



CITY OF BLACK DIAMOND

Interoffice Memorandum

TO: BLACK DIAMOND PLANNING COMMISSION
FROM: BARB KINCAID, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: PRELIMINARY COMPREHENSIVE PLAN DOCKET FOR 2019 ANNUAL AMENDMENTS
DATE: SEPTEMBER 10, 2019

The Growth Management Act (GMA) generally limits amendments to the comprehensive to once a year.¹ Any interested person may submit an application for an amendment to the comprehensive plan. Applications must be submitted to the Community Development Director by March 1st of the current calendar year to be considered during that year's amendment process.

A comprehensive plan amendment is processed as a Type 5, Legislative action. The process to amend the Comprehensive Plan includes the following steps:

- Preparation of a preliminary docket
- Planning Commission hearing on the preliminary docket
- City Council adoption of a final docket
- Planning Commission hearing on the proposed amendments on the final docket
- City Council action on the proposed amendments

Preliminary Docket

September- October
2019

City Council action

December 2019

Final Docket

November-December
2019

¹ The initial adoption of subarea plans, shoreline master program amendments and capital facilities element amendments adopted with city budget amendments may be considered out the one-annual amendment cycle.

The City received one comprehensive plan amendment application but it was subsequently withdrawn. Therefore, the preliminary docket contains only items that have been identified by staff as needing attention. Some of them are merely Scribner’s errors that occurred during final formatting of the recently adopted periodic amendments. Others represent items that came up during the periodic update but did not make it into the final adopted docket due to time constraints.

The preliminary docket presented below represents those items the Community Development Director believes should be placed on the final docket for consideration during this 2019 annual amendment process. The docket includes both text and mapping amendments. Exhibits have been attached to further illustrate changes proposed to the adopted Comprehensive Plan Future Land Use Map and one of the tables in the Transportation Appendix.

2019 Preliminary Docket for proposed Comprehensive Plan Amendments

PROPOSED AMENDMENTS	COMMENTS
Parks, Recreation, Trails and Open Space (PRT0) Element, Chapter 3	
<ul style="list-style-type: none">Policy PRT0-9: Promote wildlife and habitat conservation through the acquisition and preservation of important natural areas as Treasured Places.Policy PRT0-10: Encourage health lifestyles by providing a variety of opportunities for physical exercise.Policy PRT0-11: Enforce the Level of Service (LOS) standards from the City’s adopted Parks and Recreation Plan.	PRT0 Policies 9-11 were inadvertently deleted during formatting and should be replaced.
Add the following statement in the Parks, Recreation, Trails and Open Space (PRT0) Element, Chapter 3, Section 3.2 Planning Framework: Title II of the Americans with Disabilities Act (ADA): The City of Black Diamond is committed to providing equal access under the ADA for its parks, recreational and trails system.	This statement was inadvertently deleted during formatting and should be replaced.
Natural Environment (NE) Element, Chapter 4	
Add the following Policy in the Natural Environment (NE) Element, Chapter 4: <ul style="list-style-type: none">Policy NE-21: Use LID (low impact development) techniques to manage stormwater runoff.	Policy was inadvertently deleted during formatting and should be replaced.
Transportation Element, Chapter 7	
Add bullets to Policy T-14 Character of the City Policy to include:	This would support the character of historic areas and makes sense because

