



Staff Report and Recommendations to the Planning Commission

2021 Comprehensive Plan Preliminary Docket

CITY OF BLACK DIAMOND

Mona Davis | Community Development Director | April 28, 2021

Introduction

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

Overview of 2021 Docket Process

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

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

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

¹ BDMC 16.10.130(C).

² BDMC 16.10.130(B).

³ BDMC 16.10.140(A).

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

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

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

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

- Note: The fact that an item is included on the final docket does not mean that the item will result in any changes to the Comprehensive Plan or development regulations. (BDMC 16.10.190.) Rather, it is a commitment by the City to study the requested amendment during the annual review cycle.

Once the City Council has established the final docket, the items on the docket will be studied by City staff and the Planning Commission over a series of months, with meetings and public hearings convened to receive public testimony and deliberate on

⁴ BDMC 16.10.140(B).

⁵ BDMC 16.10.160.

⁶ BDMC 16.10.170, 16.10.230.

⁷ BDMC 16.10.230.

each of the docketed items.⁸ These deliberations include careful consideration of the impacts of the proposed amendments on long-term planning goals and potential environmental impacts.

When the Planning Commission has completed its review of the docketed items, it will transmit a report to the City Council with a list of recommended amendments to the Comprehensive Plan and/or development regulations for final adoption.⁹ The Director will also prepare a SEPA determination for the recommended amendments.¹⁰ The City Council will then deliberate on the Planning Commission's recommendations and vote in a public meeting to adopt, reject, or modify the proposed amendments, as required by BDMC 16.10.120(A) and 16.10.230.

A tentative schedule for finalizing the docket and considering the docketed items is set forth at the end of this report.

Proposed Amendments for 2021 Docket

Each of the items on the preliminary docket of proposed 2021 amendments to the Black Diamond Comprehensive Plan is described below. For ease of reference, a Summary of all City staff recommendations begins on page 25 of this report.

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

Requestors:

This amendment is requested by Duane Garcia, Mike England, William Bryant, Gary Davis, Philip Acosta, Angela Fettig, and Kelley Sauskojus.

Description

The requestors of this amendment ask that the FLUM in the 2019 Comprehensive Plan be replaced with the FLUM from the 2009 Comprehensive Plan. The requestors contend that the 2019 FLUM is not consistent with the text of the Comprehensive Plan and creates "significant excess development capacity." Requestors express concern that the growth potential reflected in the 2019 FLUM goes beyond regional growth targets and/or what the City's infrastructure, public services, and natural environment can support. Requestors believe the 2009 version of the FLUM is better aligned with City capacity for transportation and provision of services and is more in keeping with their objectives for preserving wildlife habitat and a small-town feel.

⁸ BDMC 16.10.120(A).

⁹ BDMC 16.10.210.

¹⁰ BDMC 16.10.200.

Recommendation

The 2019 update to the Comprehensive Plan included revisions to the land use designations of eight areas on the FLUM. One or more of these 2019 revisions to the FLUM have been a source of significant concern for a number of residents. The 2019 revisions also created several inconsistencies with the City's current zoning code – inconsistencies which have yet to be resolved. Consistency between the Comprehensive Plan text, maps, and zoning code is a requirement of the GMA.

City staff believe it is imperative to revisit the changes to the FLUM that were adopted in 2019 and to reconsider whether and how the FLUM can be revised to better harmonize with the zoning code. There are numerous potential outcomes that could result from the Planning Commission and City Council's reconsideration of the 2019 FLUM. The FLUM could be reverted to the form in which it existed in 2009, as the requestors desire. It is also possible that work on the Housing Action Plan and Housing Element could suggest other potential revisions to the FLUM that might better meet the City's housing objectives and desired growth patterns than either the 2009 or 2019 FLUM. The zoning code should also be carefully reviewed and possibly updated for consistency with any changes to the FLUM. (See Item #2021-03, below.)

Regardless of what form any changes to the FLUM and/or zoning regulations might take, these issues will require extensive analysis and opportunities for public participation before final recommendations can be reached. Although this item is certain to consume a substantial amount of resources and time for City staff and the Planning Commission, staff believe the efforts are urgently needed to ensure that the City has a solid foundation for future land use planning and growth management consistent with the GMA. **City staff recommend that Item #2021-01 be included on the final 2021 Docket, but with the description broadened as follows: "Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code."**

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

Requestor

This item is requested by CCD Black Diamond Partners LLC ("Oakpointe").

Description

Oakpointe requests text and map amendments to the Comprehensive Plan to include an alternative route alignment to the Southeast Loop Connector road currently depicted in

the Transportation element. The proposed alternative route would connect the Lawson Hills MPD to Lawson Street rather than connecting the Lawson Hills MPD to SR-169. The proposed amendments would modify text in the Transportation Appendix – specifically, pages 10, 19, and 25 of Appendix 7, as well a map (2035 Roadway Network Concept) shown on page 47 in Figure 7-4.

Oakpointe makes this request to create additional options for road alignment and construction, given the potential environmental impacts, steep hillside topography, and extensive acquisitions of third-party parcels associated with the SE Loop Connector routing presently depicted in the Comprehensive Plan. The amendment is proposed because the alternative alignment likely involves fewer impacts, less cost, and reduced right-of-way acquisition requirements. It does not preclude development of the existing SE Loop Connector, but provides an option for a secondary access route to the Lawson Hills MPD. A final decision as to which option to construct would not be made until the SE Loop Connector road is needed.

For further explanation of Oakpointe’s proposed alternative route and how it might reduce impacts as compared to the route presently shown in Appendix 7, please refer to the attachments to this Staff Report. The attachments also detail Oakpointe’s view of how the proposed amendments would be consistent with other relevant portions of the Comprehensive Plan.

Recommendation

This is a privately initiated request by a property owner for a Comprehensive Plan amendment related to a site-specific development proposal. In support of its application, Oakpointe has submitted all of the materials required by BDMC 16.10.050.¹¹

The current Comprehensive Plan identifies the SE Loop Connector as a future transportation improvement. This road is depicted as extending from the Lawson Hills MPD to SR-169. The language in Appendix 7 makes it clear that the routing depicted therein is not settled and that “alternative road alignments may be considered.” The intent behind including a preliminary alignment concept in Appendix 7 was “to show a basic route,” while expressly mentioning that “exact locations will be determined after engineering and environmental review.” Staff believe that any proposed alternative that

¹¹ The application materials consist of the City’s Master Application Form, a cover letter accompanying a project narrative, a description of the purpose of the requested amendments, an explanation of the proposal’s consistency with the Comprehensive Plan and GMA, and an analysis of the evaluation criteria listed in BDMC 16.10.220 for approval of the amendments. Also included in Oakpointe’s application are the proposed text changes in “bill” format (redlines). Additionally, the application includes a completed SEPA checklist and supplemental sheet for nonproject actions, a sensitive areas identification form, a memo from Transpo Group analyzing potential transportation impacts from the proposed amendments, with supporting LOS worksheets, and the application fee of \$2,734.00.

would minimize environmental impacts, reduce the need to modify the natural topography, and create fewer third-party disturbances is worth careful consideration, even if the requested amendment is not ultimately approved. **City staff recommend that Item #2021-02 be included on the final 2021 Docket.**

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

Requestor

This item was suggested by Community Development Director Mona Davis following numerous discussions with residents about the 2019 FLUM.

Description

As noted in connection with Item #2021-01, the City's zoning regulations are not fully consistent with the FLUM in the 2019 Comprehensive Plan. The GMA requires that comprehensive plans and their implementing development regulations be consistent. The City needs to carefully review its zoning and consider potential updates to the FLUM and development regulations in a holistic manner to achieve consistency and to promote sound land use planning practices.

Recommendation

City staff believe it is important that concerns raised by some residents about the 2019 FLUM be carefully reconsidered. It is possible that the 2019 FLUM does not represent ideal patterns for residential and commercial development – either by providing more capacity than is necessary, or by locating that capacity in the wrong areas. The City is also mindful of the need to bring City planning policies and regulations into closer alignment with the PSRC's regional planning goals, growth targets, and VISION 2040. Adjustments to the FLUM may be needed to encourage long-term alignment between the City's expected growth and regional planning policies.

It's also possible that portions of the FLUM and Land Use chapter need to be revisited to ensure that there is adequate capacity for development of a balanced mix of housing that will be affordable to residents and potential residents across the socio-economic spectrum. The FLUM and zoning code should reflect the City Council's strong policy of ensuring that Black Diamond is, and remains, a welcome and inclusive community for all, not just for those in higher income brackets.

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

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

Requestor

This item was suggested by Community Development Director Mona Davis.

Description

The City is currently working with its consultant, Blueline, to finalize the 2021 Housing Action Plan. This Plan started with data collected from a citywide housing needs assessment survey conducted by Blueline. Blueline's work incorporates this survey data into an overall plan that reflects realistic residential growth targets and provides insights into how the City can provide for the mix of housing that is likely to meet the needs of current and future populations. The Housing Action Plan creates three strategic objectives for meeting future housing needs in the City: (1) monitoring housing needs and demographic shifts as the City continues to grow; (2) increasing housing diversity while preventing displacement of current residents and preserving small-town feel; and (3) creating opportunity for investment in more housing for lower income brackets.

The Housing Action Plan is scheduled to be completed and ready for City Council consideration in June 2021. The Housing Action plan should then inform the Planning Commission and City Council's consideration of potential changes to the Housing element of the Comprehensive Plan.

Recommendation

The objectives and proposed action items from the Housing Action Plan should be harmonized with the Housing element of the Comprehensive Plan. City staff recommend that Item #2021-04 be included on the final 2021 Docket.

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

Requestor

This item was suggested by Community Development Director Mona Davis.

Description

The City is currently working to complete the Parks, Recreation, & Open Space Plan (PROS Plan) by year end. This work includes a survey that will be sent out to seek input from residents. The PROS Plan is intended to assess the City's current inventory of parks

and recreation property and facilities and will provide an evaluation of how those facilities may need to be expanded and improved to meet the needs and preferences of current and future residents of the City. The Parks element of the Comprehensive Plan should be updated to reflect the key findings and action items from the PROS Plan, once it is completed.

Recommendation

The objectives and proposed action items from the PROS Plan should be incorporated into the Parks element of the Comprehensive Plan. **City staff recommend that Item #2021-05 be included on the final 2021 Docket.**

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

Requestor

Studying these amendments to the City's development regulations and Comprehensive Plan was requested by multiple members of the City Council.

Description

The BDMC currently prohibits the siting and operation of marijuana businesses in the City. BDMC 20.08 and 20.04. In looking for ways to expand the City's revenue streams, several members of the City Council have suggested looking at repealing the prohibition on marijuana businesses so that the City may collect local sales tax and a share of the state excise tax on the revenues of marijuana-based businesses. This change could potentially diversify City revenue sources beyond its current, heavy reliance on property tax and development-related sales tax and REET – the latter of which may not be sustainable over the long run.

In addition to possibly repealing BDMC Chapters 20.04 (which is now functionally obsolete due to changes in state laws) and 20.08 (which prohibits siting and operation of marijuana businesses), the City would need to undertake an analysis of where such businesses realistically could be sited under state statutes establishing buffers around certain types of establishments such as schools, parks, and churches. Changes to the Land Use element and City zoning regulations could be required in order to facilitate the siting of viable marijuana businesses within the City.

Recommendation

Diversifying the City's tax revenues with reliable new income streams has been declared a high priority by the City Council and the Mayor. Other cities in the region have

received significant tax revenue flowing from marijuana business—revenue that the City is currently unable to collect due to the prohibitions in BDMC Chapters 20.08 and 20.04. Receiving public comment on the desirability of allowing marijuana businesses to be operated in the City, and careful consideration of where such businesses should be located if the prohibitions were repealed, would be a valuable exercise, as would the simultaneous review of potential land use changes that would be necessary to facilitate the siting of viable marijuana businesses in the City. The policy analysis and public engagement process required for this docket item would require substantial staffing resources to manage, but City staff understands that the Council considers this to be a priority item. Accordingly, **City staff recommend that Item #2021-06 be included on the final 2021 Docket.**

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

Requestor

This item was requested by the Planning Commission.

Description

Housing affordability and accommodation of multi-generational households continues to be a pressing issue for the City. Accessory dwelling units (ADUs) are viewed as one means of increasing the stock of affordable housing options and an important way to allow multiple generations to live together on the same property without being under one roof. The Planning Commission has requested to review development regulations governing ADUs for possible updates.

Short-term rental properties, as exemplified by AirBnB, present other challenges. The Planning Commission has suggested that the City consider options for regulating the use of residential properties for short-term rentals (under 30 days) so as to minimize the problems that can arise from such activities.

Recommendation

City staff recommends that this item be the subject of further discussion by the Planning Commission at its public hearing on the preliminary docket on May 11, 2021, to better define the nature of proposed amendments. City staff further recommends that if the Planning Commission decides to recommend inclusion of Item #2021-07 on the final 2021 Docket, it should be combined with consideration of Item #2021-04, which also addresses changes to the Housing chapter.

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

Requestor

This item was requested by Bob Stuart.

Description

The requestor asks to add a new policy to the Natural Environment chapter of the Comprehensive Plan:

New Policy NE-41: Conduct an ecological inventory of natural areas within the City and propose changes to land uses and regulations to preserve the functions and values of these natural areas. The inventory and proposed actions shall be presented to the Planning Commission for review and action by the City Council in 2022.

The requestor supports his request with the following rationale:

Black Diamond faces an incredible challenge in balancing its future between small town in a natural surrounding and potential development capacity. If not managed more carefully, it will simply be another case of, “you don’t know what you’ve got ‘til it’s gone.” People have already noticed significant change in the type and location of wildlife, and the amount and vegetation of natural space.

The City should study remaining undeveloped land and its: ecosystem value; restoration potential; and open space potential. The study should also include: an evaluation of different ways new development could add conservation and open space, and whether existing zoning should be changed to encourage conservation of remaining open space.

Recommendation

This request does not propose a policy change for the Comprehensive Plan, but rather would require staff to undertake a one-time action – namely the completion of an “ecological inventory” and presentation of that inventory to the Planning Commission and City Council in 2022. The Comprehensive Plan is a planning document that is supposed to guide the City’s implementation of more detailed development regulations to manage growth. While completion of an inventory of the City’s natural areas and ecological assets (such as lakes, wetlands, and wildlife habitat) could be a valuable exercise, a directive to conduct such an inventory and present it to the Council the following year is not appropriate for inclusion in the Comprehensive Plan.

It should be noted, however, that the City is currently completing its Parks, Recreation & Open Space Plan (PROS Plan), which will, in part, analyze the City's existing open space, including natural areas. See Item #2021-05, above. This PROS Plan will be used to evaluate any long-term policy changes that should be made to the Comprehensive Plan so that it can serve as a long-term guide for preserving City open space for the benefit of current and future residents. It is also important to note that the City Council has just approved changes to the City's critical areas ordinance (BDMC 19.10) to improve environmental protection standards and incorporate recent revisions to state and federal law. In light of budgetary and staffing limitations for overseeing the creation of a separate "ecological inventory," and in light of other efforts already underway to review the City's open space assets, **City staff do not recommend that Item #2021-08 be included in the final 2021 Docket.**

However, if the requestor believes that the PROS Plan does not fulfill the objectives of this preliminary docket item, he is encouraged to propose that the City Council allocate funds in the 2022 budget for conducting an ecological inventory that could form the basis for further review and consideration of Comprehensive Plan amendments in 2022 of a subsequent year if approved for that year's docket.

#2021-09: AMEND THE LAND USE CHAPTER TO ADD A NEW ZONING CATEGORY OF "MINERAL AND RESOURCE EXTRACTION"

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to include a new zoning classification of "Mineral and Resource Extraction."

Recommendation

Requestor provided no justification or rationale for this change to the Comprehensive Plan or zoning code. Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and limited staffing resources available, **City staff do not recommend that Item #2021-09 be included on the final 2021 Docket.**

#2021-10: AMEND THE LAND USE CHAPTER TO ADD A NEW ZONING CATEGORY OF “FORESTRY”

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to include a new zoning classification of “Forestry.”

Recommendation

Requestor provided no justification or rationale for this change to the Comprehensive Plan or zoning code. It would be unusual for an incorporated city lying within an Urban Growth Area to have a zoning designation for “forestry,” which is more typically found in unincorporated rural areas. Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and limited staffing resources available, **City staff do not recommend that Item #2021-10 be included on the final 2021 Docket.**

#2021-11: ADD A NEW POLICY TO THE LAND USE CHAPTER TO REQUIRE A FORMAL APPLICATION TO AMEND THE FLUM OR ZONING REGULATIONS FOR CHANGES THAT WOULD INCREASE RESIDENTIAL UNITS OR REDESIGNATE PROPERTY AS “COMMERCIAL”

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to add the following new policy language:

Any and all Future Land Use Map and/or zoning changes that increase the residential units allowed or change a property to a “commercial” designation must go through the formal docket application and Land Use Map Amendment process as further defined in the Black Diamond Municipal Code.

Recommendation

The Land Use Element of the Comprehensive Plan contains substantive policies for how land is to be used and developed within the City. These policies then inform the creation of more specific development regulations and standards in the municipal code. The language proposed by the requestor does not describe a substantive land use policy to guide future development, nor does it contain specific development standards and regulations. Rather than proposing policy language, it describes a procedural mechanism for seeking changes to the FLUM and zoning code. It therefore appears to be inappropriate for inclusion in the 2021 Docket. Additionally, the requestor provided no justification or rationale for this why the Comprehensive Plan should be changed in this way. Without additional information, and in light of the procedural nature of the requested amendment, City staff have no basis to recommend this item for the docket. Accordingly, **City staff do not recommend that Item #2021-11 be included on the final 2021 Docket.**

#2021-12: CREATION OF A CONSERVATION EASEMENT DEVELOPMENT CREDIT PROGRAM

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

Requestor suggests amending the Land Use chapter of the Comprehensive Plan to add the following new Policy:

Land Use (LU) Policy ##: The city will create a Conservation Easement Development Credit Program separate from its existing TDR (Transfer of Development Rights) program. The program will allow property of higher conservation value that does not meet the definition of critical areas to be put into permanent “natural area” conservation in exchange for a zoning change that increases the allowed density of development on other property of lower conservation value.

