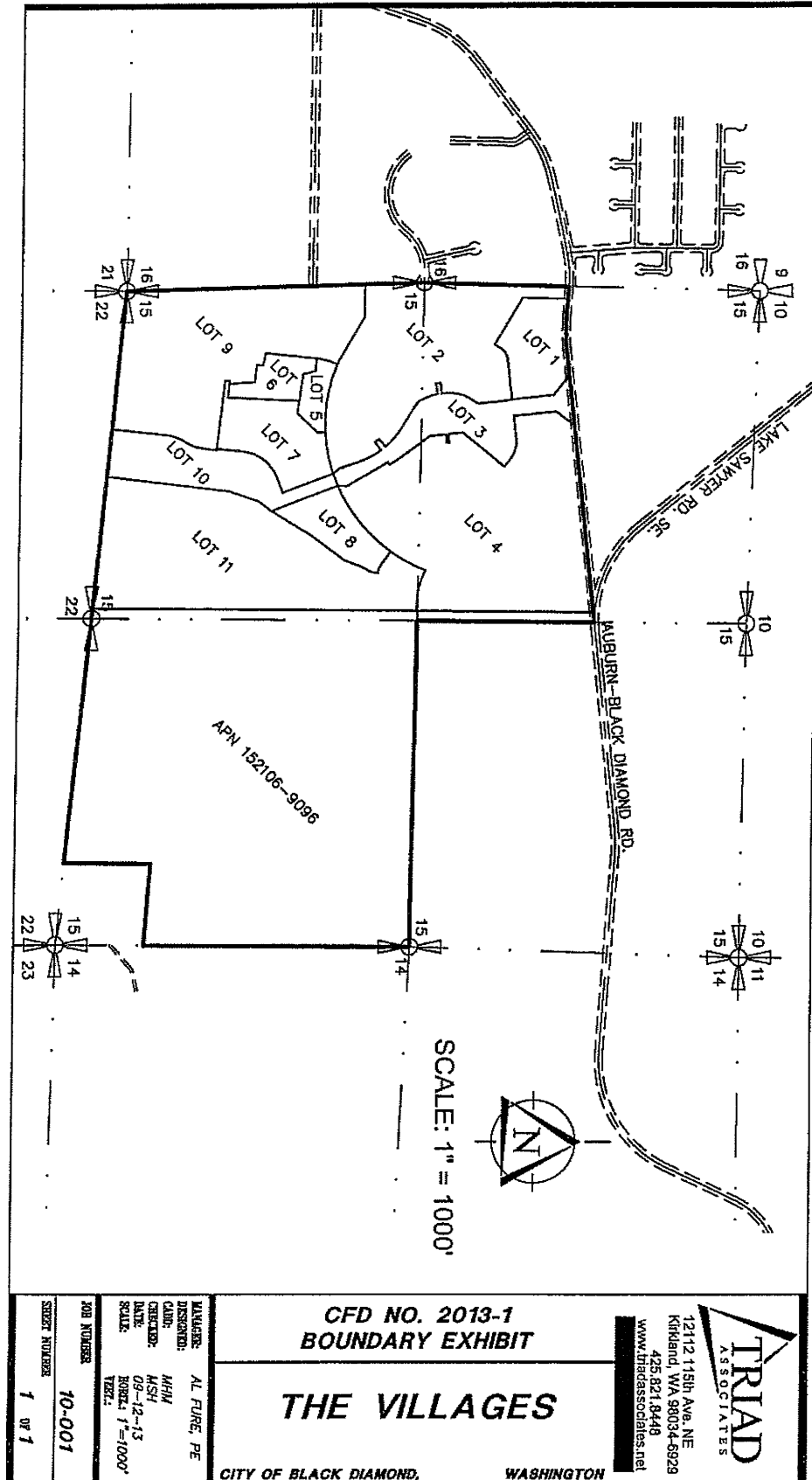
WRITTEN BY: ARJ
CHECKED BY: MSH



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Description CFD No 2013 METES AND BOUNDS.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
425.821.8448 • 800.488.0756 • Fax 425.821.3481
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Page 2 of 2

Land Development Consultants



CFD NO. 2013-1
BOUNDARY EXHIBIT

THE VILLAGES

CITY OF BLACK DIAMOND, WASHINGTON

TRIAD
ASSOCIATES
12112 115th Ave. NE
Kirkland, WA 98034-6929
425.821.8448
www.triadasociates.net

MANAGER: AL FURE, PE
DESIGNED: MHM
CADD: MSH
DATE: 09-12-13
SCALE: 1"=1000'
TEXT:

JOB NUMBER

10-001

SHEET NUMBER

1 OF 1

THE VILLAGES

CFD NO. 2013-1 BOUNDARY
LEGAL DESCRIPTION BY PARCELS

JULY 30, 2013
REVISED SEPTEMBER 12, 2013
TRIAD PROJECT NO. 10-001

LOT 1, BLACK DIAMOND BOUNDARY LINE ADJUSTMENT NO. PLN 10-0019,
ACCORDING TO THE BOUNDARY LINE ADJUSTMENT RECORDED UNDER
RECORDING NUMBER 20110426900005, RECORDS OF KING COUNTY,
WASHINGTON;

TOGETHER WITH LOTS 2 THROUGH 11, BLACK DIAMOND BOUNDARY LINE
ADJUSTMENT NO. PLN 12-0013, ACCORDING TO THE BOUNDARY LINE
ADJUSTMENT RECORDED UNDER RECORDING NUMBER 20120906900006,
RECORDS OF KING COUNTY, WASHINGTON;

AND TOGETHER WITH THE THE SOUTHEAST QUARTER OF SECTION 15,
TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

AND TOGETHER WITH THAT PORTION OF THE EAST 80 FEET OF THE WEST
HALF OF SAID SECTION 15 LYING SOUTHERLY OF THE AUBURN-BLACK
DIAMOND ROAD;

EXCEPT THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE
SOUTHEAST QUARTER OF SAID SECTION 15.