<ul style="list-style-type: none">Implementing separate road standards for older, historic areas within the city to preserve the character of the neighborhood and enhance multiple modes of transportation.	the existing pattern of development is inconsistent with current road standards.
Appendix 7, Transportation	
<p>Revise language in in the Roadway Improvements section as follows (bold text is new/strikethrough text is deleted).</p> <p><u>WSDOT & SR169</u> WSDOT has jurisdiction over SR 169 through the city. WSDOT has not completed a route development plan for the SR-169 corridor and therefore transportation demand modeling and the state’s Regional Transportation Plan does not assume widening of SR 169 at this time. The analysis in this plan does not assume the widening of SR-169. However, the City is taking a proactive approach by seeking additional right of way through dedication upon major development or redevelopment where right of way width along SR-169 is less than 100 feet. Additionally, the City is working on access management along SR-169 and is coordinating with WSDOT and the master planned developer to plan for and build necessary roadway improvements consistent with the development triggers in the MPD Development Agreement (DA). These improvements will be designed to add capacity in the SR-169 corridor.</p> <p>Within the city, WSDOT has proposed minor widening to allow for a two-way left turn lane north of the historic core of the city and a truck climbing lane south of Green Valley Road. For purposes of this plan, the City is assuming a 3-lane section for SR-169 through the old town area and through the north commercial area, with potential widening at intersections to accommodate turn lanes. The City is also planning long term for further widening (4 or 5 lanes north of Roberts Drive to the City’s future north connector and is seeking additional right of way through dedication upon major development or redevelopment where the right of way width is less than 100 feet.</p>	<p>PSRC commented that the statement, as adopted, should be revised.</p>

<p>Add the following language in the Transportation Appendix under the Transportation Improvement Recommendations Chapter, so the last sentence in the Arterial and Collector Roadway Improvements section reads “New arterial and collector roads include: Pipeline Road, Annexation Road, Lake Sawyer Extension, Lawson Connector, South Connector, Southeast Loop Connector or Southeast Loop Connector Alternative, and North Connector (amendment in bold text).”</p> <p>And change the last sentence in this section to read, “Other new facilities are proposed to improve circulation such as the Southeast Loop Connector. The Southeast Loop Connector Alternative is a functionally equivalent roadway alternative to the Southeast Loop Connector, both of which provide secondary access to the Lawson Hills MPD and improve circulation through the City (amendment in bold text)”.</p>	<p>The Southeast Loop Connector Alternative should be added for consideration because it is not yet known which roadway will be feasible for Lawson Hills MPD.</p>
<p>Amend Table 0-9, Transportation Capacity Adding Projects (2022-2035) in Transportation Appendix as shown in the attached Exhibit A to include a SE Loop Connector Alternative.</p>	
<p>Amend Figure 5-2 in Chapter 5.19 Future Land Use Map as shown in attached to correct Scribner’s errors.</p>	<p>These were notice during review of the Zoning Map change and must be corrected.</p>

Exhibit A: Table 0-9: proposed amendment shown in bold text (last cell of document).

Table 0-9. Transportation Capacity Adding Projects (2022-2035)

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

SR 169 Roundabout improvements at BD Ravensdale Road / Pipeline Rd.		Roundabout improvements which could include slip lanes or upgrade to a two-lane roundabout	Within 7 to 20 years	Future Developers
A8, South Connector	South Connector	A new east west collector in south Black Diamond connecting SR 169 to southwest Black Diamond	Within 7 to 20 years	\$7,560,000 Future Developers potentially with City and grant funds
A9, SE Loop connector	SE Loop Connector	Construct a new collector street from Lawson Hills MPD to SR 169 for a second connection	Within 7 to 20 years	\$7,125,000 Future Developers potentially with City and grant funds
Widen SR 169 From Roberts Drive to north City limits		Widen SR 169 to 4 lanes from Roberts Drive to north City limits.	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / RR Ave / SE Loop Connector	SR 169 / Jones Lake Road / SE Loop Connector	Signal or roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
SE 288 th Street & 232 nd Ave SE		Channelization improvements	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / South Connector		Roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	Future Developers potentially with City and grant funds
North Connector & Roberts Drive		Roundabout or maybe a signal	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / Baker Street & 169/ Lawson Street	Intersection improvements for Lawson Street and Baker Street with SR 169.	One roundabout or two signals. Right of Way needed.	Within 7 to 20 years	\$1,260,000
SE Auburn Black Diamond Road / Morgan Street	Roberts Drive & Morgan Street Intersection	Roundabout or maybe a Signal	Within 7 to 20 years	
SE 288th Street & 232nd Ave SE		Channelization Improvements.	Within 7 to 20 years	\$630,000
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	