Recommendation

This is an intriguing suggestion that, if implemented correctly, could support important existing land use goals of preservation of natural areas and open space, while focusing additional development in areas of lower environmental value as open space and wildlife habitat. However, creation of a new program of this nature would require extensive study to determine the scope of lands that would be able to participate,

appropriate standards to be used in evaluating applications for participation in such a program, and a complex code-drafting effort to establish necessary procedures, use restrictions, and administrative rules for the program. Moreover, even if successfully established, administration of the program would require additional staffing resources in Community Development. At this time, City staff do not have the staffing availability or budget to sponsor, develop, and administer such a program. **City staff do not recommend that Item #2021-12 be included on the final 2021 Docket.**

#2021-13: REDESIGNATE VARIOUS SPECIFIED PARCELS AS “MINERAL AND RESOURCE EXTRACTION,” “LOW DENSITY RESIDENTIAL (LDR),” AND “FORESTRY”

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the FLUM be amended as follows:

Parcels 1521069110, 1521069112, 1521069113, 1521069114, 1521069115, 1021069111 are designated as “Mineral and Resource Extraction.”

Parcel 1021069010 is designated “Low Density Residential” (LDR).

Parcel 1021069103 and 1021069105 are designated “Low Density Residential” (LDR).

Parcels 1121069020, 1121069112, 1121069113, 1121069114 are updated to “Forestry.”

Recommendation

Requestor has provided no justification or rationale for redesignating these parcels on the FLUM. Moreover, some of the requested land use designations do not currently exist, and thus would require adoption of other Comprehensive Plan amendments as a precursor to the requested changes, which staff do not recommend. (See Item #2021-09 and #2021-10, above.)

Staff do note, however, that the FLUM amendments requested in this item are very similar to, or substantially overlap with, the FLUM revisions requested in preliminary docket Item #2021-01, above. As such, the land use designations requested for the specific parcels mentioned in this item may be considered along with other potential FLUM and zoning code changes that could result if preliminary docket Item #2021-01

and #2021-03 are included on the final 2021 Docket, as recommended above. In any event, **City staff do not recommend that Item #2021-13 be included as a separate item on the final 2021 Docket.**

#2021-14: AMENDMENTS TO LAND USE CHAPTER ADDRESSING MINIMUM OPEN-SPACE AND CLUSTERING REQUIREMENTS IN ZONES ALLOWING MIXED-USE AND COMMERCIAL DEVELOPMENT

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the text of the Land Use chapter be amended as follows:

Large amounts of natural open space must be included on sites developed for mixed use or intense land use. Clustering is appropriate so that intense land use is balanced with a natural space that feels like "small town" Black Diamond.

Land Use (LU) Policy ##: Clustering in Commercial Zones. At least 50% of the net developable land (excluding sensitive and critical areas) must remain natural as a trade off for Mixed-Use development. At least 50% of the net developable land (excluding sensitive and critical areas) must remain natural for Commercial development with a F.A.R. exceeding 1.0 .

Recommendation

Requestor has provided no justification or rationale for this requested change. Without further information, City staff have no basis to recommend this amendment for inclusion on the final docket. It is also noted that the proposed minimum open-space and strict clustering requirements, while possibly promoting some existing policies to preserve natural habitat and rural character, may also be inconsistent with other City objectives of increasing the availability of affordable housing across the socio-economic spectrum and increasing the commercial and sales tax base necessary to sustain robust public safety and other services. The net effect of the proposed amendments may be to disincentivize the construction of affordable, multi-family dwelling units if not balanced with other incentives. Understanding how these requested Comprehensive Plan amendments would affect the balance of these competing policy goals and impacts to affordable housing would require extensive use of City staff and consulting resources to conduct necessary investigation and analysis. In light of other urgent priorities, **City staff do not recommend that Item #2021-14 be included on the final 2021 Docket.**

#2021-15 – AMENDMENTS TO LAND USE ELEMENT ADDRESSING OPEN-SPACE REQUIREMENTS AND DENSITY LIMITS FOR MULTI-FAMILY DEVELOPMENT

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Land Use chapter be amended as follows:

Multi-family development in Black Diamond should include a large amount of open space and natural space for families and to maintain small town character.

Land Use (LU) Policy ##: Commercial Zones used for multi-family development are allowed a maximum of 16 units per acre. Multi-family development must have a minimum of 50% open space of the net developable land (excluding critical and sensitive areas).

Recommendation

See discussion of Item #2021-14, above. For the same reasons, and in light of other urgent priorities, **City staff do not recommend that Item #2021-15 be included on the final 2021 Docket.**

#2021-16 – AMEND TRANSPORTATION CHAPTER TO PRIORITIZE PEDESTRIAN AND BICYCLE SAFETY OVER MOTOR VEHICLE CAPACITY

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Transportation chapter be amended as follows:

Transportation Policy T-##. Prioritize pedestrian and bicycle safety over increased motor vehicle capacity on city streets. At the same time, new development shall not be allowed to avoid providing vehicle capacity

increases or improvements needed for vehicles as a result of new development.

Safety Improvements: Road funds at the state, county, and local level are limited. The safety of Black Diamond residents is one of the most important considerations when prioritizing funding. The majority of employed residents will continue to commute outside the city and therefore roads in and out of town are an important consideration in the Black Diamond Comprehensive Plan. State and County roads leading to Renton, Issaquah, Auburn, and Enumclaw have land slide risks, areas with site distance limitations, pedestrian and bicycle safety problems.

Transportation Policy T-###. For both state and county roads leading to or from Black Diamond, the City supports prioritization of funding for safety improvements above road expansion.

Recommendation

The requestor's first proposed Transportation policy includes new language requiring that "new development shall not be allowed to avoid providing vehicle capacity increases or improvements needed for vehicles as a result of new development." This proposed amendment is redundant to the City's existing concurrency ordinance, as codified in BDMC Chapter 11.11. The City enforces its concurrency ordinance by requiring developers to offset the impacts of additional vehicle trips generated by their projects by either constructing necessary improvements (including capacity-adding infrastructure), or paying mitigation fees toward the construction of transportation projects on the City's approved Transportation Improvement Plan, or by demonstrating that sufficient capacity exists within the City's current transportation network, or will exist within six-years based on existing commitments.

The requestor's suggestion that the Comprehensive Plan be amended to "prioritize pedestrian and bicycle safety over motor vehicle capacity" presents a false choice. Adding capacity for motor vehicles on City streets does not necessarily reduce pedestrian or bicycle safety. There is no need to prioritize one over the other, nor does the current Comprehensive Plan or the City's street design and construction standards prioritize road capacity over pedestrian and bicycle safety. The City has adopted a Complete Streets program that emphasizes the importance of all modes of transportation in Black Diamond, including non-motorized vehicles and walking.

The specific meaning of requestor's reference to "roads in an out of Black Diamond" is unclear. The Comprehensive Plan addresses the City street network. "State and County roads leading to Issaquah, Auburn, and Enumclaw," as mentioned by the requestor, are not within the City's jurisdiction. Accordingly, the City's ability to influence or mitigate "land slide risks," "sight distance limitations," or "pedestrian and bicycle safety

problems” on state and county roads is limited to public comment and inter-agency dialogue.

Given the existing policies and programs already in place to address the requestor’s concerns with pedestrian and bicycle safety, and the limited ability of the City to address safety concerns on state and country roads outside the City limits, **City staff do not recommend including Item #2021-16 on the final 2021 Docket.**

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

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Economic Development chapter of the Comprehensive Plan be amended to remove Policy ED-4.5, which concerns the Highway 169 corridor. Alternatively, requester suggests that policy ED-4.5 be moved to the Transportation Chapter. Requestor’s rationale is that Policy ED 4.5 is more focused on transportation than economic development. Policy ED-4.5 currently states as follows:

Policy ED-4.5: Coordinate with the Washington State Department of Transportation (WSDOT). King County, and adjacent cities to plan for access improvements, intersection improvements, and infrastructure maintenance in the SR 169 corridor.

Recommendation

This Item would not require expenditure of budgeted Community Development funding nor require extensive staffing resources to study or implement. Additionally, the requested amendment would not represent a substantive change in policy if the text simply moved from the Economic Development chapter to the Transportation chapter. Although Policy ED-4.5 is supportive of the City’s economic development goals by emphasizing improved accessibility to the key commercial corridor in the City, staff agree that the quoted policy is more properly included in the Transportation element of the Comprehensive Plan. Accordingly, **City staff recommend that Item #2021-17 be included in the final 2021 Docket.**

#2021-18: AMENDMENTS TO THE LAND USE CHAPTER TO ELIMINATE POLICIES PROMOTING DEVELOPMENT OF COMMERCIAL AREAS

Requestor

This item is requested by Kelley Sauskojus, as compiled from previous suggestions for Comprehensive Plan Amendments.

Description

The requestor asks that the Land Use chapter be amended to add the following text:

To ensure planning consistent with Small-Town Character, Black Diamond must carefully ensure existing commercial areas and those planned with the Master Planned Developments (MPDs) can thrive without putting too much pressure on limited infrastructure.

The requestor believes that removal of Policy LU-34 is also warranted. Policy LU-34 currently states as follows:

Policy LU-34: Create an aggressive economic development strategy, with the cooperation of the City, County, and business and property owners.

Alternately, she suggests the word "aggressive " could be removed from LU-34.

Additionally, requestor's position is that there are sufficient commercial spaces already developed in Black Diamond or permitted through the MPDs. Therefore, requestor believes that removal of Policy LU-42 is also warranted. Policy LU-42 currently states as follows:

Policy LU-42: Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.

Recommendation

City staff believe the requested amendments are unwarranted and inappropriate. The proposed amendments would be contrary to strong policy considerations expressed by the City Council and the Mayor to encourage and promote the siting and growth of new businesses in commercial zones. Commercial development will provide badly needed expansion of the City's tax base and increase the convenience and desirability of living in Black Diamond. Moreover, the City has negotiated extensive commitments from the Master Developer to construct capacity-adding infrastructure as new development occurs in the MPDs, and developers along the SR-169 corridor are subject to the City's concurrency ordinance, which ensures that commercial development is not approved unless adequate transportation facilities are available or will be constructed concurrent

with development. City staff do not recommend that Item #2021-18 be included on the final 2021 Docket.

#2021-19: AMEND THE LAND USE CHAPTER TO ADD NEW POLICIES RELATING TO CONSERVATION OF NATURAL AREAS AND NATIVE VEGETATION

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that the Land Use element be amended to add two new policies:

New Land Use Policy 8.5: Conservation of existing natural areas is preferred, and the city shall consider ways to incentivize such conservation beyond conservation of critical areas. Restoration and reclamation of land as open space and natural space is prioritized.

New Land Use Policy 10.5: The City shall require a significant portion of a development site be conserved as open space with retention of native vegetation or restoration of native vegetation in addition to critical areas and buffers on all development or re-development. Developers will be allowed to contribute funds or land of higher conservation values in exchange for increased development density on land of lower conservation value.

The requestor offers the following rationale for the requested changes:

Black Diamond is unique in its position as a small town within the urban growth boundary that has significant amounts of undeveloped land. Black Diamond is far from the region's dense metropolitan job centers and transportation investments. Most of the community has been surprised to find that for approved development in Black Diamond, Open Space conservation has not necessarily meant "natural" or "green" open space.

The community will benefit from a balance of careful growth that retains open spaces and the feeling of a small town with natural areas around and through the City. The type of economic development that will be appropriate for Black Diamond will use this open space as an asset that attracts light industry, recreational tourism, customers, and employees.

Recommendation

City staff understand the intent behind requested new Land Use Policy LU-8.5 is to increase protection for natural areas generally, not just critical areas. The City currently has a TDR program in place that provides incentives for property owners to preserve natural areas in designated TDR Sending Site Areas by placing conservation easements on their property. These conservation easements impose extensive restrictions on how the property may be used, including a prohibition on development other than for purposes of conservation of natural features and recreational open space. In exchange, the owner may sell or transfer the severed development rights to properties within a designated TDR Receiving Site Area, where greater density may then be constructed.

Proposed new Land Use Policy LU-10.5 would encourage greater retention of native vegetation and open space on development parcels. It is unclear what is meant by “a significant portion” of a development site being required to be conserved as open space, although that could be an appropriate subject for Planning Commission study and recommendations to the Council. Countervailing considerations would be the effects such restrictions would have on the attractiveness of Black Diamond as a place for siting of new commercial businesses and construction of affordable housing.

The requestor’s suggestions, especially regarding proposed policy LU-10.5, are not inconsistent with the current Comprehensive Plan and thus could be implemented as part of a broader revision to the City’s development regulations. City staff agrees that additional development regulations concerning preservation of existing natural areas and landscape buffers would be a useful addition to City code, perhaps as part of a new chapter in Title 18, but amendments to the Comprehensive Plan are not necessary to undertake this work. In light of other urgent priorities and limited staffing and monetary resources in 2021, City staff do not recommend that this item be included on the final 2021 Docket. However, City staff do recommend that drafting new development regulations that prioritize the preservation or restoration of natural vegetation and open space be part of the Community Development Department’s work plan for 2022.

#2021-20: AMEND LAND USE POLICY LU-18 CONCERNING HISTORIC PRESERVATION

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-18 be amended as follows (shown in underlined text):

Amended Policy LU-18: Partner with county, state, and tribal agencies to ensure preservation of archaeologically and historically significant sites. Inventory all historic sites and present to the Planning Commission and City Council for action in 2022.

The requestor offers the following rationale in support of his request:

Black Diamond's historic heritage is visible in its layout and housing, but much of this is taken for granted. The city's historic homes are affordable, but are at risk of redevelopment into bigger and more expensive houses. The city's historic streets, buildings, & natural areas should be evaluated to identify how they contribute to the city's small town character and livability so that the beneficial aspects for residents and visitors are maintained.

Recommendation

The City already has a chapter in its Municipal Code dedicated to preservation of historic landmarks. See BDMC Ch. 15.38 (Landmark Designation and Preservation). The purposes of Chapter 15.38 are "to designate, preserve, protect, enhance and perpetuate those sites, buildings, districts, structures and objects which reflect significant elements of the city's cultural, ethnic, social, economic, political, architectural, aesthetic, archeological, engineering, historic and other heritage; foster civic pride in the beauty and accomplishments of the past; stabilize and improve the economic values and vitality of landmarks; protect and enhance the city tourist industry by promoting heritage related tourism; promote, assist, encourage and provide incentives to public and private owners to preserve, restore, rehabilitate and use landmark buildings, sites, districts, structures and objects to serve the purposes of this chapter; and to provide the framework for the implementation of the inter-local agreement between King County and the city of Black Diamond relating to landmark designation and protection services."

The process for designating properties for landmark status is governed by Chapter 15.38, which in turn incorporates King County Code Chapter 20.62. See KCC 20.62.050. Amending the text of the Comprehensive Plan to include "historically significant" sites in addition to "archaeologically significant" sites for preservation efforts would be consistent with current City codes, as implemented through the City's partnership with the King County Landmarks Commission.

However, conducting an inventory of all historic sites is not a budgeted expense and may exceed available staffing and other resources. Additionally, the amendment would require specific action in 2022, rather than establishing long-term policies to guide land use and development. As such the second sentence of the proposed request is not

appropriate for inclusion in the Comprehensive Plan. City staff recommend that the final 2021 Docket include Item #2021-20 only to the extent it would add “historically significant sites” to Land Use Policy LU-18, but not to the extent it would require conducting an inventory and presenting it in 2022 for action.

#2021-21: AMEND LAND USE POLICY LU-19 CONCERNING PUBLIC PROCESS ON LARGER DEVELOPMENTS

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-19 be amended as follows (shown in underlined text):

Policy LU-19: Provide early and continuous significant opportunities for public involvement when considering an MPD proposal or site development proposal of more than 5 acres.

The requestor offers the following rationale in support of his request:

Development occurring in the city, particularly on large sites, has a long-term impact on residents, who travel past, interact with, and are affected by the uses of the site. Often, especially for large sites, the developer is not the long-term occupant or owner of the site and will not use the site or control it after construction is complete. Public input can greatly improve a project by bringing the impacts on residents to the fore during the planning stages.

Recommendation

The BDMC already provides early opportunities for public involvement on MPD proposals, and multiple additional opportunities for public comment during the permit review process. See BDMC 18.98.060(A)(2) (public information session must be held before application is accepted); 18.98.060(A)(4)(e) (open record public hearing on MPD proposal after application is received and prior to hearing examiner recommendation); 18.98.090 (public notice and hearing on MPD development agreement prior to hearing examiner recommendation). See also BDMC 18.08.120 (requiring public notice and comment period on Type 1 through 4 development proposals, regardless of size of development); 18.08.180 (requiring public notice of public hearings on Type 3 and 4 decisions). Additionally, SEPA environmental review provides an additional means for public comment on all development proposals that are not SEPA-exempt, including

MPDs and projects on parcels of more than 5 acres. **City staff do not recommend that Item #2021-22 be included on the final 2021 Docket.**

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

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that Policy LU-21 be amended as follows (shown in underlined text):

Policy LU-21: Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs. Identify areas within the city that should be rezoned in order to bring the City's growth capacity into closer conformity with regionally adopted growth targets and the Puget Sound Regional Vision, and present recommendations for Planning Commission and City Council action in 2022.

The requestor offers the following rationale in support of his request:

The ongoing tension between regional plans and Black Diamond's available undeveloped land has resulted in delays in updating the Comprehensive Plan. This has been unproductive, costly, and could result in difficulties in coordination with neighboring jurisdictions. Residents are concerned about insufficient or expensive infrastructure, public services, and loss of natural space. A zoning review can look at these issues with a goal of resolving future delays and managing the conflicts based on data and best practices.

