



CITY OF BLACK DIAMOND
January 12, 2016 Special Joint Meeting Agenda
City Council and Planning Commission
25510 Lawson St., Black Diamond, Washington

7:15 P.M. – CALL TO ORDER, FLAG SALUTE, ROLL CALL

WORK SESSION -

1. Begin review of City's Comprehensive Plan Update
 - a. GMA Overview
 - b. Required Changes and Formatting
 - c. Introduction – Vision Statement and General Goals
 - d. Community Characteristics and Demographics

ADJOURNMENT:

I. GMA GOALS OVERVIEW

RCW 36.70A.010: Legislative finding

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning.

RCW 36.70A.020: Growth Management Act (GMA) planning goals.

The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(14) Shorelines of the state. For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW [90.58.020](#) are added as one of the goals of this chapter as set forth in RCW [36.70A.020](#) without creating an order of priority among the fourteen goals. The goals and policies of a shoreline master program for a county or city approved under chapter [90.58](#) RCW shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city adopted under chapter [90.58](#) RCW, including use regulations, shall be considered a part of the county or city's development regulations.

II. MANDATORY ELEMENTS OF COMPREHENSIVE PLANS

RCW 36.70A.070: Framework for comprehensive plans.

The comprehensive plan of a county or city that is required or chooses to plan under RCW [36.70A.040](#) shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map.

1. Land Use Element which designates the proposed general distribution, location and extent of land uses where “appropriate”, i.e. housing, commerce, industry, recreation, open space, public utilities and facilities. The element must:
 - Include population densities, building intensities, estimates for future population growth.
 - Ensure protection of the quality and quantity of groundwater used for public water supplies.
 - Where applicable review drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state.
 - Consider using urban planning approaches that promote physical activity.

2. Housing Element that ensures vitality and character of established residential neighborhoods. The housing element must include:
 - An inventory and analysis of existing and projected housing needs to identify the number of housing units necessary to manage projected growth.
 - A statement of goals, policies, and objectives with mandatory provisions for preservation, improvement, and development of housing including single family residences.
 - Identification of sufficient land for housing which includes government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities.
 - Adequate provisions for existing and projected needs of all economic segments of the community.

3. Capital facilities Plan Element which includes the following:
 - An inventory of existing capital facilities owned by public entities, locations and capacities of capital facilities including park and recreational facilities.
 - A forecast of future needs for such capital facilities.
 - Proposed locations and capacities of expanded or new capital facilities.
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- At least a 6-year plan that will finance such capital facilities within projected funding capacities and clearly identified sources of public money for such purposes.
 - A requirement to reassess the land use element if probable funding fall short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing within the capital facilities plan element are coordinated and consistent.
4. Utilities Element that shows the general location, proposed location and capacity of all existing and proposed utilities including but not limited to electrical lines, telecommunication lines, and natural gas lines.
5. Transportation Element which includes the following sub-elements:
- Land use assumptions used in estimating travel.
 - Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.
 - Facilities and service needs which discuss:
 - Inventories of air, water, and ground transportation facilities and services, including state-owned transportation facilities within the city's jurisdictional boundaries
 - Level of service standards (LOS) for all locally owned arterials to serve as a gauge to judge performance of the system.
 - LOS standards for state-owned transportation facilities (as prescribed in chapters 47.06 and 47.80 RCW¹) for the purpose of monitoring performance of the system, evaluating improvement strategies, and coordinating facilities between the six-year street program and the office of financial management's (OFM) ten-year investment program. Transportation concurrency does not apply to state transportation facilities and services.
 - Specific actions and requirements to bring into compliance locally owned transportation facilities or services that are below an established LOS.
 - Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs for future growth.
 - Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with statewide multimodal transportation plans under chapter 47.06 RCW.