North South Connector & Roberts Drive		Roundabout or maybe a signal.	Within 7 to 20 years	\$630,000	
North South Connector & Morgan Street		Roundabout or signal	Within 7 to 20 years	\$630,000	
SE Loop Connector Alternative		An alternative to the SE Loop Connector. Provides a second connection to the Lawson Hills MPD via a new roadway and intersection extending easterly from Lawson Street located northerly of the future Lawson Parkway.	Within 7 years unless triggered earlier by the Lawson Hills MPD unit count.	\$3,800,000	

Planning Commision
9/10/2019

City of Black Diamond
Figure 5-2
FUTURE LAND USE MAP

Proposed Ammendments:

1. Scribners Error: Neighborhood Comm > Community Comm
2. Scribners Error: Unzoned > Low Density Residential
3. Scribners Error: PUB > Low Density Residential
4. Receiving TDR Layer has been removed

#3

Before

#1

#2

Legend

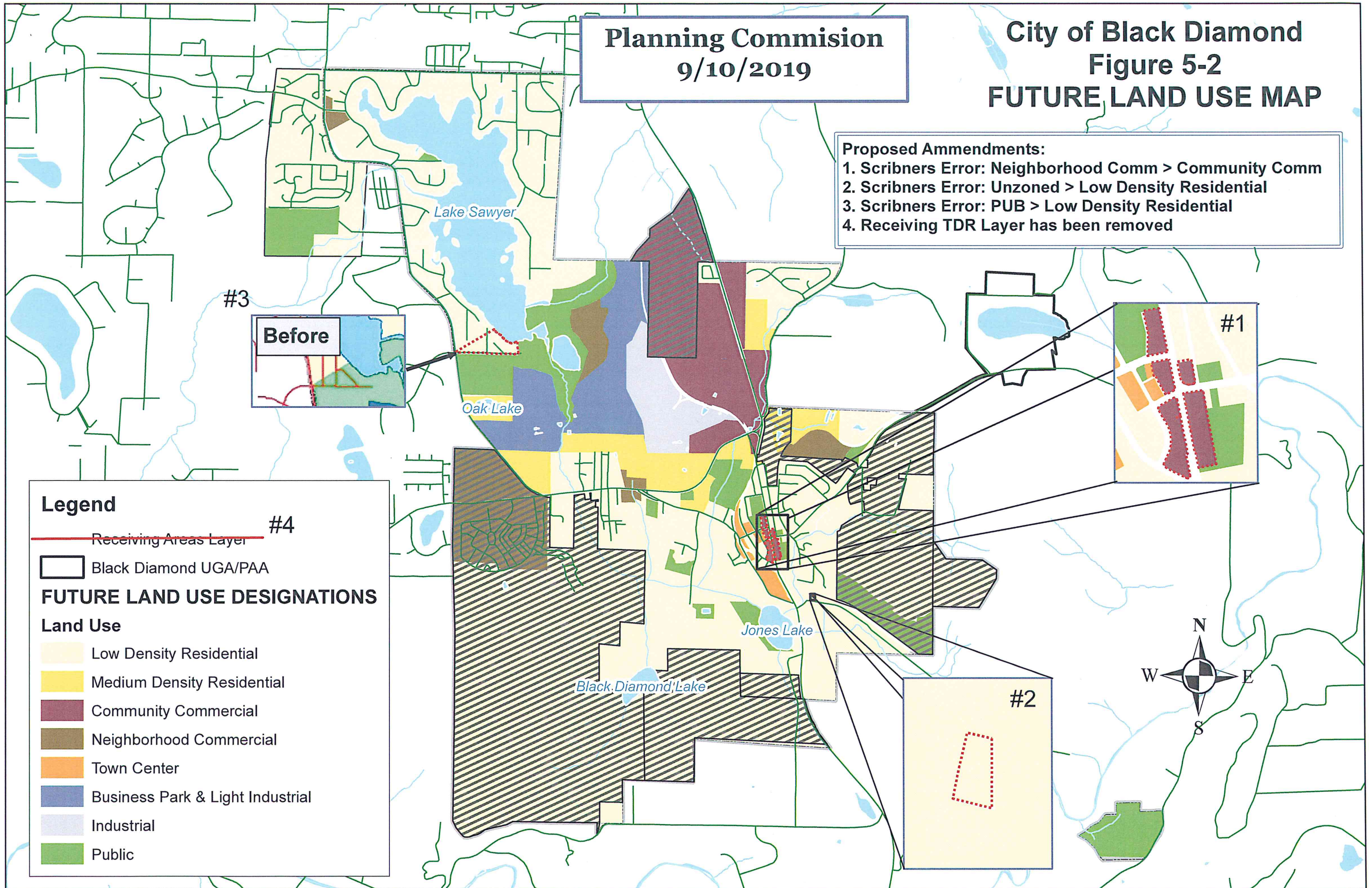
~~Receiving Areas Layer~~ #4

Black Diamond UGA/PAA

FUTURE LAND USE DESIGNATIONS

Land Use

- Low Density Residential
- Medium Density Residential
- Community Commercial
- Neighborhood Commercial
- Town Center
- Business Park & Light Industrial
- Industrial
- Public