Recommendation

This request touches on important considerations regarding bringing the City's current zoning regulations in line with the Comprehensive Plan and FLUM, as discussed in connection with preliminary docket Items #2021-01 and #2021-03, above. Although staff do not support the portion of the request that would amend Land Uses Policy LU-21 to include language mandating presentation of recommendations to the Planning Commission and City Council for action in 2022, **City staff recommend that Item #2021-22 be included on the final 2021 Docket, but in combined form with Items #2021-01**

and #2021-03. Together, they should be docketed with the description broadened as follows: “Reconsideration of the 2019 FLUM, including possible reversion to the 2009 FLUM, and corresponding updates to the zoning code for consistency with the Comprehensive Plan and the FLUM, and to begin narrowing discrepancies with PSRC’s VISION 2040 and 2050 (as applicable) and Regional Growth Strategy.”

#2021-23: ADD A NEW POLICY TO THE LAND USE CHAPTER CONCERNING NEW LAND USE CATEGORIES

Requestor

This item is requested by Bob Stuart.

Description

The requestor asks that a new Land Use Policy be added as follows:

Policy LU-27.5: Review Land Use Categories in Black Diamond and consider whether growth management, conservation, economic, and small-town character goals could be served by more finely dividing categories for natural resources (forestry, mineral, etc.), and lower or higher residential density, conservation districts, etc.

For his rationale for this request, the requestor refers the City to his rationale for Item #2021-21, above.

Recommendation

Without additional information, City staff have no basis to recommend this item for the docket. In light of other high priority items that must be completed and the limited staffing resources available, this docket request is not feasible for the 2021 cycle. For the reasons stated in connection with Item #2021-09, **City staff do not recommend that Item #2021-23 be included on the final 2021 Docket.**

Summary of Recommendations

In total, City staff recommend including the following Items on the final 2021 Docket:

- #2021-01 — FLUM changes (as revised and combined with #2021-03)
- #2021-02 — SE Loop Connector Alternate Route in Transportation Appendix (Oakpointe request)

- #2021-03 — Harmonizing FLUM and zoning regulations (combined with #2021-01)
- #2021-04 — Update Housing chapter per Housing Action Plan
- #2021-05 — Update Parks chapter per PROS Plan
- #2021-06 — Repeal of Marijuana prohibitions in the BDMC and update Land Use chapter as needed to facilitate siting of businesses
- #2021-17 — Move ED-4.5 to Transportation chapter
- #2021-20 — Historic preservation (partial recommendation)
- #2021-22 — Harmonize zoning with regional growth targets (partial recommendation, in combination with #2021-01 and #2021-03)

Additionally, City staff recommend further discussion of Item #2021-07 concerning ADUs and short-term rentals, to further define the requested potential amendments to the Housing element.

City staff do not recommend adding the remaining preliminary docket items to the final 2021 Docket.

Schedule for 2021 Docket Consideration (tentative)

May 11, 2021	Planning Commission meeting and public hearing to consider the 2021 preliminary docket and Staff Report
May 26, 2021	Planning Commission recommendations for 2021 Docket transmitted to City Council
June 3, 2021	City Council holds public meeting to consider and establish final 2021 Docket
June – Sept. 2021	Planning Commission holds meeting(s) and public hearing(s) to deliberate on 2021 Docket items
October 2021	Planning Commission transmits recommended amendments to the Comprehensive Plan and/or development regulations to City Council for adoption
	Draft Comprehensive Plan amendments and/or development regulations transmitted to state agencies for comment
Nov. – Dec. 2021	SEPA threshold determination on proposed amendments issued

City Council holds public meeting (and possible public hearing) to review and consider final adoption of 2021 amendments to the Comprehensive Plan and/or development regulations

Dec. 2021 – Jan. 2022 Adopted amendments transmitted to Dept. of Commerce

Attachments

Email from Gary Davis dated 2/26/21

Email from Philip Acosta dated 2/26/21

Email from William G. Bryant/Karen Bryant dated 2/26/21

Email from Mike England dated 2/26/21

Email from Kelley Sauskojus dated 2/26/21 (with attachment)

Email from Duane Garcia dated 2/28/21 (with attachment)

Email from Angela Fettig dated 2/28/21

Email from Bob Stuart dated 3/1/21 (with attachment)

Email from Justin Wortman, Sr. Project Mgr., Oakpointe, dated 3/1/21 (with attachments)

From: [CenturyLink Customer](#)
To: [Mona Davis](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Friday, February 26, 2021 10:43:51 AM

Dear Community Development Director Davis, The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B. The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County. Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows: The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map: Map Source: page 5-25 of the 2009 Comprehensive Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Thank you!
Gary Davis

David Linehan

From: Philip Acosta <philamatic@comcast.net>
Sent: Friday, February 26, 2021 1:00 PM
To: Mona Davis
Cc: Carina Thornquist
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

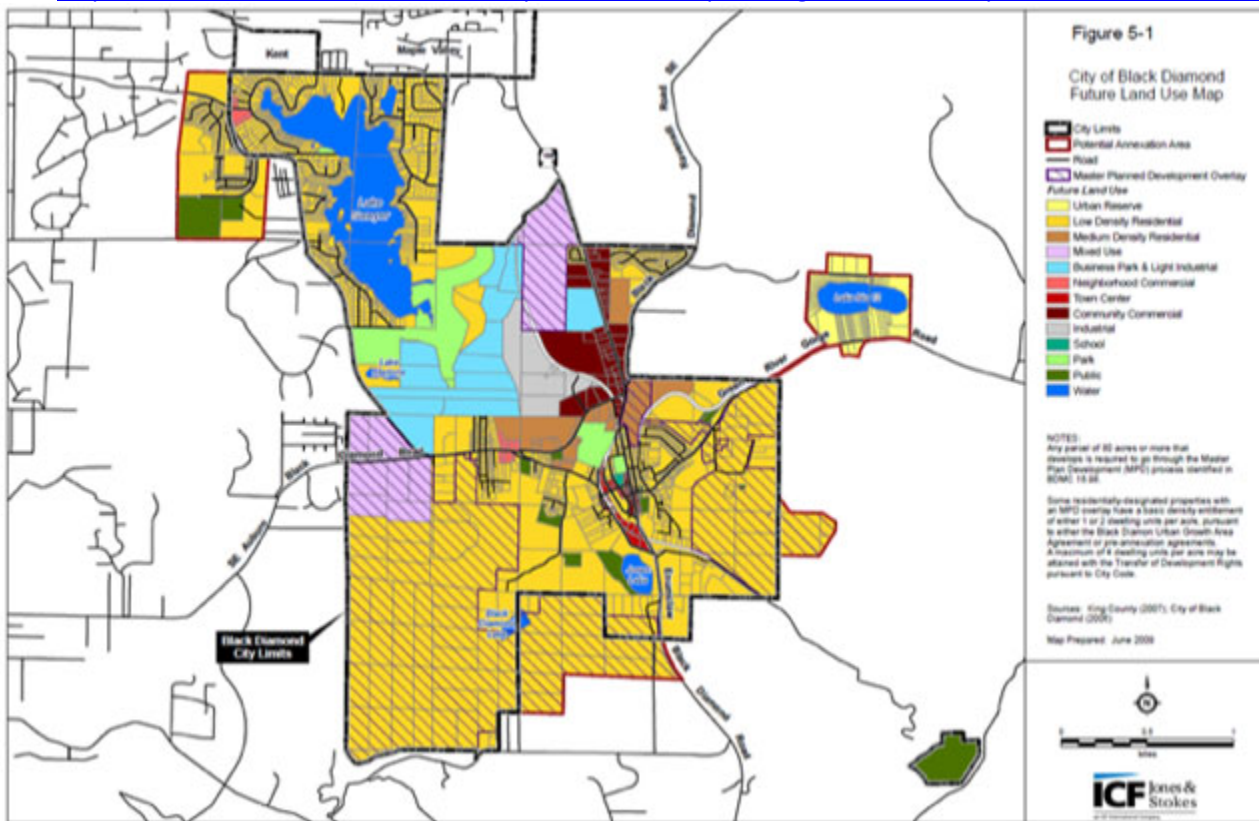
The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf



Sincerely,
Philip N Acosta
206 406 4404
Black Diamond, WA

David Linehan

From: Karen Bryant <karen@bryantstractorandmower.com>
Sent: Friday, February 26, 2021 1:05 PM
To: Mona Davis
Cc: Carina Thornquist
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Attachments: LandUseMapComprehensivePlan.png

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

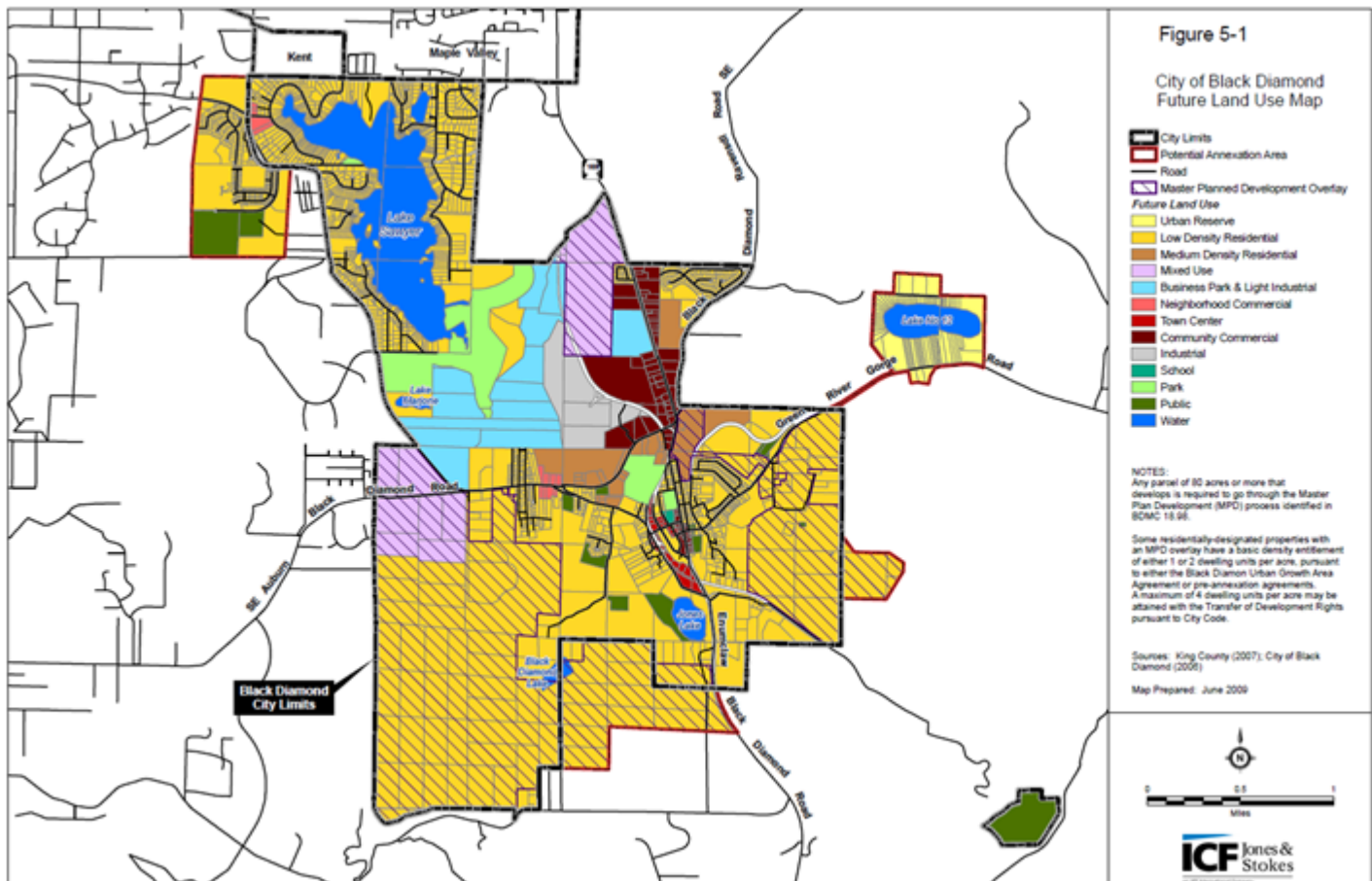
The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf



Please let me know the next steps for this suggestion and Comprehensive Plan updates. Thank you,
William G. Bryant
Roberts Drive, Black Diamond WA

From: [Mike England](#)
To: [Mona Davis](#)
Cc: [Carina Thornquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Friday, February 26, 2021 6:21:56 PM

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

From: [Kelley Sauskojus](#)
To: [Mona Davis](#)
Subject: RE: Amendments to the 2021 Comprehensive Plan
Date: Friday, February 26, 2021 10:50:42 AM
Attachments: [2021BDCompPlan Suggestions.docx](#)

Dear City of Black Diamond Community Development,

On or before March 1, 2020, numerous people sent in suggested updates to the Black Diamond Comprehensive Plan.

The Black Diamond code says these suggestions are to be part of a preliminary docket report that is considered by the Planning Commission.

Unfortunately, the public's 2020 suggestions were never put forward, and I see no record that the Planning Commission or Council was even aware of them.

Attached is a list of the 2020 Comp Plan update requests compiled from references in public comments to the Planning Commission.

I am sending these as 2021 Comprehensive Plan update suggestions. The people who sent them before may have learned there is no point in doing so. However, these items have merit and would all improve our city and the quality of life for all the residents current and future.

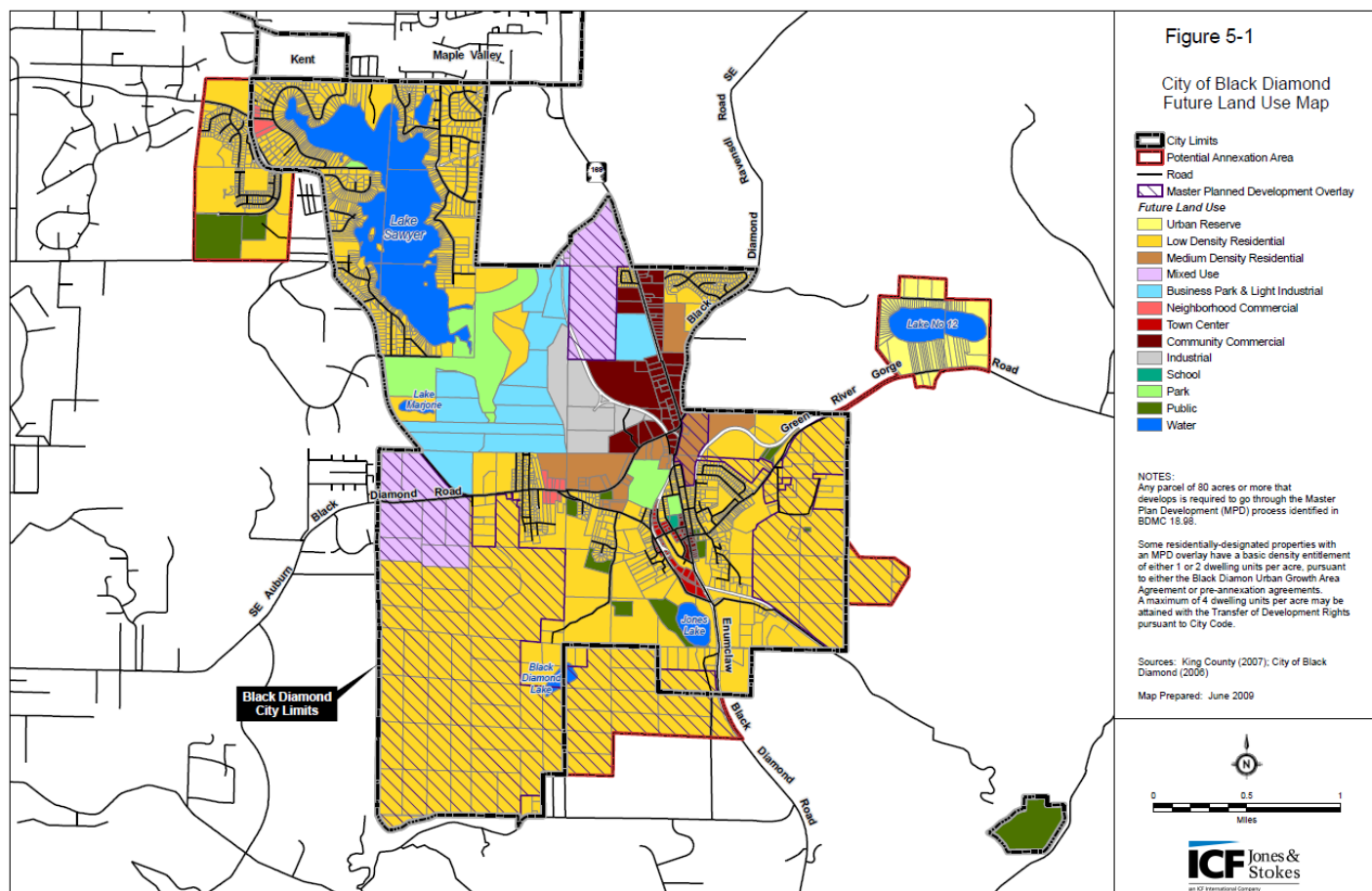
Thank you,
Kelley Sauskojus
Black Diamond resident since 1991

Comprehensive Plan Suggestions for 2021 Annual Update

The following suggestions were advocated by the public in the 2020 process, but the city did not follow its own process for public input and ignored these suggestions. They are being sent again now that the 2021 process is beginning.

1. In the 2019 Comprehensive Plan update, Future Land Use Map changes allowed a significant increase in Medium Density Residential housing (8 to 12 per acre) and Commercial development in future zoning. However, the Comprehensive Plan does not contain descriptions of these Map changes or analyze their impacts. The Future Land Use Map contains too much development capacity and needs to be changed urgently before Black Diamond further exceeds our regional Growth Targets.