¹ 47.06 RCW *Statewide transportation planning*
47.80 RCW *Regional transportation organizations*

- Finance strategies which provide:
 - An analysis of funding capability to judge needs against probable funding resources
 - A multiyear financing plan based on the needs identified in comp plan used for basis of six-year transportation improvement plan (TIP) required by RCW 35.77.010.²
 - A discussion how additional funding will be raised or land assumptions will be reassessed to ensure level of service standards will be met if probable funding falls short of meeting identified needs.
 - Intergovernmental coordination efforts which include assessment of impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.
 - Demand-management strategies.
 - A Pedestrian and bicycle component which includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors to address and encourage enhanced community access and promote healthy lifestyles.
6. Economic Development Element that establishes local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:
- A summary of local economy such as population, employment, payroll sectors, businesses, and sales.
 - A summary of strengths and weaknesses of the local economy defined as the commercial and industrial sectors with supporting factors such as land use, transportation, utilities, education, workforce housing, and natural and cultural resources.
 - Identification of policies, programs, and projects to foster economic growth and development to address future needs.
7. Park and Recreation Element that implements and is consistent with the Capital Facilities Plan Element as it relates to park and recreation facilities. The element must include:
- Estimates of park and recreation demand for at least ten-year period.
 - Evaluation of facilities and service needs.
 - Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

² RCW 35.77.010 *Perpetual advanced six-year plans for coordinated transportation program expenditures-Nonmotorized transportation-Railroad right-of-way*

III. KEY GMA CONCEPTS

RCW 36.70A.090 Innovative techniques

A comprehensive plan should provide for innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit developments, and the transfer of development rights.

RCW 36.70A.100 Comprehensive plans must be coordinated

The comprehensive plan of each county or city that is adopted pursuant to RCW [36.70A.040](#) shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW [36.70A.040](#) of other counties or cities with which the county or city has, in part, common borders or related regional issues.

RCW 36.70A.115 Comprehensive plans and development regulations must provide sufficient land capacity for development

Counties and cities that are required or choose to plan under RCW [36.70A.040](#) shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the office of financial management.

RCW 36.70A.120 Planning activities and capital budget decisions - implementation in conformity with comprehensive plan

Each county and city that is required or chooses to plan under RCW [36.70A.040](#) shall perform its activities and make capital budget decisions in conformity with its comprehensive plan.

RCW 36.70A.130 Comprehensive plans—Review procedures and schedules—Amendments.

Each comprehensive land use plan and development regulations shall be subject to continuing review and evaluation by the county or city that adopted them. Except as otherwise provided, a county or city shall take legislative action to review and, if needed, revise its comprehensive land use plan and development regulations to ensure the plan and regulations comply with the requirements of this chapter according to the deadlines in subsections (4) and (5) of this section.

Following the review of comprehensive plans and development regulations, counties and cities shall take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of this chapter.

The deadline for King, Peirce, Snohomish counties and the cities within those counties is on or before June 30, 2015 and every eight years thereafter. This is found in subsection (5)(a) 36.70A.130 RCW. Only cities subject to a deadline established in subsection (5) (b) through (d) that meet certain criteria may delay adoption for up to twenty-four months.

Subsection (7) (a) states, “the requirements imposed on counties and cities under this section shall be considered requirements of this chapter (RCW 36.70A.130) under the terms of RCW 36.70A.040 (1)” which lists who must plan under the GMA. The legislature acknowledges that only those jurisdictions in compliance with the review and revision schedules of the growth management act are eligible to receive funds from the public works assistance and water quality accounts in the state treasury.

RCW 36.70A.210 Countywide planning policies

(1) The legislature recognizes that counties are regional governments within their boundaries, and cities are primary providers of urban governmental services within urban growth areas. For the purposes of this section, a "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW [36.70A.100](#). Nothing in this section shall be construed to alter the land-use powers of cities.

36.70A.140 Comprehensive plans—ensure public participation

Each county and city that is required or chooses to plan under RCW [36.70A.040](#) shall establish and broadly disseminate to the public a public participation program identifying procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments.

Structure of the Comprehensive Plan

The Black Diamond Comprehensive Plan is composed of three basic parts:

- ❖ Introduction
- ❖ Comprehensive Plan Elements
- ❖ Plan Element Appendices

Introduction

1

Purpose of the Comprehensive Plan – describes the purpose for Comprehensive Planning.

Planning framework – provides state, regional, and county-level context for the Black Diamond Comprehensive Plan as required under the Growth Management Act (GMA).

Implementation and amendments– describes regulatory actions, activities, and programs used to implement the Comprehensive Plan and the amendment process.