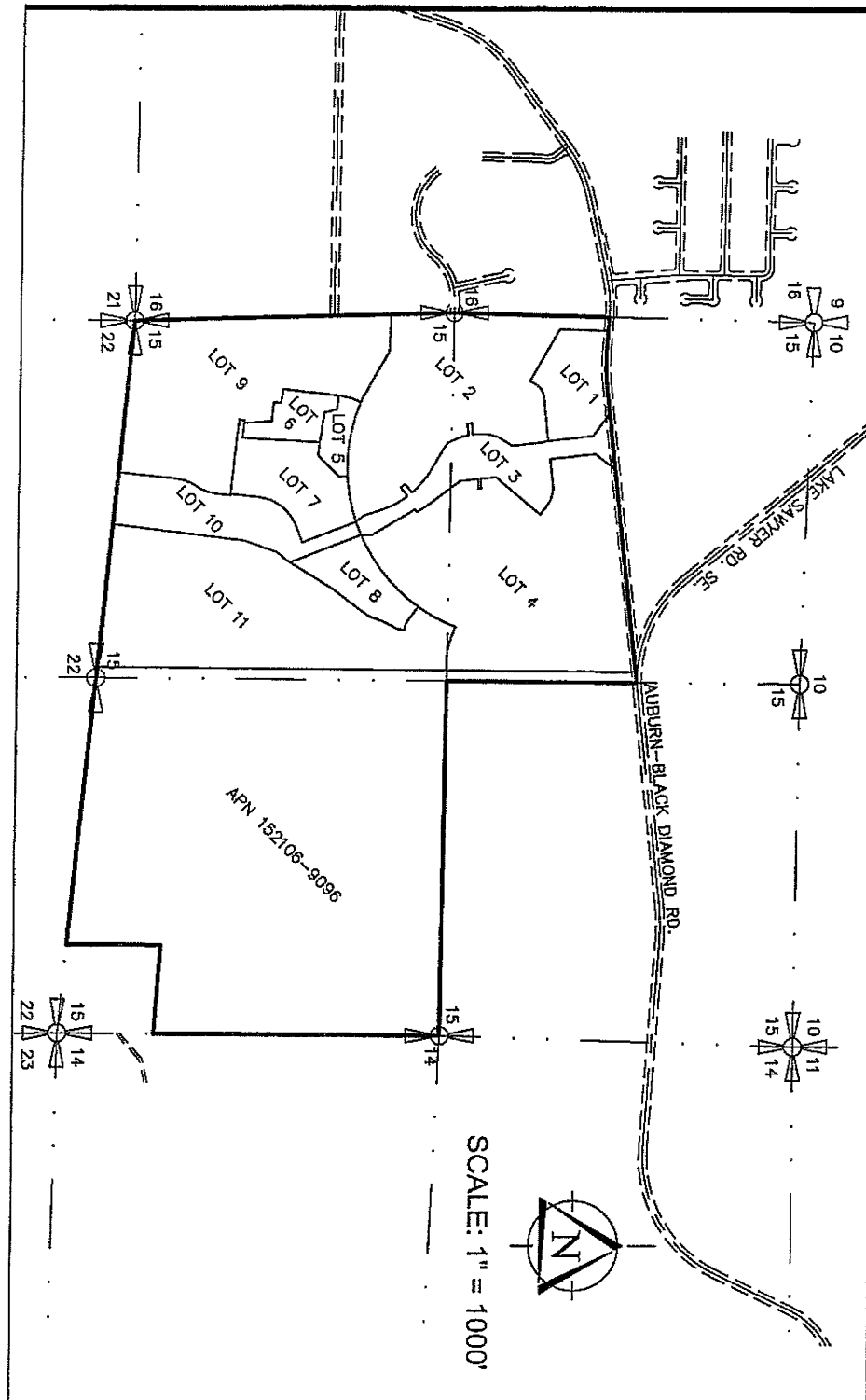
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CHECKED BY: MSH



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Description-Phase 1-CFD-A.doc
12112 115th Avenue NE Kirkland, Washington 98034-9623
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Page 1 of 1

Land Development Consultants



<p>CFD NO. 2013-1 BOUNDARY EXHIBIT</p>		<p>THE VILLAGES</p>	
<p>MANAGER: AL FURE, PE DISSEMINATED: MSH CLERK: MSH CHECKED: MSH DATE: 09-12-13 SCALE: HORIZ. 1"=1000' VERT.:</p>		<p>12112 115th Ave. NE Kirkland, WA 98034-6929 425.821.8448 www.linedassociates.net</p>	
<p>JOB NUMBER 10-001</p>		<p>CITY OF BLACK DIAMOND, WASHINGTON</p>	
<p>SHEET NUMBER 1 OF 1</p>			