The City of Black Diamond Comprehensive Plan is Amended As Follows:
The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:



Map Source, page 5-25 of

http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

2. The Comprehensive Plan Land Use Chapter is updated to add a new Zoning Category of “Mineral and Resource Extraction.”
3. The Comprehensive Plan Land Use Chapter is updated to add a new Zoning Category of “Forestry.”
4. The Comprehensive Plan Land Use Chapter is updated to add the following Policy:
Any and all Future Land Use Map and/or zoning changes that increase the residential units allowed or change a property to a “commercial” designation must go through the formal docket application and Land Use Map Amendment process as further defined in the Black Diamond Municipal Code.
5. The Comprehensive Plan Land Use Chapter is updated to add the following Policy:
Land Use (LU) Policy ##: The city will create a Conservation Easement Development Credit Program separate from its existing TDR (Transfer of Development Rights) program. The program will allow property of higher conservation value that does not meet the definition of critical areas to be put into permanent “natural area” conservation in exchange for a zoning change that increases the allowed density of development on other property of lower conservation value.
6. The Future Land Use Map is Amended as Follows:
 - a. Parcels 1521069110, 1521069112, 1521069113, 1521069114, 1521069115, 1021069111 are designated as “Mineral and Resource Extraction.”
 - b. Parcel 1021069010 is designated “Low Density Residential” (LDR).
 - c. Parcel 1021069103 and 1021069105 are designated “Low Density Residential” (LDR).
 - d. Parcels 1121069020, 1121069112, 1121069113, 1121069114 are updated to “Forestry.”
7. The Land Use Chapter is amended to specify:
Large amounts of natural open space must be included on sites developed for mixed use or intense land use. Clustering is appropriate so that intense land use is balanced with a natural space that feels like “small town” Black Diamond.

Land Use (LU) Policy ##: Clustering in Commercial Zones. At least 50% of the net develop-able land (excluding sensitive and critical areas) must remain natural as a trade off for Mixed-Use development. At least 50% of the net develop-able land (excluding sensitive and critical areas) must remain natural for Commercial development with a F.A.R. exceeding 1.0 .

8. The Land Use Chapter is amended to specify:

Multi-family development in Black Diamond should include a large amount of open space and natural space for families and to maintain small town character.

Land Use (LU) Policy ##: Commercial Zones used for multi-family development are allowed a maximum of 16 units per acre . Multi-family development must have a minimum of 50% open space of the net develop-able land (excluding critical and sensitive areas).

9. The Transportation Chapter is amended to specify:

Transportation Policy T-##. Prioritize pedestrian and bicycle safety over increased motor vehicle capacity on city streets. At the same time, new development shall not be allowed to avoid providing vehicle capacity increases or improvements needed for vehicles as a result of new development.

Safety Improvements:

Road funds at the state, county, and local level are limited. The safety of Black Diamond residents is one of the most important considerations when prioritizing funding. The majority of employed residents will continue to commute outside the city and therefore roads in and out of town are an important consideration in the Black Diamond Comprehensive Plan. State and County roads leading to Renton, Issaquah, Auburn, and Enumclaw have land slide risks, areas with site distance limitations, pedestrian and bicycle safety problems.

Transportation Policy T-##. For both state and county roads leading to or from Black Diamond, the City supports prioritization of funding for safety improvements above road expansion.

10. Economic Development Chapter:

Remove policy Economic Development ED-4.5, about the Highway 169 corridor, or move policy ED-4.5 to the Transportation Chapter. Policy ED 4.5 is more focused on transportation than Economic Development.

~~Policy ED-4.5: Coordinate with the Washington State Department of Transportation (WSDOT). King County, and adjacent cities to plan for access improvements, intersection improvements, and infrastructure maintenance in the SR 169.~~

11. Land Use Chapter is amended to specify:

Add this text: To ensure planning consistent with Small-Town Character, Black Diamond must carefully ensure existing commercial areas and those planned with the Master Planned Developments (MPDs) can thrive without putting too much pressure on limited infrastructure.

Therefore, removal of policy LU-34 is warranted. Alternately, the word "aggressive " could be removed:

~~Policy LU-34: Create an aggressive economic development strategy, with the cooperation of the City, County, and business and property owners.~~

There are sufficient commercial spaces already developed in Black Diamond or permitted through the MPD's. Therefore, removal of policy LU-42 is also warranted.

~~Policy LU-42: Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.~~

From: [Duane Garcia](#)
To: [Mona Davis](#)
Cc: [Carina Thornquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Sunday, February 28, 2021 4:58:54 PM
Attachments: [16143599799321000011.png](#)

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

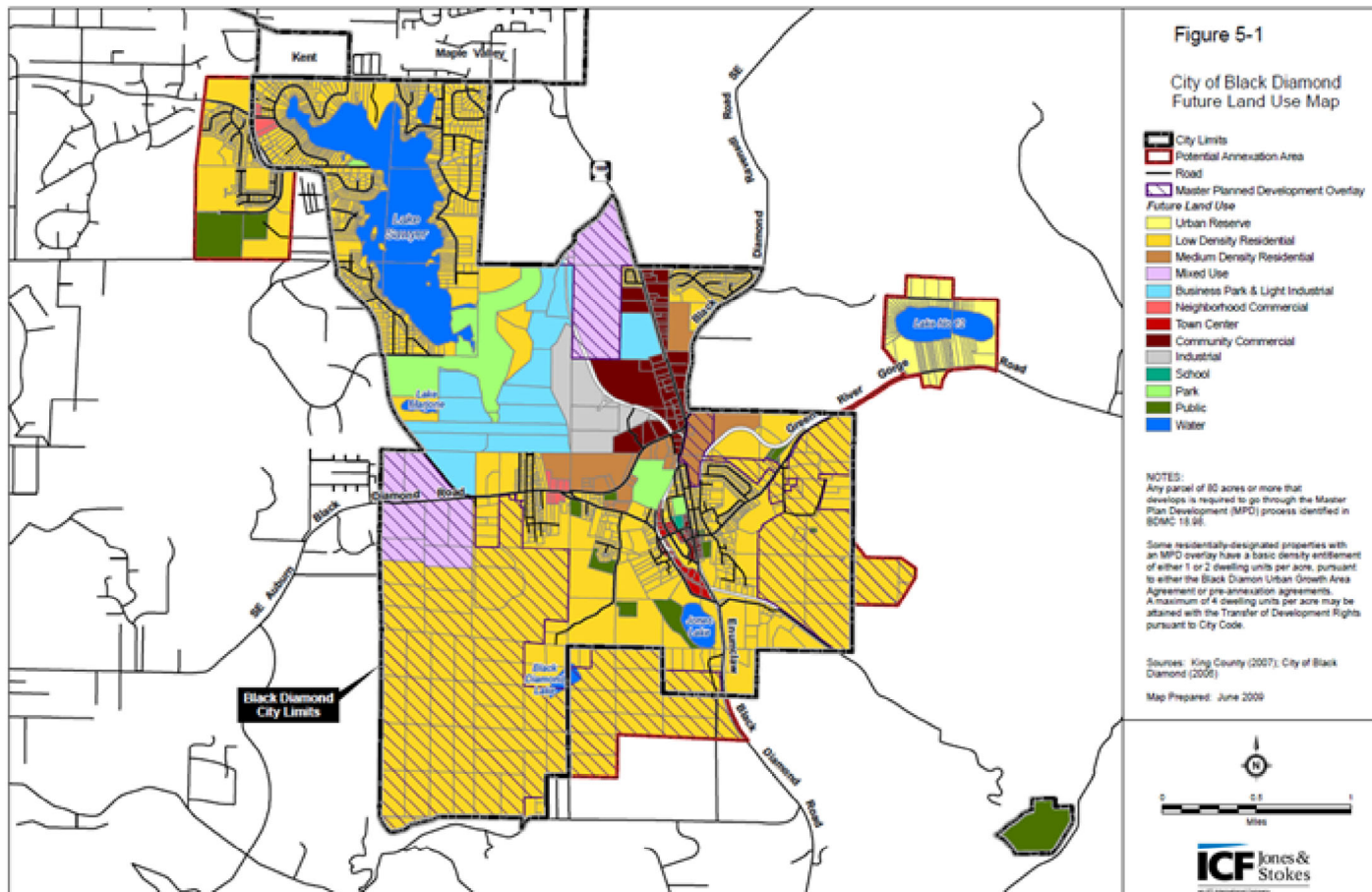
Map Source: page 5-25 of the 2009 Comprehensive

Plan http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Sincerely,

Duane Garcia

Black Diamond, WA



From: [Angela Rossman Fettig](#)
To: [Mona Davis](#)
Cc: [Carina Thorngquist](#)
Subject: Comprehensive Plan Docket Suggestion for Annual Amendment Process
Date: Sunday, February 28, 2021 10:37:25 PM

Dear Community Development Director Davis,

The following is a suggestion for the annual Black Diamond Comprehensive Plan Update in accordance with Black Diamond Municipal Code 16.10.130.B.

The Black Diamond Comprehensive Plan text and analysis are not consistent with the significant excess development capacity in the Plan's Future Land Use Map. City infrastructure, public services, and our natural surroundings are not able to support the potential new development allowed by the Map. Black Diamond is already growing far in excess of our regional Growth Targets as a small edge city in the foothills of King County.

Therefore, the City of Black Diamond Comprehensive Plan is Amended As Follows:

The Future Land Use Map in the Black Diamond Comprehensive Plan is replaced with the following map:

Map Source: page 5-25 of the 2009 Comprehensive Plan

http://www.ci.blackdiamond.wa.us/Depts/CommDev/planning/2009%20Comp%20Plan%20FinalDraft_072709.pdf

Angela Fettig
Black Diamond, Wa

Sent from my iPhone

From: [B Stuart](#)
To: [Mona Davis](#)
Cc: [Gary Davis](#); [Karen Bryant](#); [Carina Thornquist](#)
Subject: 2021 Comp Plan Suggestions
Date: Monday, March 1, 2021 4:39:55 PM
Attachments: [Proposed CP Amendments for Docket 2021 Black Diamond.docx](#)

Hi Mona. Attached you will find my suggestions for the 2021 Comp Plan review/adoption process. I look forward to seeing what is proposed this year and working with you and the PC through the process.

Bob Stuart
Black Diamond

Black Diamond Comprehensive Plan Update 2021 Suggestions

Black Diamond Code 16.10.130 provides a process for public suggestions to amend text and policies in the Comprehensive Plan. These suggestions are provided after careful review of past community concerns, other city and county Comprehensive Plans, and in the desire to bring the community together as Black Diamond grows.

Amendment Suggestion 1: Don't Know What You've Got Until It's Gone

New Policy NE-41: Conduct an ecological inventory of natural areas within the City and propose changes to land uses and regulations to preserve the functions and values of these natural areas. The inventory and proposed actions shall be presented to the Planning Commission for review and action by the City Council in 2022.

Rationale: Black Diamond faces an incredible challenge in balancing its future between small town in a natural surrounding and potential development capacity. If not managed more carefully, it will simply be another case of, "you don't know what you've got 'til it's gone." People have already noticed significant change in the type and location of wildlife, and the amount and vegetation of natural space.

The City should study remaining undeveloped land and its: ecosystem value; restoration potential; and open space potential. The study should also include: an evaluation of different ways new development could add conservation and open space, and whether existing zoning should be changed to encourage conservation of remaining open space.

Amendment Suggestion 2: Land Use Chapter Open Space

New Land Use Policy 8.5: Conservation of existing natural areas is preferred, and the city shall consider ways to incentivize such conservation beyond conservation of critical areas. Restoration and reclamation of land as open space and natural space is prioritized.

New Land Use Policy 10.5: The City shall require a significant portion of a development site be conserved as open space with retention of native vegetation or restoration of native vegetation in addition to critical areas and buffers on all development or re-development. Developers will be allowed to contribute funds or land of higher conservation values in exchange for increased development density on land of lower conservation value.

Black Diamond is unique in its position as a small town within the urban growth boundary that has significant amounts of undeveloped land. Black Diamond is far from the region's dense metropolitan job centers and transportation investments. Most of the community has been surprised to find that for approved development in Black Diamond, Open Space conservation has not necessarily meant "natural" or "green" open space.

The community will benefit from a balance of careful growth that retains open spaces and the feeling of a small town with natural areas around and through the City. The type of economic development that will be appropriate for Black Diamond will use this open space as an asset that attracts light industry, recreational tourism, customers, and employees.

Amendment Suggestion 3: Preserve Historic Places and Sites

Amended Policy LU-18: Partner with county, state and tribal agencies to ensure preservation of archaeologically and historically significant sites. Inventory all historic sites and present to the Planning Commission and City Council for action in 2022.

Rationale: Black Diamond's historic heritage is visible in its layout and housing, but much of this is taken for granted. The city's historic homes are affordable, but are at risk of redevelopment into bigger and more expensive houses. The city's historic streets, buildings, & natural areas should be evaluated to identify how they contribute to the city's small town character and livability so that the beneficial aspects for residents and visitors are maintained.

Amendment Suggestion 4: Improve Public Process on Larger Developments

Policy LU-19: Provide early and continuous ~~significant~~ opportunities for public involvement when considering an MPD proposal or site development proposal of more than 5 acres.

Rationale: Development occurring in the city, particularly on large sites, has a long-term impact on residents, who travel past, interact with, and are affected by the uses of the site. Often, especially for large sites, the developer is not the long-term occupant or owner of the site and will not use the site or control it after construction is complete. Public input can greatly improve a project by bringing the impacts on residents to the fore during the planning stages.

Amendment Suggestion 5: Manage Growth As Part of Our Region

Policy LU-21: Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs. Identify areas within the city that should be rezoned in order to bring the City's growth capacity into closer conformity with regionally adopted growth targets and the Puget Sound Regional Vision, and present recommendations for Planning Commission and City Council action in 2022.

Rationale: The ongoing tension between regional plans and Black Diamond's available undeveloped land has resulted in delays in updating the Comprehensive Plan. This has been unproductive, costly, and could result in difficulties in coordination with neighboring jurisdictions. Residents are concerned about insufficient or expensive infrastructure, public services, and loss of natural space. A zoning review can look at these issues with a goal of resolving future delays and managing the conflicts based on data and best practices.

Amendment Suggestion 6: Provide Land Use Categories To Better Reflect Black Diamond's Diverse Land Uses, Cluster Development Goals, and Management of Natural Space

New Policy LU-27.5: Review Land Use Categories in Black Diamond and consider whether growth management, conservation, economic, and small-town character goals could be served by more finely dividing categories for natural resources (forestry, mineral, etc.), and lower or higher residential density, conservation districts, etc.

Rationale: see above rationale for Suggestion 4.

David Linehan

From: Justin Wortman <jwortman@oakpointe.com>
Sent: Monday, March 1, 2021 3:25 PM
To: Mona Davis
Subject: Black Diamond Comprehensive Plan Amendment -- Items for Docket
Attachments: BD Comprehensive Plan Amendment - SEPA Checklist.pdf; Comp Plan Amendment - SE Loop Connector Alternative.pdf; Master Permit Application_signed.pdf; Sensitive Area ID Form_signed.pdf; Comprehensive Plan Submittal.pdf

Mona,

Please find attached an application proposing an amendment for the docket for the Black Diamond Comprehensive Plan.

If you have any questions or need any additional information, please don't hesitate to ask.

Thanks,
Justin



Justin Wortman
Senior Project Manager



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March 1, 2021

Mona Davis
Community Development Director
City of Black Diamond
Community Development Department
24301 Roberts Drive
P.O. Box 599
Black Diamond, WA 98010

RE: City of Black Diamond Comprehensive Plan Amendment – Items for Docket

Pursuant to Black Diamond Municipal Code 16.10.220, CCD Black Diamond Partners LLC ("Oakpointe" or "Master Developer") respectively suggests text and map amendments to the City of Black Diamond Comprehensive Plan to include an alternative Southeast Loop Connector. The rationale for this request is to include a Southeast Loop Connector alternative in order to provide optionality given potential environmental impacts, topography and extensive third-party parcel acquisition associated with the existing Southeast Loop Connector.

Attached to this letter is Oakpointe's submittal to meet the City's requirements for a comprehensive plan text and map amendment. It includes a project narrative, the purpose of the amendments, consistency with the comprehensive plan goals and policies, and consistency with the evaluation criteria for amendments. It also includes suggested text changes (in "bill" format) for three pages of the comprehensive plan, as well as one map change. A SEPA non-project action checklist is attached as well.

I appreciate your consideration of our suggested changes to the Black Diamond Comprehensive Plan.

Sincerely,

Brian Ross
CEO Oakpointe



PROJECT NARRATIVE

The proposal is a Comprehensive Plan amendment that would allow an alternative route alignment to the SE Loop Connector and is identified as a future transportation improvement in the 2019 adopted Comprehensive Plan. As an alternative to the SE Loop Connector extending from the Lawson Hills MPD to SR 169, the SE Loop Connector Alternative would route the access road from the MPD to Lawson Street (see proposed map change). This request is an addition to the list of future road projects in Appendix 7, Table 0-9 (nothing is being deleted).

One parcel would be affected by this proposal: King County Parcel Number 1321069018. The address is 32317 Botts Drive. The owner is Palmer Coking Coal Co. LLP (contact information: P.O. Box 10, Black Diamond, Washington 98010). The parcel is 689,990 square feet in size. The existing land use zone is R4 - no concurrent zoning change is being requested. The legal description is:

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND NE QTR STR 14-21-06).

The proposal is for text and map amendments. The suggested changes to the Comprehensive Plan are in Appendix 7 (Transportation Appendix) for the plan sections titled Functional Classification System located on page A7-10; Transportation Improvement Recommendations on page 19 (*should be A7-19*); and Table 0-9 on page 25 (*should be A7-25*). A map amendment is suggested for Figure 7-4 on page 47 (*should be A7-47*). Attached are the relevant Comprehensive Plan text sections and figure with the suggested additions in “bill” format. Similarly, the suggested map change is shown in red.

PURPOSE OF THE AMENDMENT

The amendment is proposed because the alternative alignment likely involves fewer impacts, less cost, and reduced right-of-way acquisition requirements. It does not preclude development of the existing SE Loop Connector, but provides two options for a secondary access route to the Lawson Hills MPD. As stated in the Transportation Appendix on page A7-19 of the Transportation (emphasis added):

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

This proposal presents an alternative road alignment to be considered that will further the objective stated above. Some preliminary environmental and engineering work has been completed for this alternative, but in the future (when the road is needed) a decision can be made on the which option to construct.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Comprehensive Plan Goals and Policies

Natural Environment Policy 17: Minimize areas of vegetation loss and grading disturbance to protect water quality and prevent erosion, when developing on moderate and highly erodible soils.