Vision for Black Diamond – states the vision for Black Diamond, which forms the foundation of the comprehensive plan.

Plan summary – summarizes major findings for which the Comprehensive Plan is based.

Comprehensive Plan Elements

Includes topical goals, a general introduction of the issues identified as GMA requirements, from background information, and through public involvement followed by policies that address the issues

2

Plan Element Appendices

3

Includes current and forecast data, needs assessments or analysis, and conclusions and as appropriate, references to other source materials or policy documents.

Section 1.0 Introduction

Organization of this Element

1.1 Purpose of Comprehensive Planning

1.2 Planning Framework

1.3 Implementation of the Comprehensive Plan

1.4 Amending the Comprehensive Plan

1.5 Our Future Vision for Black Diamond for 2035

1.6 Vision Goals

1.7 Plan Summary

1.8 Plan Outline

Introduction

Black Diamond is a vibrant city in the Puget Sound Region. The City lies in the heart of the Green River Region, in King County Washington, about 30 miles southeast of Seattle in a picturesque natural setting surrounded by forested hills, mountain views, and beautiful water features. Black Diamond has evolved from one of the earliest and largest towns and employment centers outside of Seattle for resource activities (primarily extraction) to its present-day small town with a rich history and strong community identity.

Founded in the 1880s, Black Diamond was developed and operated as a company coal town for almost fifty years. In the 1930s, its owner, the Pacific Coast Coal Company sold off the land and residences and gave the water system and roads to the town residents. By the early 1950s, the Pacific Coast Coal Company's remaining land holdings were acquired by the Palmer Coking Coal Company. Much of this land has since been retained for mining and investment purposes. The City of Black Diamond incorporated on January 20, 1959.

Over the years, the City has increased its size and population through several annexations while simultaneously working to preserve its natural amenities. With the passage of the Growth Management Act in Washington in 1990, the Legislature found that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development, and quality of life. This piece of legislation paved the way for the City to begin shaping itself. An important agreement between the City, King County, Palmer Coking Coal, and the Plum Creek Timber Company in 1996 established the Black Diamond Urban Growth Area (BDUGA) and Potential Annexation Areas (PAAs) which enabled the City to plan for environmentally sustainable growth. This agreement along with the 2005 Black Diamond Open Space Protection Agreement between the City, King County, Plum Creek, and the Cascade Land Conservancy identified open space around the city for permanent preservation and established minimum urban densities within the BDUGA. The most notable (largest) annexation was in 1999 when the City annexed the Lake Sawyer community and effectively took in approximately 786 acres with a population increase of 1,480.

Due to its origin as a resource based settlement and with its rolling topography, lakes, streams, forested lands, and open meadows, the City has a unique development pattern. This pattern consists of pockets of single-family residential areas and small commercial uses in three general areas. The overall development pattern is similar to a small European

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or rural east-coast village rather than traditional west-coast small towns which are developed around a central commercial core with a grid street pattern.

Regional projections suggest that significant growth will occur over the next twenty years. The neighboring cities of Covington and Maple Valley have been steadily adding new residents and jobs. The City's 2011 approval of two Master Planned Development (MPD) permits and implementing Development Agreements is evidence that the City is poised for significant growth in the near future. In the face of this anticipated growth, the citizens of Black Diamond want to ensure that the quality of life is maintained and enhanced, the future Vision and goals are upheld, and City government will continue to be financially sound.

Overall, the Black Diamond Comprehensive Plan is founded on several key planning concepts to achieve the City's Vision. The Plan embodies a holistic approach to support sustainable growth and development by preserving open space, protecting quality habitat including riparian corridors and wetlands when determining lands that are appropriate for development at different intensities.

Development within the City is to be compact so as to preserve 35% to 40% of the entire City as open space. Open space will be a connected network of environmentally sensitive areas, trails, parks, and treasured places. This desired development pattern emphasizes the communities' strong commitment to preserve the natural beauty and intricate ecosystems through land use planning.

The Vision for a sustainable and financially sound future also includes a balance between housing and employment. This Plan provides a range of housing choices for all income levels with opportunities for people to live in proximity to work. This is supported by the concept of ensuring accessibility to transportation options, expanding employment opportunities in the City's commercial areas.