Planning Commission
9/10/2019

City of Black Diamond
Future 5-2
FUTURE LAND USE MAP

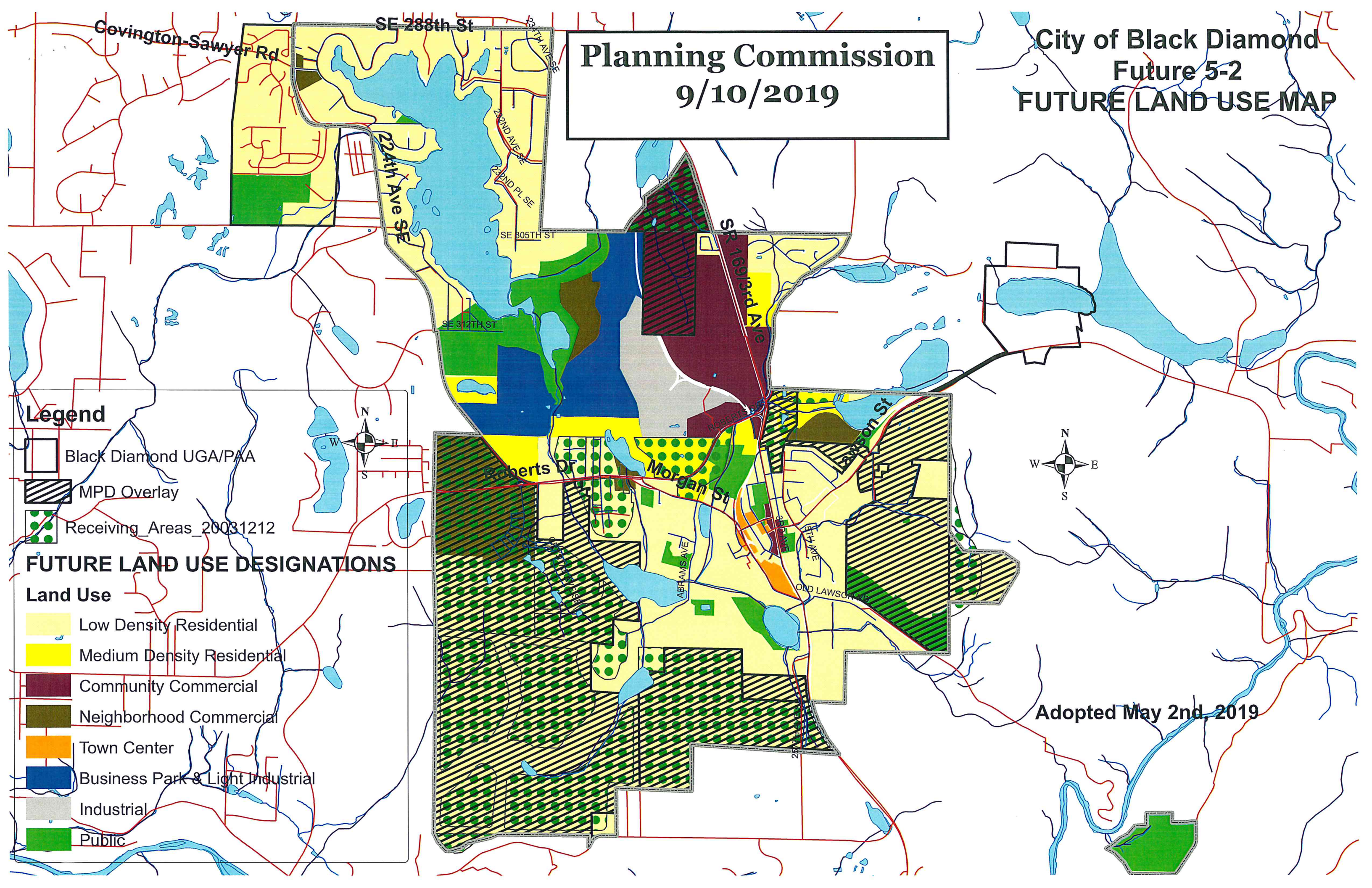
Legend

- Black Diamond UGA/PAA
- MPD Overlay
- Receiving Areas_20031212

FUTURE LAND USE DESIGNATIONS


Land Use

- Low Density Residential
- Medium Density Residential
- Community Commercial
- Neighborhood Commercial
- Town Center
- Business Park & Light Industrial
- Industrial
- Public



Adopted May 2nd, 2019

Planning Commission 9/10/2019

 Proposed Changes for 09/2019

PARCELS TO BE AFFECTED

- #1 - Change from R4 to MDR8
Parcel Number(s):
1021069010

- #2 - Change from B/IP to MDR8
Parcel Number(s):
1521069110
1521069112
1521069113
1521069114
1521069115

- #3 - Change from B/IP to MDR8
Parcel Number(s):
1021069111

- #4 - Change from R4 to NC
Parcel Number(s):
1021069103
1021069105

- #5 - Change from B/IP to CC
Parcel Number(s):
1121069008

- #6 - Change from R4 to NC
Parcel Number(s):
1121069020
1121069112
1121069113
1121069114
1221069049

- #7 - Change from MPD to PUB
Parcel Number(s):
1321069017

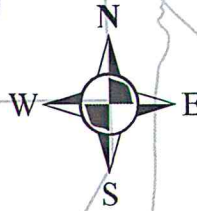
- #8 - Change from Unzoned to R4
Parcel Number(s):
1421069158



City of Black Diamond Zoning

-  Business Park and Light Industrial (B/IP)
-  Community Commercial (CC)
-  Industrial (I)
-  Medium Density Residential (MDR8)
-  Master Planned Development (MPD)
-  Neighborhood Commercial (NC)
-  Public (PUB)
-  Single Family Residential (R4)
-  Single Family Residential (R6)
-  Town Center (TC)