The SE Loop Connector Alternative would cross a relatively flat area and the alignment is not mapped as a landslide or erosion hazard area. Construction Best Management Practices to avoid or minimize erosion would be employed as part of the Temporary Erosion and Sediment Control Plan. This alternative results in minimal vegetation loss and grading (refer to the SEPA checklist).

Natural Environment Policy 35: Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable.

The SE Loop Connector Alternative avoids crossing steep hillsides thereby helping to preserve existing natural trees and vegetation on steep slopes.

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

- **Require new roadways to incorporate pedestrian, bicycle and transit facilities including appropriately spaced crosswalks on arterials and collectors.**

The SE Loop Connector Alternative would incorporate pedestrian and bicycle facilities into the road design.

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

- **Expanding the sidewalk, bike lane, and multi-use path network in the city.**

The SE Loop Connector Alternative would expand the sidewalk and bike lane network in the City.

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

- **Encouraging landscaping, parkway trees, and compatible architecture in the design and construction of roadways, especially SR 169, and other facilities along selected corridors.**

The SE Loop Connector Alternative would incorporate landscaping into the design of the roadway.

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

- **Aligning and locating transportation facilities away from environmentally sensitive areas**

The SE Loop Connector Alternative would locate the right-of-way away from wetlands and steep slopes. The SE Loop Connector Alternative would cross Lawson Creek but would provide an opportunity for the elimination of the existing culvert under Botts Drive. This would be part of future studies concerning the implementation of the alternative.

- **Mitigating unavoidable environmental impacts**

Under the SE Loop Connector Alternative there would be few environmental impacts due to the routing of the alignment. However, this alternative would cross Lawson Creek. A bridge crossing is proposed so that stream flow and fish passage are not impeded. Other mitigation as necessary would be incorporated into the design for any impacts that may occur in consultation with the City. This may include the elimination of the Botts Drive crossing of Lawson Creek and the removal of the existing culvert.

Economic Development Policy ED-4.1: Focus investment in infrastructure and services

Stormwater Policy U-22: Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality, and the natural drainage systems.

The SE Loop Connector Alternative would provide stormwater runoff flow control and water quality treatment prior to discharge of runoff.

Stormwater Policy U-24: Design stormwater lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes, and wetlands.

The SE Loop Connector Alternative would provide stormwater flow control and water quality treatment. Outfall of treated stormwater runoff would be discharged to existing drainage systems in a manner consistent with the Department of Ecology's Stormwater Manual for Western Washington.

EVALUATION CRITERIA FOR PROPOSED AMENDMENTS (BDMC Chapter 16.10.220)

BDMC 16.10.220.A. All Amendments. All of the comprehensive plan amendments shall be reviewed under the following criteria:

1. Whether the proposed amendment(s) conform to the Growth Management Act (Chapter 36.70A RCW).

The proposal amendment is for an infrastructure improvement that supports development within the urban area of the City of Black Diamond. The GMA encourages development in urban areas where adequate public facilities exist to serve the development. The SE Loop

Connector Alternative would meet the goal of providing adequate infrastructure facilities for urban growth.

2. Whether the proposed amendment(s) are consistent with and implement the city's comprehensive plan, including the goals, policies, and implementation strategies of the various elements of the plan.

Consistency with the City's Comprehensive Plan is described above.

3. Whether circumstances related to the proposed amendment(s) and/or the area in which it is located have substantially changed since the adoption of the city's comprehensive plan.

4. Whether the assumptions upon which the city's comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the adoption process or any annual amendments of the city's comprehensive plan.

Significant additional investigation and research has been done on the SE Loop Connector since it was originally included in the Comprehensive Plan. Given the considerable additional impacts and hurdles that have been discovered through this research, it became apparent that developing an alternative was a practical approach. The SE Loop Connector Alternative provides a more practical approach.

5. Whether the proposed amendment(s) reflects current, widely held values of the residents of the city.

The proposed amendment would likely be accepted by residents as a better alternative to the SE Loop Connector currently in the Comprehensive Plan. This would be due to fewer environmental impacts:

- The route does not bring traffic through an existing quiet neighborhood.
- Route does not cross as steep of slopes and significantly less cut and fill
- Less area of disturbance
- Does not require large retaining walls
- Acquisition of one parcel instead of 16 parcels
- Reduction in stormwater facility requirements (i.e., less pollution generating impervious surface)

B. Amendments for Site-Specific Proposals. In addition to the above, any proposal for a site-specific development or amendment shall be reviewed under the following criteria:

1. Whether the proposed site-specific amendment(s) meets concurrency requirements for transportation and does not adversely affect adopted level of service standards for other public facilities and services (e.g., police, fire and emergency medical services, parks, fire flow and general governmental services).

The proposal would not cause the level of service on the roadways to fall below the City standards. There would be a need for improvements at two intersections to maintain intersection level of service (see item A4 above).

2. Any proposed site-specific amendment(s) will not result in probable significant adverse impacts to the city's transportation network, capital facilities, utilities, parks and

environmental features that cannot be mitigated, and will not place uncompensated burdens upon existing or planned service capabilities.

Impacts from the SE Loop Connector Alternative can be fully mitigated, and development of this roadway would be funded by the proponent.

3. In the case of a site-specific amendment(s) to the comprehensive plan's land use map, that the subject parcels are physically suitable for the requested land use designation and the anticipated land use development, including, but not limited to, the following: (i) access; (ii) provision of utilities; and (iii) compatibility with existing and planned surrounding land uses.

The alignment would cross one parcel, which is suitable for development of the road (the road would cross the undeveloped portion of the parcel).

4. The proposed site-specific amendment(s) will not create pressure to change the land use designation of other properties, unless the change of land use designation for other properties is in the long-term best interests of the city as a whole.

The proposal would not change the land use designation of other properties.

5. The proposed site specific amendment(s) does not materially affect the land use and population growth projections that are the bases of the comprehensive plan.

The proposal itself does not affect land use or population growth but rather would be developed in support of growth at a time when the population of the Lawson Hills MPD would require additional access.

6. If within an incorporated urban growth area (UGA), the proposed site-specific amendment(s) does not materially affect the adequacy or availability of urban facilities and services to the immediate area and the overall UGA.

The proposal would not affect the adequacy of urban facilities or services. Instead, it would provide infrastructure that complements growth in the urban area.

7. The proposed amendment(s) is consistent with any applicable county-wide policies for the city and any other applicable inter-jurisdictional policies or agreements, and any other local, state or federal laws.

The proposal would be consistent with federal, state and local laws, regulations and policies. It would occur in compliance with a development agreement and MPD permit conditions of approval.

Suggested Comprehensive Plan Changes

Functional Classification System

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

The following list provides the planned classifications by roadway.

Principal Arterials

- SR 169

Minor Arterials

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

Collectors

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

Local Access

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

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

Transportation Improvement Recommendations

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

Arterial and Collector Roadway Improvements

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

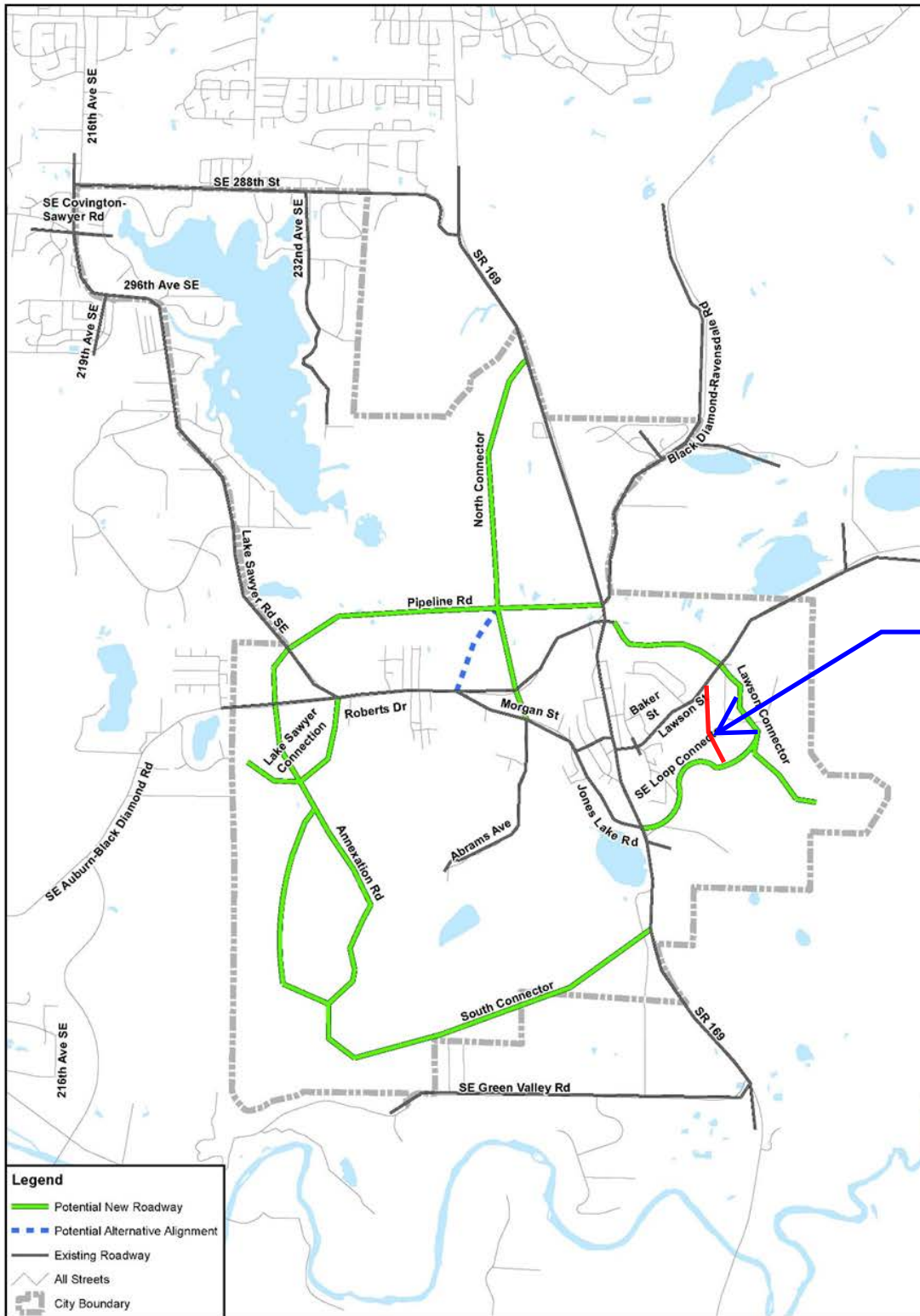
The proposed roadways are to show the general route and connections of future roadways and are not specific to design level locations. Alternative roads and alignments may be considered. The intent is to show a basic route, connections and concept and the exact locations will be determined after engineering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

The Pipeline Road will provide an east / west alternative to Roberts Drive and will enhance the circulation and access for industrial development. The North Connector will provide a north / south alternative to SR 169 in the middle of the City. The Annexation Road would provide north-south and east-west circulation through the southwestern portion of the City's Expansion Area. Other new facilities are proposed to improve general circulation such as the Southeast Loop Connector. The Southeast Loop Connector Alternative is a functionally equivalent roadway alternative to the Southeast Loop Connector, both of which provide secondary access to the Lawson Hills MPD and improve general circulation through the City.

Agency Coordination

Improvements on SR 169 will require coordination with WSDOT. The City has adopted a Gateway Overlay District from the North City boundary to Roberts Drive regulating how development will occur along the roadway including separated meandering sidewalks within the front setbacks of the properties. The Comprehensive Plan should include a vision for SR 169 through the city. The City could use the vision to begin discussions with WSDOT to coordinate the future design of the road. Then as development occurs along the highway, improvements (such as lanes, sidewalks, bike lanes, median planting, turn pockets, driveways, and signals) could be implemented consistent with the overall design. The City will continue to participate in the implementation of or future updates to the SR 169 Route Development Plan (WSDOT, 2007) and as well as any other regional transportation planning efforts.

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



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



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 N



2035 Roadway Network Concept
 Comprehensive Plan Update
 City of Black Diamond
 April 2018

Figure

7-4

Additional Reference Material

MEMORANDUM

Date:	March 1, 2021	TG:	16450.00
To:	Andrew Williamson – City of Black Diamond		
From:	Mike Swenson, P.E., PTOE and Maris Fry, P.E. – Transpo Group		
cc:	Brian Ross and Justin Wortman – Oakpointe		
Subject:	Comprehensive Plan Amendment – SE Loop Connector Alternative		

This memorandum provides analysis evaluating the proposed inclusion of the SE Loop Connector Alternative in the City of Black Diamond's 2019 Comprehensive Plan. This memorandum includes the following information:

- Overview of the proposed Alternative
- Summary of pertinent EIS findings
- Operational impacts of the SE Loop Connector Alternative

As detailed below, this analysis determined that the worst-case impacts of the proposed SE Loop Connector Alternative could be sufficiently mitigated through the addition of turn lanes at the intersections of SR 169/Baker Street and SR 169/Lawson Street.

Alternative Overview

As shown in Figure 1, the Comprehensive Plan currently identifies the SE Loop Connector as a connection between the Lawson Connector and SR 169. The identified SE Loop Connector Alternative is shown in Figure 1.

The SE Loop Connector was analyzed in the *Lawson Hills Technical Transportation Report (TTR)*, performed by Parametrix in 2009, which was used as the basis for the transportation-related EIS findings for the Lawson Hills MPD. To understand the worst-case impacts of the proposed SE Loop Connector Alternative, the volume projections outlined in the Lawson Hills TTR were updated assuming all traffic shifts from the SE Loop Connector to the Alternative. Based on the anticipated trip assignment and re-routing associated with the Alternative, volume and operations impacts were limited to the following intersections:

1. SR 169/Baker Street
2. SR 169/Lawson Street
3. SR 169/Jones Lake Road
4. Railroad Avenue/Baker Street

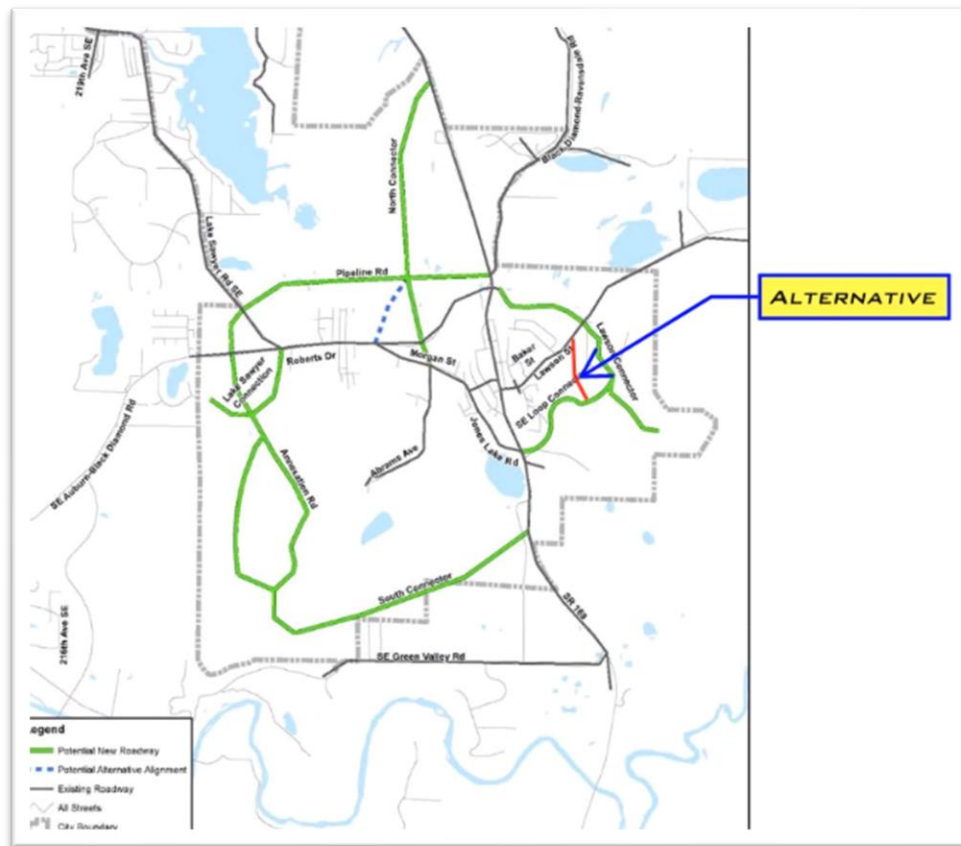


Figure 1: Proposed SE Loop Connector Alternative (Base Map Source: City of Black Diamond 2019 Comprehensive Plan)

Summary of Pertinent EIS Findings

The analysis contained within the Lawson Hills TTR developed traffic volume projections and defined impacts for the Lawson Hills MPD, as well as the collective impacts of the Lawson Hills and Ten Trails MPDs. Based on this analysis, the following mitigations were identified at the above study intersections for full build-out conditions of both MPDs. The channelization and traffic control for the intersections are also summarized in Figure 1.

- **SR 169/Baker Street:** Traffic signal and northbound left-turn lane
- **SR 169/Lawson Street:** Traffic signal and southbound left-turn lane
- **SR 169/Jones Lake Road:** Traffic signal and northbound, westbound, and southbound left-turn lanes
- **Railroad Avenue/Baker Street:** No mitigations necessary

Traffic Operations Analysis

To determine the worst-case impacts of the SE Loop Connector Alternative, traffic volume projections from the Lawson Hills TTR were revised to account for re-routed traffic. This analysis conservatively assumed that all traffic routed through the SE Loop Connector in the EIS is re-routed to Lawson Street. Figure 1 depicts the re-routed volumes and the adjusted full-build traffic volumes.

Using these adjusted volumes, intersection level of service (LOS) was evaluated at the study intersections. The channelization and traffic control associated with the EIS-identified mitigations were used as a baseline in order to determine if additional mitigations would be necessary. For the intersection of SR 169/Jones Lake Road, channelization and traffic control consistent with existing conditions was assumed to determine if introduction of the SE Loop Connector Alternative would result in mitigations no longer being necessary.

Weekday PM peak hour levels of service and delays were calculated at study intersections based on existing peak hour factors (PHFs) and methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board). As shown in Table 1, the re-routed traffic volumes result in the need for additional improvements beyond those identified in the EIS at two intersections: SR 169/Baker Street and SR 169/Lawson Street. Additionally, mitigations are still required at the intersection of SR 169/Jones Lake Road.

In order to meet WSDOT's LOS D or better standard, additional southbound and eastbound right-turn lanes would be needed at SR 169/Baker Street and an additional westbound right-turn lane would be needed at SR 169/Lawson Street. Additionally, the traffic signal and northbound left-turn lane would need to remain at the intersection of SR 169/Jones Lake Road. Consistent with the EIS, no mitigations would be necessary at the intersection of Railroad Avenue/Baker Street. The mitigated channelization and traffic control assumptions are summarized in Figure 1. With these additional mitigations in place, the intersections are projected to operate at LOS D or better, as shown on Table 1.

Table 1. Traffic Analysis Summary – Removal of SE Loop Connector

Intersection	LOS Standard	Mitigated Traffic Control (EIS)			Mitigated Traffic Control (Removal of SE Loop Connector)		
		LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. SR 169/Baker Street	D	F	129	-	D	53	-
2. SR 169/Lawson Street	D	F	170	-	D	48	-
3. SR 169/Jones Lake Road	D	F	53	EB	A	4	-
4. Railroad Avenue/Baker Street	C	B	12	WB	No Change		

Source: HCM 6th Edition and Transpo Group, 2020

1. Level of service (A – F) as defined by the Highway Capacity Manual (HCM) 6th Edition, Transportation Research Board

2. Average delay per vehicle in seconds

3. Worst movement (WM) reported for two-way stop sign traffic control

Conclusions

This analysis determined that the worst-case impacts of the SE Loop Connector Alternative can be adequately mitigated assuming the following:

- Implementation of additional improvements beyond those identified in the EIS at two intersections:
 - **SR 169/Baker Street:** New southbound and eastbound right-turn lanes
 - **SR 169/Lawson Street:** New westbound right-turn lane
- Implementation of limited improvements (construction of a traffic signal and northbound left-turn lane) at the intersection of **SR 169/Jones Lake Road**

Additionally, improvements would remain unnecessary at the intersection of Railroad Avenue/Baker Street.



	Weekday PM Peak Hour Traffic Volumes		Channelization and Traffic Control	
	Re-Routed	With SE Loop Connector Alternative	EIS	With SE Loop Connector Alternative
1 SR 169/ Baker St				
2 SR 169/ Lawson St				
3 SR 169/ Jones Lake Rd				<p>East leg of intersection no longer proposed</p>
4 Railroad Ave/ Baker St				<p>No change relative to existing conditions.</p>

Traffic Analysis in Support of SE Loop Connector Alternative

Comprehensive Plan Amendment

Attachment A:
LOS Worksheets

HCM 6th Signalized Intersection Summary

1: SR-169 & Baker St

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	38	182	218	1502	1166	87
Arrive On Green	0.14	0.14	0.19	1.00	0.68	0.68
Sat Flow, veh/h	270	1291	1781	1870	1719	128
Grp Volume(v), veh/h	360	0	260	827	0	1542
Grp Sat Flow(s),veh/h/ln	1565	0	1781	1870	0	1847
Q Serve(g_s), s	22.5	0.0	15.5	0.0	0.0	108.5
Cycle Q Clear(g_c), s	22.5	0.0	15.5	0.0	0.0	108.5
Prop In Lane	0.17	0.82	1.00			0.07
Lane Grp Cap(c), veh/h	220	0	218	1502	0	1253
V/C Ratio(X)	1.64	0.00	1.20	0.55	0.00	1.23
Avail Cap(c_a), veh/h	220	0	218	1502	0	1253
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.13	0.13	0.00	1.00
Uniform Delay (d), s/veh	68.8	0.0	55.9	0.0	0.0	25.8
Incr Delay (d2), s/veh	305.7	0.0	93.9	0.2	0.0	111.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.7	0.0	13.3	0.1	0.0	83.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	374.5	0.0	149.8	0.2	0.0	136.8
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h	360			1087	1542	
Approach Delay, s/veh	374.5			36.0	136.8	
Approach LOS	F			D	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		133.0		27.0	20.0	113.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		128.5		22.5	15.5	108.5
Max Q Clear Time (g_c+I1), s		2.0		24.5	17.5	110.5
Green Ext Time (p_c), s		8.1		0.0	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			128.8			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	71	70	56	90	0	132	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.58	1.00	1.00
Sat Flow, veh/h	332	569	450	485	0	1071	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	574	0	0	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	1351	0	0	1556	0	0	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	19.8	0.0	0.0	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	0.31		0.69	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
V/C Ratio(X)	0.02	0.00	0.00	2.59	0.00	0.00	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	61.5	0.0	0.0	71.4	0.0	0.0	39.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	726.3	0.0	0.0	20.6	0.0	0.0	19.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	54.0	0.0	0.0	37.5	0.0	0.0	18.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	0.0	797.7	0.0	0.0	59.6	0.0	0.0	53.3	0.0	0.4
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		61.6			797.7			59.6			16.7	
Approach LOS		E			F			E			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	46.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+H), s	40.5	78.7		2.2		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				170.2								
HCM 6th LOS				F								

HCM 6th TWSC
3: SR-169 & Railroad Ave

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Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	38	837	1323	1
Future Vol, veh/h	0	108	38	837	1323	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	39	863	1364	1




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2306	1365	1365	0	-	0
Stage 1	1365	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	180	503	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	180	503	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52.9	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	503	-	180	-	-
HCM Lane V/C Ratio	0.078	-	0.619	-	-
HCM Control Delay (s)	12.8	0	52.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

Intersection

Int Delay, s/veh 7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	359	44	16	329	132
Future Vol, veh/h	13	359	44	16	329	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	370	45	16	339	136

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	867	53	0
Stage 1	53	-	-
Stage 2	814	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	323	1014	-
Stage 1	970	-	-
Stage 2	436	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	246	1014	-
Mov Cap-2 Maneuver	246	-	-
Stage 1	970	-	-
Stage 2	332	-	-













Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	5.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	914	1542
HCM Lane V/C Ratio	-	-	0.42	0.22
HCM Control Delay (s)	-	-	11.8	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	2.1	0.8

HCM 6th Signalized Intersection Summary

1: SR-169 & Baker St

02/26/2021





						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	6	2	2	2	2
Cap, veh/h	102	321	313	1655	1321	1119
Arrive On Green	0.06	0.06	0.20	1.00	0.71	0.71
Sat Flow, veh/h	1725	1535	1781	1870	1870	1585
Grp Volume(v), veh/h	62	297	260	827	1435	107
Grp Sat Flow(s),veh/h/ln	1725	1535	1781	1870	1870	1585
Q Serve(g_s), s	5.6	6.3	18.2	0.0	113.0	3.4
Cycle Q Clear(g_c), s	5.6	6.3	18.2	0.0	113.0	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	102	321	313	1655	1321	1119
V/C Ratio(X)	0.61	0.92	0.83	0.50	1.09	0.10
Avail Cap(c_a), veh/h	194	403	313	1655	1321	1119
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	73.5	62.0	60.1	0.0	23.5	7.4
Incr Delay (d2), s/veh	5.7	23.7	8.6	0.5	51.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.5	10.5	0.2	64.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.2	85.7	68.7	0.5	75.2	7.6
LnGrp LOS	E	F	E	A	F	A
Approach Vol, veh/h	359			1087	1542	
Approach Delay, s/veh	84.6			16.8	70.5	
Approach LOS	F			B	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	146.2		13.8		28.7	117.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	133.0		18.0		15.5	113.0
Max Q Clear Time (g_c+l1), s	2.0		8.3		20.2	115.0
Green Ext Time (p_c), s	8.1		0.9		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			52.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	30	29	15	133	0	667	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.39	1.00	1.00
Sat Flow, veh/h	0	237	119	710	0	1610	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	179	0	395	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	356	0	0	710	0	1610	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.8	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	0.0	19.8	0.0	19.8	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	1.00		1.00	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
V/C Ratio(X)	0.04	0.00	0.00	1.35	0.00	0.59	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12
Uniform Delay (d), s/veh	62.3	0.0	0.0	73.5	0.0	36.4	39.0	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	198.0	0.0	1.4	20.6	0.0	0.0	21.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	12.8	0.0	12.4	37.5	0.0	0.0	22.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	0.0	271.4	0.0	37.8	59.6	0.0	0.0	70.5	0.0	0.5
LnGrp LOS	E	A	A	F	A	D	E	A	A	F	A	A
Approach Vol, veh/h	3		574				856			1727		
Approach Delay, s/veh	62.5		110.6				59.6			22.1		
Approach LOS	E		F				E			C		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	51.0	84.7	24.3		135.7		24.3					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5		4.5					
Max Green Setting (Gmax), s	46.5	80.2	19.8		131.2		19.8					
Max Q Clear Time (g_c+H), s	46.5	78.7	21.8		2.0		21.8					
Green Ext Time (p_c), s	0.0	0.9	0.0		19.7		0.0					

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

3: SR-169 & Railroad Ave

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	108	38	837	1323	1
Future Volume (veh/h)	1	108	38	837	1323	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	39	863	1364	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	2		334	1697	1696	1
Arrive On Green	0.00	0.00	0.91	0.91	0.91	0.91
Sat Flow, veh/h	912	0	398	1870	1869	1
Grp Volume(v), veh/h	2	0	39	863	0	1365
Grp Sat Flow(s), veh/h/ln	1825	0	398	1870	0	1870
Q Serve(g_s), s	0.1	0.0	3.7	7.9	0.0	25.1
Cycle Q Clear(g_c), s	0.1	0.0	28.8	7.9	0.0	25.1
Prop In Lane	0.50	0.00	1.00			0.00
Lane Grp Cap(c), veh/h	5		334	1697	0	1697
V/C Ratio(X)	0.41		0.12	0.51	0.00	0.80
Avail Cap(c_a), veh/h	328		334	1697	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	6.5	0.8	0.0	1.6
Incr Delay (d2), s/veh	45.9	0.0	0.7	1.1	0.0	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.0	0.4	0.5	0.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	95.7	0.0	7.2	1.9	0.0	5.8
LnGrp LOS	F		A	A	A	A
Approach Vol, veh/h	2	A		902	1365	
Approach Delay, s/veh	95.7			2.1	5.8	
Approach LOS	F			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	95.2			4.8		95.2
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	73.0			18.0		73.0
Max Q Clear Time (g_c+I1), s	30.8			2.1		27.1
Green Ext Time (p_c), s	9.4			0.0		23.7

Intersection Summary

HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



CITY OF BLACK DIAMOND
PLANNING DIVISION
MASTER APPLICATION

OFFICE USE ONLY

FILE #	
APPL TYPE	
FEE PAID	

24301 Roberts Dr, PO Box 599 Black Diamond, WA 98010
Phone: (360)886-2560, Fax: (360)886-2592

NAME OF PROJECT/DEVELOPMENT: Southeast Loop Connector Alternative Comprehensive Plan Amendment			
ADDRESS/LOCATION OF PROPERTY: Parcel No. 1321069018 (See attached plan set for additional information)			
OWNER NAME		ADDRESS	
CCD Black Diamond Partners LLC		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	
APPLICANT NAME		ADDRESS	
CCD Black Diamond Partners LLC		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	
CONTACT NAME		ADDRESS	
Justin Wortman		3025 112th Ave NE Suite 100 Bellevue, WA 98004	
EMAIL	PHONE	FAX	
jwortman@oakpointe.com	(425) 898-2100	(425) 898-2139	
BRIEF DESCRIPTION OF PROJECT:			
Comprehensive Plan Amendment and Rezone			
PARCEL #: 132106-9018; See attached legal description	<i>*Legal Description must be attached</i>	1/4 SEC: NE	SEC: 13
		TWN: 21	RANGE: 06
SIZE (ACRES/SQ FT): 48,600 sq ft		ZONING: MPD	COMP PLAN DESIGNATION: MPD Overlay

EXISTING LAND USE: Vacant MPD

ADJACENT LAND USE: NORTH: SFR SOUTH: Vacant MPD/SFR
EAST: Vacant MPD/SFR WEST: Vacant MPD

DOES THE SITE CONTAIN ANY OF THE FOLLOWING ENVIRONMENTALLY SENSITIVE AREAS? CHECK ALL THAT APPLY:

FLOOD HAZARD AREA ☐ LANDSLIDE HAZARD AREA ☐ SEISMIC HAZARD AREA ☐
COAL MINE HAZARD AREA ☐ STEEP SLOPE HAZARD ☐ WETLANDS ☒ STREAMS ☐

I certify under penalty of perjury, under the laws of the State of Washington, that the foregoing and attached exhibits are true and correct. I further certify that I am the owner of the property described above or authorized to act on behalf of the above interested parties.

OWNER

PRINT NAME	See Attached
SIGNATURE	

APPLICANT/AGENT

PRINT NAME	See Attached
SIGNATURE	

CHANGES TO APPROVED APPLICATIONS WILL CONSTITUTE A NEW APPLICATION AND WILL BE SUBJECT TO FULL APPLICATION FEES.

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
LEGAL DESCRIPTION**

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND
NE QTR STR 14-21-06).

**CITY OF BLACK DIAMOND
COMPREHENSIVE PLAN AMENDMENT AND REZONE
SIGNATURE PAGE**

Owner:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By: 

Brian Ross, Manager

Date: 3/2/2021

Applicant:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By: 

Brian Ross, Manager

Date: 3/1/2021

Purpose of Checklist: The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help the City of Black Diamond identify impacts from a proposal (and to reduce or avoid impacts from the proposal, if it can be done), and to help the City decide whether an EIS is required.

A. BACKGROUND

1. Name of proposed project, if applicable:

Comprehensive Plan Amendment Request – Southeast Loop Connector Alternative

2. Name of proponent:

CCD Black Diamond Partners LLC

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

Proponent:
CCD Black Diamond Partners LLC.

Contact:
Justin Wortman
CCD Black Diamond Partners LLC.
3025 112th Ave NE, Suite 100
Bellevue, WA 98004
(425) 898-2100

4. Date checklist prepared:

February 26, 2021

5. Agency requesting checklist:

City of Black Diamond

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

This proposal is for the 2021 Comprehensive Plan Amendment

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

If the Southeast Loop Connector Alternative is ultimately included in the Black Diamond Comprehensive Plan, the alternative may in the future, subject to permitting requirements, be used as a secondary access to the Lawson Hills Master Planned Development (MPD).

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

- Comprehensive Plan Amendment – SE Loop Connector Alternative Traffic Analysis, dated 3/1/21, by Transpo Group.

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

Currently, there are no other applications pending for approval related to this proposal.

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

This amendment proposal will need to be approved by the City.

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

The proposal is for a Black Diamond Comprehensive Plan (Comp Plan) amendment that would include in the Comp Plan an alternative to the SE Loop Connector identified in the adopted Comprehensive Plan. The SE Loop Connector Alternative is located between the future MPD road and Lawson Street (see attached Comp Plan Map Change). Therefore, text amendments are proposed to the Comprehensive Plan's Transportation Appendix for the plan sections titled Functional Classification System located on page A7-10; the Transportation Improvement Recommendations on page 19; and Table 0-9 on page 25. A map amendment is proposed for Figure 7-4 on page 47. **(Note: This is an addition to the future road projects list and does not preclude the implementation of the SE Loop Connector.)**

See attached documents for proposed text and map changes (in strikeout and highlight):

- Functional Classification System - Comp Plan Text Change 1
- Transportation Improvement Recommendations - Comp Plan Text Change 2
- Table 0.9 - Comp Plan Text Change 3
- Figure 7-4 - Comp Plan Map Change 1.

12. Location of the proposal. Provide a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if available.

The SE Loop Connector Alternative would be located in Township 21N, Range 6E, Section 13 (See attached Figure 7-4).

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The land that the road segment would traverse is fairly flat.

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

The steepest slope is approximately 6 percent.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Based on the USDA Natural Resource Conservation Service Soil Survey, the soil type is Beausite gravelly sandy loam. Since the site is located within an urban growth area it is not considered prime farmland.

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

There are no surface indications or history of unstable soils in the vicinity.

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

Grading would occur to construct the road, install temporary construction erosion controls, and permanent stormwater runoff facilities. The approximate cut and fill amounts for the road alternative itself are 650 cubic yards of cut and 2,600 cubic yards of fill.

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

Limited erosion could occur as a result of the initial construction on-site; however, temporary erosion and sedimentation control (TESC) measures would be utilized during the construction phase to minimize potential erosion impacts (see 1h below). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity.

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

Approximately 21,600 square feet of impervious road surface would be created.

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

The site would be stabilized consistent with an approved temporary erosion and sedimentation control (TESC) plan in compliance with the then-applicable DOE Stormwater Management Manual for Western Washington as amended in 2014 and City of Black Diamond requirements (BDMC 15.28). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity. Construction stormwater would be managed per the TESC Plan and Stormwater Pollution Prevention Plan (SWPPP) prior to being discharged.