-  City Limits
-  Black Diamond UGA/PAA
-  Water-Bodies
-  Streams





City of Black Diamond Zoning

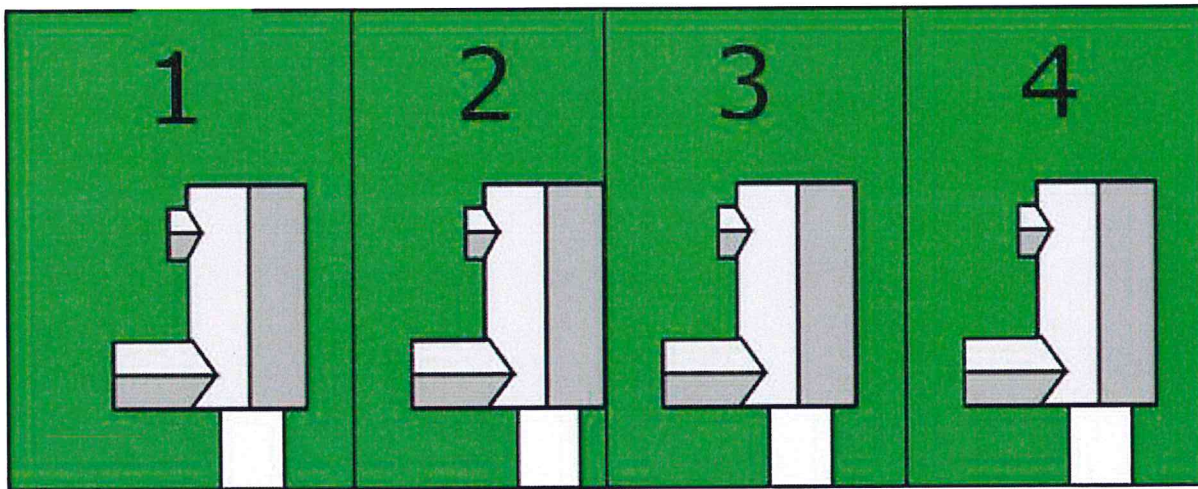
- Business Park and Light Industrial (B/IP)
- Community Commercial (CC)
- Industrial (I)
- Medium Density Residential (MDR8)
- Master Planned Development (MPD)
- Neighborhood Commercial (NC)
- Public (PUB)
- Single Family Residential (R4)
- Single Family Residential (R6)
- Town Center (TC)

- City Limits
- Black Diamond UGA/PAA
- Water-Bodies
- Streams

Adopted : (Pending Council Approval)
Data: King County, Washington Department of Natural Resources, and City of Black Diamond
NAD_1983_HARN_StatePlane_Washington_North_FIPS_4601_Feet
S:\ARCGIS Data\Planning\Zoning\Zoning_08302019.shp

ZERO LOT LINES

There is a very special home type that has what we call a zero lot line. In this style, we ask you to first think of a row of houses in a neighborhood. Each one has a small side yard on each side of it with a fence running along serving as the property line. Basically between each house you have two side yards (the right hand side yard of the first house, then the fence, then the left hand side yard of the second house). Ok, now picture one of those side yards being squeezed out of the picture. In a zero lot line building style, your buffer zone between houses gets reduced. Instead of having two side yards meeting at a fenceline, one of the houses actually becomes that fenceline.



In the illustration above, the first house (House #1) has a left hand side yard, but not one on the right. Their neighbor (House #2) has a left side yard. So instead of two yards meeting at the fence, the first house itself actually becomes the boundary line. House #2 also has a left side yard, but none on the right. House #1 and House #2 both have boundary lines that are basically the side of their house. Because the boundary of the lot is actually the side wall of the home, they are said to have zero lots lines. This can create some complicated situations between neighbors.

What if the first owner (House #1) wants to paint the outside of their home? In order to repair or update any element of their own house, House #1 would have to get permission to be on the property of their neighbor (House #2). They cannot make any changes to anything except their own structure and any paint or debris from the work

would have to be removed from the second owner's yard. Homeowner's associations or deed restrictions may clarify the first owner's right to access if there is a dispute.

What if the owners of House #2 want to put up a wrought iron fence along their left side yard? They should be able to do that (always wise to check with the HOA and any deed restrictions before tackling such a project) and they have unrestricted use of all of the yard and space up to a few millimeters from their neighbor's house (House #1). There is literally zero space between the space they own and the neighbor's house. Because there is zero space, we get the name zero lot line. It's important to note though, that they can't touch the house itself. If the act of putting up the iron fencing damages the house on the left (House #1), the owner on the right (House #2) would have to pay for that damage.

In the above scenario, if the owner of House #2 puts up this fence and then the owner of House #1 decides they want to paint the outside of their house, but can't access their house due to the fencing, what happens then? In this case, if something is obstructing the owner of House #1's ability to access their property, they could pay to have that fence removed, but then would have to pay to have it put back exactly as it was prior to that.

image courtesy of [cogdogblog](#)