The TESC would include the use of best management practices (BMPs), which could include all or a combination of the following:

1. Construction activity should be scheduled or phased as much as possible to avoid earthwork activity during the wet season.
2. The winter performance of a site is dependent on a well-conceived plan for control of site erosion and stormwater runoff. The site plan should include ground-cover measures and staging areas. The contractor should be prepared to implement and maintain the required measures to reduce the amount of exposed ground.
3. Temporary erosion and sedimentation control (TESC) elements and perimeter flow control should be established prior to the start of grading.
4. During the wetter months of the year, or when significant storm events are predicted during the summer months, the work area should be stabilized so that if showers occur, it can receive the rainfall without excessive erosion or sediment transport. The required measures for an area to be "buttoned-up" would depend on the time of year and the duration that the area would be left unworked. During the winter months, areas that are to be left unworked for more than 2 days should be mulched or covered with plastic. During the summer months, stabilization would usually consist of seal-rolling the subgrade. Such measures would aid in the contractor's ability to get back into a work area after a storm event. The stabilization process also includes establishing temporary stormwater conveyance channels through work areas to route runoff to the approved treatment/discharge facilities.

5. All disturbed areas should be revegetated as soon as possible. If it is outside of the growing season, the disturbed areas should be covered with mulch. Straw mulch provides a cost-effective cover measure and can be made wind-resistant with the application of a tackifier after it is placed.

6. Surface runoff and discharge should be controlled during and following development. Uncontrolled discharge may promote erosion and sediment transport.

7. Soils that are to be reused around the site should be stored in such a manner as to reduce erosion from the stockpile. Protective measures may include, but are not limited to, covering stockpiles with plastic sheeting, or the use of silt fences around pile perimeters.

In addition to the approved TESC plan, the contractor would be monitored by the Washington State Department of Ecology under the National Pollutant Discharge Elimination System Permit (NPDES) General Stormwater Construction Permit. As part of the NPDES permit requirements, the contractor is required to keep a copy of the SWPPP on-site for reference. The SWPPP includes objectives to implement BMPs to minimize erosion and silt and sediment impacts from rainfall runoff during construction and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations. In addition, the contractor would provide a certified erosion control supervisor to be on site whenever earthwork or other activity that might result in turbid runoff is being performed.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

During project construction, heavy equipment operation and vehicles would generate exhaust emissions. Additionally, dust particulates generated primarily by construction equipment and construction activities would be produced during the construction phase of this project. During paving operations odors from asphalt would be detectable to some people near the project site. There would be long-term emissions from vehicles using the completed alternative route.

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

There are no known off-site sources of emissions or odors that would affect the road alternative.

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

To minimize the potential adverse impacts from emissions resulting from construction activities, Best Management Practices (BMPs) would be implemented to ensure that minimal amounts of dust and exhaust fumes leave the preliminary plat site. BMP measures may include street cleaning/sweeping, wheel washing, and watering of the site as necessary to help control dust and other particulates; and minimizing vehicle and equipment idling to reduce exhaust emissions at the site.

3. Water

- a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Lawson Creek is located on the road alignment and the SE Loop Connector Alternative would cross the creek. No work would occur in the water. The alignment would pass one Category IV wetland and may slightly encroach on the wetland buffer.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Work would occur within 200 feet of Lawson Creek. However, no work would take place in the water as the SE Loop Connector Alternative would cross Lawson Creek via a bridge.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material would be placed in or removed from surface water or wetlands.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.**

The road alternative would not require any surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. If so, note location on the site plan.**

The proposal would cross the 100-year floodplain. FEMA lists the area around Lawson Creek as an area of minimal flood hazard (Zone X).

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No waste materials would be discharged to surface waters.

b. Ground:

- 1) Will groundwater be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

No ground water would be withdrawn. Some stormwater would infiltrate into the ground and the remainder would be sent to a stormwater system.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ..; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste materials would be discharged into the ground.

c. Water Run-off (including stormwater):

- 1) **Describe the source of run-off (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Rainfall is the only source of runoff. Stormwater would be collected in roadside catch basins and directed into the stormwater control system that would be constructed as part of the Lawson Hills Master Planned Development. Some stormwater (not captured by the catch basins) would run off the road surface and infiltrate into the ground.

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

Construction activities such as fueling, and equipment operation and maintenance can create the potential for spills or minor leaks of fuel, oil, hydraulic fluid or other material into the soil that could make their way into the groundwater. There would be potential for waste materials from the completed road surface to enter groundwater via stormwater runoff.

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

A temporary erosion and control plan (TESC) and surface water pollution prevention plan (SWPPP) would be prepared for approval by the City of Black Diamond and Washington Department of Ecology (under the NPDES General Construction Stormwater permit) and implemented during construction. These plans contain BMPs for controlling surface and groundwater impacts during construction. See Section 1h above for more detail on the mitigation measures.

4. Plants

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

☒ **Deciduous trees:** Alder, maple, aspen, other bitter cherry, cascara
☒ **Evergreen trees:** Fir, cedar, pine, other hemlock
☒ **Shrubs**
☒ **Grass**
☒ **Pasture**
☐ **Crop or grain**
☐ **Wet Soil Plants:** Cattail, buttercup, bulrush, skunk cabbage, other
☐ **Water Plants:** Water Lily, eelgrass, milfoil, other
☐ **Other types of vegetation**

- b. **What kind and amount of vegetation will be removed or altered?**

Only the areas within the clearing limits would have vegetation removed. Areas outside of the clearing limits would retain existing vegetation. Evergreen and deciduous trees and shrubs would be removed.

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

There are no known threatened or endangered plant species on or near the site.

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

The clearing limits would be delineated (using continuous flagging and orange barrier fencing) prior to clearing and grading to minimize vegetation removal.

5. Animals

- a. **Check or circle any birds and animals which have been observed on or near the site, or are known to be on or near the site:**

 X **Birds:** *hawk*, heron, eagle, *songbirds*, other:

 X **Mammals:** *deer*, *bear*, *elk*, beaver, other:

 X **Fish:** bass, *salmon*, trout, herring, shellfish,

 Other:

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

According the U.S. Fish and Wildlife's Information for Planning and Consultation (IPaC) database (accessed online) there are no critical habitats at this location and no known threatened, endangered, or priority species known to be on the site.

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

The project site lies within the migratory bird Pacific Flyway; however, the site is not known to contain critical habitat for migratory birds.

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

No measures are proposed.

6. **Energy and Natural Resources**

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Energy in the form of diesel, gasoline and possibly electricity would be used during construction. Electricity would be used for lighting the roadway.

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

The project will not affect the potential use of solar energy by adjacent properties.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Limiting idling construction equipment would reduce the amount of fuel used during construction.

7. **Environmental Health**

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Construction equipment and activities such as fueling, and equipment operation (leaky equipment) and maintenance (leaky storage containers) can create the potential for spills or minor leaks of fuel, oil, hydraulic fluid or other material that could potentially pose a threat to environmental health. Project related construction activities and material handling/storage would meet all current local, county, state and federal regulations. The completed road would not result in any environmental health hazards.

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

No special emergency services would be needed.

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

State regulations regarding safety and the handling of hazardous materials would be enforced during the construction process. Equipment refueling areas would be located in areas where a spill could be quickly contained, and where the risk of the hazardous material entering ground water is minimized.

In order to reduce the risk of environmental health hazards during construction, the selected contractor would submit a Spill Prevention Control and Countermeasures Plan (SPCCP) with future permits. The SPCCP would include the handling of petroleum products and an emergency response procedure for any soil contaminated by a spill. The plan should include the use of fueling pads or berms located in areas where a spill could be quickly contained and where the risk of hazardous materials entering surface water is minimized, procedures to follow in case of spills, a maintenance plan to minimize leaky equipment, specify a staging area for vehicle maintenance, solid waste handling and disposal Best Management Practices (BMPs), and BMPs for any chemicals to be used or stored onsite during construction. State regulations regarding safety and the handling of hazardous materials will be followed during the construction process.

b. Noise

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

There is no noise source that would affect the road project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction equipment and activities would create impact and prolonged duration noise during the construction period, which would vary in intensity depending on the equipment in use and type of activity. Construction activities on the site would temporarily increase the peak on-site noise levels. Once completed, there would be noise produced by vehicles on the road.

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

Construction activity would be limited to hours and days as specified by the Lawson Hills MPD Development Agreement dated December 12, 2011.

8. Land and Shoreline Use

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

The site is currently pastureland with one residence. Surrounding property is mostly residential or vacant, wooded property.

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

Fields located on the site have recently been plowed.

c. Describe any structures on the site.

There is one residence on the property; however, the road alignment would not impact the house.

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

No structures would be demolished.

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

The current zoning is R-4 and MPD.

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

The comprehensive plan designation for the site is Low Density Residential and Master Planned Development. The current transportation improvement plan attached to the Comprehensive Plan identifies the SE Loop Connector.

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

There is no shoreline designation on the site.

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

There is a Category IV wetland on the site and Lawson Creek, both are environmentally sensitive areas.

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

The proposal will be reviewed for compatibility with the Comprehensive Plan by the Community Development Department as part of the amendment process.

9. Housing

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

Not applicable.

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

Not applicable.

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

Not applicable.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Lighting would be provided along the roadway and would be approximately 20 feet in height.

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

No views would be obstructed. There would be a slight alteration in views of the site due to the road surface.

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

No measures are proposed.

11. Light and Glare

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

Night lighting would be installed along the road for safety.

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

There would be no light or glare that would be a safety hazard or interfere with views.

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

There are no off-site sources of light or glare that would affect the proposal.

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

No measures are proposed.

12. Recreation

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

There are several community parks in the vicinity of this site, including the Eagle Creek Community Park, Lake Sawyer Regional Park (undeveloped) and Ginder Creek Park (undeveloped). There are also a number of lakes in the general area including Lake Sawyer, Horseshoe Lake, Keevie Lake and Oak Lake that provide water-based recreational opportunities.

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

No existing authorized recreational uses would be displaced.

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

The road alternative would provide sidewalks for pedestrian and bicycle recreation. Sidewalks would be ADA compliant with curb ramps.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

There are no significant historic or cultural resources on the site.

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

There are no known landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the project site.

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

The project would comply with all applicable local, state and federal laws.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The SE Loop Connector Alternative would connect to Lawson Street and a not-yet-built portion of road.

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

The site is not currently served by public transit. The nearest Metro Transit Route is 143/907 that runs on SR 169 and stops at the intersection with Baker Street.

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

No parking spaces would be added or eliminated.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The project would not require new roads but would require a new intersection at Lawson Street.

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

The project would not occur in the immediate vicinity of water, rail or air transportation

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

Unknown at this time.

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

During construction, workers and trucks with materials will travel to and from the site and could be timed to avoid peak traffic hours. For example, workers can arrive early in the morning before the AM peak hour and if possible, material trips can be scheduled to occur during off-peak hours. Flaggers, signage and barriers would be used to help general traffic avoid the construction zone. The contractor would be required to prepare and implement a traffic control plan during construction.

15. Public Services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

During construction, there could be a slight increase in the potential demand for emergency medical services due to the operation of heavy construction equipment. The completed project would not result in an increase in the demand for public services.

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

No measures are proposed.

16. Utilities

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

Electricity is available at the site.

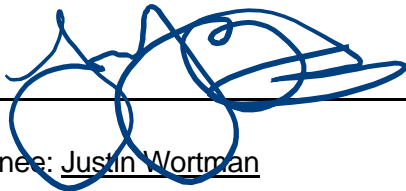
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Electricity would be used for lighting on the finished project.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____



Name of signee: Justin Wortman

Position and Agency/Organization: Senior Project Manager, CCD Black Diamond Partners, LLC.

Date Submitted: February 26, 2021

A. Supplemental Sheet for Nonproject Actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Construction of the proposal would cause temporary increases in diesel exhaust emissions from construction equipment and gasoline exhaust emissions from construction workers travelling to and from the site. During dry weather, construction earthwork may also result in dust generation. There would also be a temporary increase in construction noise. However, the construction period would be relatively short as compared to the SE Loop Connector, which would reduce the duration of construction-related impacts.

The proposal operation would result in stormwater runoff from the increase in impervious road surface, emissions to air from vehicle exhaust, and increased noise from vehicles moving on the road. There would be no release of toxic or hazardous substances.

Proposed measures to avoid or reduce such increases are:

The site will be stabilized consistent with an approved temporary erosion and sedimentation control (TESC) plan in compliance with the then-applicable DOE Stormwater Management Manual for Western Washington as amended in 2014 and City of Black Diamond requirements (BDMC 15.28). Temporary erosion and sedimentation control plans must be submitted to and approved by the City of Black Diamond prior to any clearing or grading activity. Construction stormwater will be managed per the TESC Plan and Stormwater Pollution Prevention Plan (SWPPP) prior to being discharged.

The TESC will include the use of best management practices (BMPs), which could include all or a combination of the following:

1. Construction activity should be scheduled or phased as much as possible to avoid earthwork activity during the wet season.
2. The winter performance of a site is dependent on a well-conceived plan for control of site erosion and stormwater runoff. The site plan should include ground-cover measures and staging areas. The contractor should be prepared to implement and maintain the required measures to reduce the amount of exposed ground.
3. Temporary erosion and sedimentation control (TESC) elements and perimeter flow control should be established prior to the start of grading.

4. During the wetter months of the year, or when significant storm events are predicted during the summer months, the work area should be stabilized so that if showers occur, it can receive the rainfall without excessive erosion or sediment transport. The required measures for an area to be “buttoned-up” will depend on the time of year and the duration that the area will be left unworked. During the winter months, areas that are to be left unworked for more than 2 days should be mulched or covered with plastic. During the summer months, stabilization will usually consist of seal-rolling the subgrade. Such measures will aid in the contractor’s ability to get back into a work area after a storm event. The stabilization process also includes establishing temporary stormwater conveyance channels through work areas to route runoff to the approved treatment/discharge facilities.

5. All disturbed areas should be revegetated as soon as possible. If it is outside of the growing season, the disturbed areas should be covered with mulch. Straw mulch provides a cost-effective cover measure and can be made wind-resistant with the application of a tackifier after it is placed.

6. Surface runoff and discharge should be controlled during and following development. Uncontrolled discharge may promote erosion and sediment transport.

7. Soils that are to be reused around the site should be stored in such a manner as to reduce erosion from the stockpile. Protective measures may include, but are not limited to, covering stockpiles with plastic sheeting, or the use of silt fences around pile perimeters.

In addition to the approved TESC plan, the contractor will be monitored by the Washington State Department of Ecology under the National Pollutant Discharge Elimination System Permit (NPDES) General Stormwater Construction Permit. As part of the NPDES permit requirements, the contractor is required to keep a copy of the SWPPP on-site for reference. The SWPPP includes objectives to implement BMPs to minimize erosion and silt and sediment impacts from rainfall runoff during construction and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee’s outfall and discharge locations. In addition, the contractor will provide a certified erosion control supervisor to be on site whenever earthwork or other activity that might result in turbid runoff is being performed.

To minimize the potential adverse impacts from emissions resulting from construction activities, Best Management Practices (BMPs) will be implemented to ensure that minimal amounts of dust and exhaust fumes leave the site. BMP measures may include the following: street cleaning/sweeping; wheel washing; installing stabilized rock construction entrances; watering of the site as necessary to help control dust and other particulates; covering trucks beds carrying soil material; and minimizing vehicle and equipment idling to reduce exhaust emissions at the site.

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

The proposal would have no effect on fish or marine life (stormwater would be treated prior to discharge). Only one parcel would be affected by the proposal and the route would not impact any wetlands or sensitive wildlife habitat on that property.

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

Stormwater would be treated prior to discharge into surface waters.

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

The proposal would use energy in the form of diesel, gasoline and possibly electricity during construction. Natural resources such as petroleum, aggregates (e.g., rock, sand, gravel), cement, and various metals (e.g., steel rebar) would be used in constructing the road and road elements (e.g., guard railings, light posts, walls, etc.).

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

No measures are proposed.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

There are no environmentally sensitive areas along the proposal right-of-way except for Lawson Creek. The proposal alignment would cross the creek (similar to the SE Loop Connector).

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

A bridge would be constructed to span across the creek with bridge supports that are located outside the ordinary high water mark. In this way, creek flow and fish passage would not be impeded.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal would not impact shoreline uses.

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

No measures are proposed.

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

The proposal would not increase the demand for transportation or public services. There would be a slight increase in demand for electricity to operate lighting along the roadway for safety.

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

The project itself would serve the demand for transportation circulation and access.

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

The proposal would not conflict with any local, state, or federal laws for protection of the environment.



**CITY OF BLACK DIAMOND
SENSITIVE AREA IDENTIFICATION FORM**

This form identifies potential sensitive areas located on the subject property. This is a supplemental form to the sensitive area applications. Further study and or identification of sensitive areas may be required. Please complete the following information to the best of your ability.

Applicant: CCD Black Diamond Partners LLC		Permit #:
Parcel#: See attached legal	Site Address: Southeast Loop Connector Alternative	
Sensitive Areas Identified: <input type="checkbox"/> Geologic Hazard Area <input type="checkbox"/> Erosion Hazard Area <input checked="" type="checkbox"/> Wetlands <input type="checkbox"/> Flood Zone <input type="checkbox"/> Aquifer Recharge <input type="checkbox"/> Stream Corridor <input type="checkbox"/> To my knowledge there are no sensitive areas on my property.		
Comments: Comprehensive Plan Amendment		
Signature: See Attached		Date: 3/1/2021

~For Official Use Only~

Reports Completed or Required: <input type="checkbox"/> Sensitive Area Report <input type="checkbox"/> Wetland Delineation Report <input type="checkbox"/> Geotechnical Report
Inspection Results: <input type="checkbox"/> No Sensitive Areas Present <input type="checkbox"/> Sensitive Areas Present, but No Impact <input type="checkbox"/> Sensitive Areas may be affected by proposal
Summary of Findings: _____ _____ _____ _____

Signature: _____ Natural Resources Director	Date:
--	--------------

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
LEGAL DESCRIPTION**

PARCEL 4 CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO PLN 19-0028
RECORDING NO 20190619900008 (BEING A PORTION OF NW QTR STR 13-21-06 AND
NE QTR STR 14-21-06).

**SOUTHEAST LOOP CONNECTOR ALTERNATIVE COMPREHENSIVE PLAN AMENDMENT
COMPREHENSIVE PLAN AMENDMENT AND REZONE
SENSITIVE AREA IDENTIFICATION FORM
SIGNATURE PAGE**

Applicant:

CCD Black Diamond Partners LLC, a Delaware limited liability company

By: Oakpointe LLC, its Manager

By:  _____

Brian Ross, Manager

Date: 3/1/2021

MEMORANDUM

Date:	March 1, 2021	TG:	16450.00
To:	Andrew Williamson – City of Black Diamond		
From:	Mike Swenson, P.E., PTOE and Maris Fry, P.E. – Transpo Group		
cc:	Brian Ross and Justin Wortman – Oakpointe		
Subject:	Comprehensive Plan Amendment – SE Loop Connector Alternative		

This memorandum provides analysis evaluating the proposed inclusion of the SE Loop Connector Alternative in the City of Black Diamond's 2019 Comprehensive Plan. This memorandum includes the following information:

- Overview of the proposed Alternative
- Summary of pertinent EIS findings
- Operational impacts of the SE Loop Connector Alternative

As detailed below, this analysis determined that the worst-case impacts of the proposed SE Loop Connector Alternative could be sufficiently mitigated through the addition of turn lanes at the intersections of SR 169/Baker Street and SR 169/Lawson Street.

Alternative Overview

As shown in Figure 1, the Comprehensive Plan currently identifies the SE Loop Connector as a connection between the Lawson Connector and SR 169. The identified SE Loop Connector Alternative is shown in Figure 1.

The SE Loop Connector was analyzed in the *Lawson Hills Technical Transportation Report (TTR)*, performed by Parametrix in 2009, which was used as the basis for the transportation-related EIS findings for the Lawson Hills MPD. To understand the worst-case impacts of the proposed SE Loop Connector Alternative, the volume projections outlined in the Lawson Hills TTR were updated assuming all traffic shifts from the SE Loop Connector to the Alternative. Based on the anticipated trip assignment and re-routing associated with the Alternative, volume and operations impacts were limited to the following intersections:

1. SR 169/Baker Street
2. SR 169/Lawson Street
3. SR 169/Jones Lake Road
4. Railroad Avenue/Baker Street

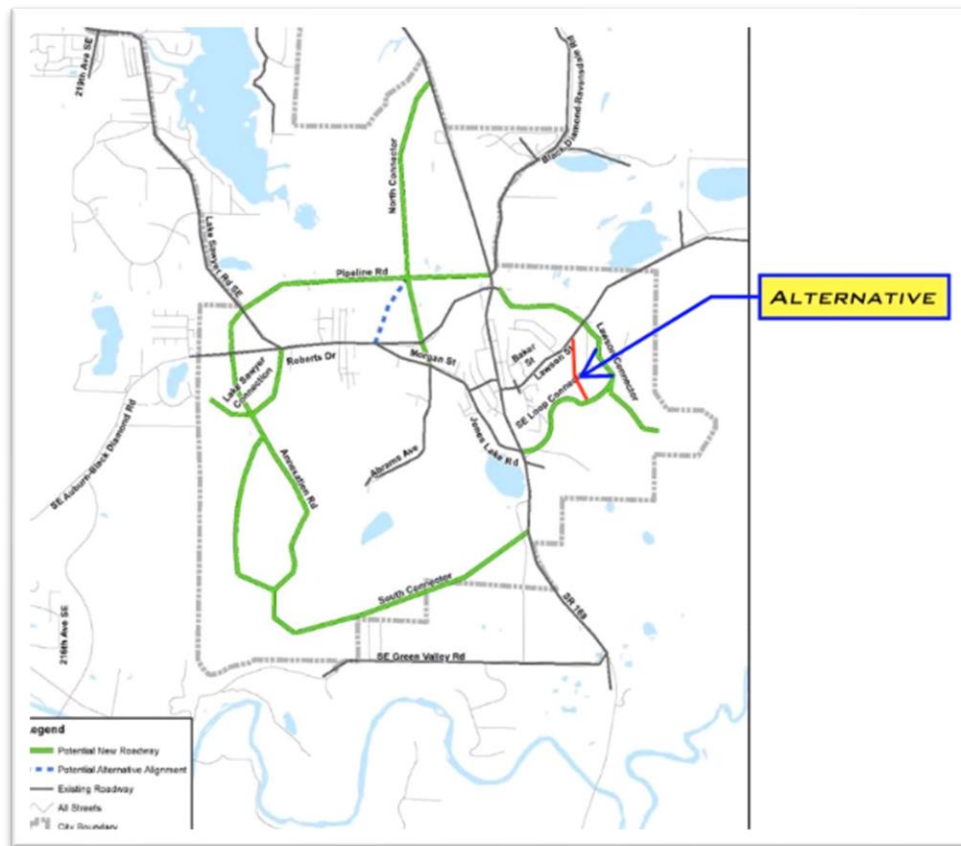


Figure 1: Proposed SE Loop Connector Alternative (Base Map Source: City of Black Diamond 2019 Comprehensive Plan)

Summary of Pertinent EIS Findings

The analysis contained within the Lawson Hills TTR developed traffic volume projections and defined impacts for the Lawson Hills MPD, as well as the collective impacts of the Lawson Hills and Ten Trails MPDs. Based on this analysis, the following mitigations were identified at the above study intersections for full build-out conditions of both MPDs. The channelization and traffic control for the intersections are also summarized in Figure 1.

- **SR 169/Baker Street:** Traffic signal and northbound left-turn lane
- **SR 169/Lawson Street:** Traffic signal and southbound left-turn lane
- **SR 169/Jones Lake Road:** Traffic signal and northbound, westbound, and southbound left-turn lanes
- **Railroad Avenue/Baker Street:** No mitigations necessary

Traffic Operations Analysis

To determine the worst-case impacts of the SE Loop Connector Alternative, traffic volume projections from the Lawson Hills TTR were revised to account for re-routed traffic. This analysis conservatively assumed that all traffic routed through the SE Loop Connector in the EIS is re-routed to Lawson Street. Figure 1 depicts the re-routed volumes and the adjusted full-build traffic volumes.

Using these adjusted volumes, intersection level of service (LOS) was evaluated at the study intersections. The channelization and traffic control associated with the EIS-identified mitigations were used as a baseline in order to determine if additional mitigations would be necessary. For the intersection of SR 169/Jones Lake Road, channelization and traffic control consistent with existing conditions was assumed to determine if introduction of the SE Loop Connector Alternative would result in mitigations no longer being necessary.

Weekday PM peak hour levels of service and delays were calculated at study intersections based on existing peak hour factors (PHFs) and methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board). As shown in Table 1, the re-routed traffic volumes result in the need for additional improvements beyond those identified in the EIS at two intersections: SR 169/Baker Street and SR 169/Lawson Street. Additionally, mitigations are still required at the intersection of SR 169/Jones Lake Road.

In order to meet WSDOT's LOS D or better standard, additional southbound and eastbound right-turn lanes would be needed at SR 169/Baker Street and an additional westbound right-turn lane would be needed at SR 169/Lawson Street. Additionally, the traffic signal and northbound left-turn lane would need to remain at the intersection of SR 169/Jones Lake Road. Consistent with the EIS, no mitigations would be necessary at the intersection of Railroad Avenue/Baker Street. The mitigated channelization and traffic control assumptions are summarized in Figure 1. With these additional mitigations in place, the intersections are projected to operate at LOS D or better, as shown on Table 1.

Table 1. Traffic Analysis Summary – Removal of SE Loop Connector

Intersection	LOS Standard	Mitigated Traffic Control (EIS)			Mitigated Traffic Control (Removal of SE Loop Connector)		
		LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. SR 169/Baker Street	D	F	129	-	D	53	-
2. SR 169/Lawson Street	D	F	170	-	D	48	-
3. SR 169/Jones Lake Road	D	F	53	EB	A	4	-
4. Railroad Avenue/Baker Street	C	B	12	WB	No Change		

Source: HCM 6th Edition and Transpo Group, 2020

1. Level of service (A – F) as defined by the Highway Capacity Manual (HCM) 6th Edition, Transportation Research Board

2. Average delay per vehicle in seconds

3. Worst movement (WM) reported for two-way stop sign traffic control

Conclusions

This analysis determined that the worst-case impacts of the SE Loop Connector Alternative can be adequately mitigated assuming the following:

- Implementation of additional improvements beyond those identified in the EIS at two intersections:
 - **SR 169/Baker Street:** New southbound and eastbound right-turn lanes
 - **SR 169/Lawson Street:** New westbound right-turn lane
- Implementation of limited improvements (construction of a traffic signal and northbound left-turn lane) at the intersection of **SR 169/Jones Lake Road**

Additionally, improvements would remain unnecessary at the intersection of Railroad Avenue/Baker Street.



	Weekday PM Peak Hour Traffic Volumes		Channelization and Traffic Control	
	Re-Routed	With SE Loop Connector Alternative	EIS	With SE Loop Connector Alternative
1 SR 169/ Baker St				
2 SR 169/ Lawson St				
3 SR 169/ Jones Lake Rd				<p>East leg of intersection no longer proposed</p>
4 Railroad Ave/ Baker St				<p>No change relative to existing conditions.</p>

Traffic Analysis in Support of SE Loop Connector Alternative

Comprehensive Plan Amendment

Attachment A:
LOS Worksheets

HCM 6th Signalized Intersection Summary

1: SR-169 & Baker St

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	38	182	218	1502	1166	87
Arrive On Green	0.14	0.14	0.19	1.00	0.68	0.68
Sat Flow, veh/h	270	1291	1781	1870	1719	128
Grp Volume(v), veh/h	360	0	260	827	0	1542
Grp Sat Flow(s),veh/h/ln	1565	0	1781	1870	0	1847
Q Serve(g_s), s	22.5	0.0	15.5	0.0	0.0	108.5
Cycle Q Clear(g_c), s	22.5	0.0	15.5	0.0	0.0	108.5
Prop In Lane	0.17	0.82	1.00			0.07
Lane Grp Cap(c), veh/h	220	0	218	1502	0	1253
V/C Ratio(X)	1.64	0.00	1.20	0.55	0.00	1.23
Avail Cap(c_a), veh/h	220	0	218	1502	0	1253
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.13	0.13	0.00	1.00
Uniform Delay (d), s/veh	68.8	0.0	55.9	0.0	0.0	25.8
Incr Delay (d2), s/veh	305.7	0.0	93.9	0.2	0.0	111.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.7	0.0	13.3	0.1	0.0	83.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	374.5	0.0	149.8	0.2	0.0	136.8
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h	360			1087	1542	
Approach Delay, s/veh	374.5			36.0	136.8	
Approach LOS	F			D	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		133.0		27.0	20.0	113.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		128.5		22.5	15.5	108.5
Max Q Clear Time (g_c+I1), s		2.0		24.5	17.5	110.5
Green Ext Time (p_c), s		8.1		0.0	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			128.8			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	71	70	56	90	0	132	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.58	1.00	1.00
Sat Flow, veh/h	332	569	450	485	0	1071	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	574	0	0	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	1351	0	0	1556	0	0	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	19.8	0.0	0.0	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	0.31		0.69	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
V/C Ratio(X)	0.02	0.00	0.00	2.59	0.00	0.00	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	197	0	0	222	0	0	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	61.5	0.0	0.0	71.4	0.0	0.0	39.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	726.3	0.0	0.0	20.6	0.0	0.0	19.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	54.0	0.0	0.0	37.5	0.0	0.0	18.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	0.0	797.7	0.0	0.0	59.6	0.0	0.0	53.3	0.0	0.4
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	A
Approach Vol, veh/h		3			574			856			1727	
Approach Delay, s/veh		61.6			797.7			59.6			16.7	
Approach LOS		E			F			E			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	46.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+H), s	40.5	78.7		2.2		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				170.2								
HCM 6th LOS				F								

HCM 6th TWSC
3: SR-169 & Railroad Ave

02/26/2021

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	38	837	1323	1
Future Vol, veh/h	0	108	38	837	1323	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	39	863	1364	1




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2306	1365	1365
Stage 1	1365	-	-
Stage 2	941	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	42	180	503
Stage 1	237	-	-
Stage 2	380	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	36	180	503
Mov Cap-2 Maneuver	36	-	-
Stage 1	202	-	-
Stage 2	380	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52.9	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	503	-	180	-	-
HCM Lane V/C Ratio	0.078	-	0.619	-	-
HCM Control Delay (s)	12.8	0	52.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	3.5	-	-

Intersection

Int Delay, s/veh 7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	359	44	16	329	132
Future Vol, veh/h	13	359	44	16	329	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	370	45	16	339	136

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	867	53	0
Stage 1	53	-	-
Stage 2	814	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	323	1014	-
Stage 1	970	-	-
Stage 2	436	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	246	1014	-
Mov Cap-2 Maneuver	246	-	-
Stage 1	970	-	-
Stage 2	332	-	-













Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	5.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	914	1542
HCM Lane V/C Ratio	-	-	0.42	0.22
HCM Control Delay (s)	-	-	11.8	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	2.1	0.8

HCM 6th Signalized Intersection Summary

1: SR-169 & Baker St

02/26/2021

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	288	252	802	1392	104
Future Volume (veh/h)	60	288	252	802	1392	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	297	260	827	1435	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	6	2	2	2	2
Cap, veh/h	102	321	313	1655	1321	1119
Arrive On Green	0.06	0.06	0.20	1.00	0.71	0.71
Sat Flow, veh/h	1725	1535	1781	1870	1870	1585
Grp Volume(v), veh/h	62	297	260	827	1435	107
Grp Sat Flow(s),veh/h/ln	1725	1535	1781	1870	1870	1585
Q Serve(g_s), s	5.6	6.3	18.2	0.0	113.0	3.4
Cycle Q Clear(g_c), s	5.6	6.3	18.2	0.0	113.0	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	102	321	313	1655	1321	1119
V/C Ratio(X)	0.61	0.92	0.83	0.50	1.09	0.10
Avail Cap(c_a), veh/h	194	403	313	1655	1321	1119
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	73.5	62.0	60.1	0.0	23.5	7.4
Incr Delay (d2), s/veh	5.7	23.7	8.6	0.5	51.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.5	10.5	0.2	64.7	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.2	85.7	68.7	0.5	75.2	7.6
LnGrp LOS	E	F	E	A	F	A
Approach Vol, veh/h	359			1087	1542	
Approach Delay, s/veh	84.6			16.8	70.5	
Approach LOS	F			B	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	146.2		13.8		28.7	117.5
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5
Max Green Setting (Gmax), s	133.0		18.0		15.5	113.0
Max Q Clear Time (g_c+I1), s	2.0		8.3		20.2	115.0
Green Ext Time (p_c), s	8.1		0.9		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			52.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

2: SSR-169/SR-169 & Lawson St

02/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Future Volume (veh/h)	1	1	1	174	0	383	1	662	168	516	1154	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	179	0	395	1	682	173	532	1190	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	6	6	6	2	2	2
Cap, veh/h	30	29	15	133	0	667	23	698	177	518	1526	6
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.50	0.50	0.50	0.39	1.00	1.00
Sat Flow, veh/h	0	237	119	710	0	1610	0	1393	353	1781	1861	8
Grp Volume(v), veh/h	3	0	0	179	0	395	856	0	0	532	0	1195
Grp Sat Flow(s),veh/h/ln	356	0	0	710	0	1610	1747	0	0	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.8	7.6	0.0	0.0	46.5	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	0.0	19.8	0.0	19.8	76.7	0.0	0.0	46.5	0.0	0.0
Prop In Lane	0.33		0.33	1.00		1.00	0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
V/C Ratio(X)	0.04	0.00	0.00	1.35	0.00	0.59	0.95	0.00	0.00	1.03	0.00	0.78
Avail Cap(c_a), veh/h	74	0	0	133	0	667	898	0	0	518	0	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12
Uniform Delay (d), s/veh	62.3	0.0	0.0	73.5	0.0	36.4	39.0	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	198.0	0.0	1.4	20.6	0.0	0.0	21.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	12.8	0.0	12.4	37.5	0.0	0.0	22.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	0.0	271.4	0.0	37.8	59.6	0.0	0.0	70.5	0.0	0.5
LnGrp LOS	E	A	A	F	A	D	E	A	A	F	A	A
Approach Vol, veh/h	3			574			856			1727		
Approach Delay, s/veh	62.5			110.6			59.6			22.1		
Approach LOS	E			F			E			C		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	84.7		24.3		135.7		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	46.5	80.2		19.8		131.2		19.8				
Max Q Clear Time (g_c+H), s	46.5	78.7		21.8		2.0		21.8				
Green Ext Time (p_c), s	0.0	0.9		0.0		19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary

3: SR-169 & Railroad Ave

02/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	108	38	837	1323	1
Future Volume (veh/h)	1	108	38	837	1323	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	39	863	1364	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	2		334	1697	1696	1
Arrive On Green	0.00	0.00	0.91	0.91	0.91	0.91
Sat Flow, veh/h	912	0	398	1870	1869	1
Grp Volume(v), veh/h	2	0	39	863	0	1365
Grp Sat Flow(s), veh/h/ln	1825	0	398	1870	0	1870
Q Serve(g_s), s	0.1	0.0	3.7	7.9	0.0	25.1
Cycle Q Clear(g_c), s	0.1	0.0	28.8	7.9	0.0	25.1
Prop In Lane	0.50	0.00	1.00			0.00
Lane Grp Cap(c), veh/h	5		334	1697	0	1697
V/C Ratio(X)	0.41		0.12	0.51	0.00	0.80
Avail Cap(c_a), veh/h	328		334	1697	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	6.5	0.8	0.0	1.6
Incr Delay (d2), s/veh	45.9	0.0	0.7	1.1	0.0	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.0	0.4	0.5	0.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	95.7	0.0	7.2	1.9	0.0	5.8
LnGrp LOS	F		A	A	A	A
Approach Vol, veh/h	2	A		902	1365	
Approach Delay, s/veh	95.7			2.1	5.8	
Approach LOS	F			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	95.2			4.8		95.2
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	73.0			18.0		73.0
Max Q Clear Time (g_c+I1), s	30.8			2.1		27.1
Green Ext Time (p_c), s	9.4			0.0		23.7

Intersection Summary

HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.