Another approach identified by the City leaders to achieve the Vision and goals while attaining efficiencies for infrastructure investments, open space preservation, and achieving a balance of jobs and housing. In 2005, the City adopted regulations for Master Planned Developments or MPDs (Black Diamond Municipal Code [BDMC] 18.98). The City Council subsequently approved two MPD permits in 2010, the Villages and Lawson Hills.

The following summarizes the extent of these approvals:

The Villages MPD (1,196 total acres) – Maximum of 4,800 low, medium and high density residential units, with 750,000 square feet of retail, commercial and light industrial uses, as well as schools, parks, and open space. Of the total project site, 42 percent will be open space.

Lawson Hills MPD (371 total acres) – Maximum of 1,250 low, medium and high density residential units, with 190,000 square feet of destination and neighborhood retail, 200,000 square feet of office space, as well as schools, parks, and open space. Of the total project site, 37 percent will be open space.

This approval was preceded by appeals of the final environmental impact statements for both MPDs that were later affirmed by the City's Hearing Examiner on April 15, 2010. Subsequent development agreements for both MPDs, in accordance with the municipal

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code, were approved in December 2011. These projects are vested for 15 years from the time of their approval, and, with City Council approval, the vesting can be stretched out for an additional 5 years.

1.1 Purpose of the Comprehensive Plan

Many of the day-to-day decisions made by City officials can have a significant impact on how the community develops and functions. A comprehensive plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals.

This comprehensive plan (the plan) describes a vision and establishes goals and policies to guide future growth in the topic areas of urban growth, land use, housing, the natural environment, transportation, capital facilities, utilities, and the economy. As required by GMA, the plan sets priorities for the next 20 years until 2035, a period in which Black Diamond is expected to grow rapidly and will need robust guidance to maintain its quality of life. The plan applies to the City of Black Diamond proper and its planned annexation areas (PAAs) within the urban growth area (UGA) as shown in Figure 1-1. Annexations of unincorporated areas within the City's UGA are subject to the provisions of the Black Diamond Urban Growth Area Agreement (BDUGA) between the City and King County. The BDUGA is discussed in the Urban Growth Element, Chapter 2.

Comprehensive Plans are meant to be internally consistent, coordinated, and built on public input that gives it a solid basis for implementation. No plan element is more important than another and each element is meant to complement the others.

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What is a Comprehensive Plan?

A Comprehensive Plan is a broad statement of the community's vision for the future. It contains policies primarily to guide the physical development of the city, as well as certain aspects of its social and economic character. Comprehensive Plans not only indicate how the community envisions the city's future, it also sets forth strategies for achieving the desired vision. It does so by directing regulations and implementing actions and services that support the vision.

A plan has three characteristics. First, it is comprehensive: the plan encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it is general: The plan summarizes the major policies and proposals of the City, but does not usually indicate specific locations or establish detailed regulations. Third, it is long range: the plan looks beyond the current pressing issues confronting the community, to the community's future. Although the planning horizon for this plan is twenty years, many of its policies and actions will affect the City of Black Diamond well beyond that horizon.

While a Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also meant to be a living document that must accommodate change. Therefore, the plan is meant to be regularly updated to account for changing issues or opportunities that the City faces. The amendment process is described in the implementation and amendment section of this Introduction Chapter.

Functions of a Comprehensive Plan

A Comprehensive Plan serves many purposes, including policy determination, policy implementation, and communication/education.

- ❖ **Policy Determination** - First, it encourages City officials to look at the big picture, to step away from current pressing needs to develop overriding policy goals for their community. Second, it creates an environment for the City Council to guide its decision-making openly and democratically. The plan serves to focus, direct, and coordinate the efforts of the departments within City government by providing a general comprehensive statement of the City's goals and policies.
- ❖ **Policy Implementation** - A community can move more effectively toward its goals and implement its policies after they have been agreed to and formalized through the adoption of a Comprehensive Plan. The Comprehensive Plan is a basic source of reference for officials as they consider the enactment of ordinances or regulations affecting the community's physical development (such as a zoning ordinance or a particular rezone), and when they make decisions pertaining to public facility investments (such as capital improvement programming or construction of a specific public facility). This ensures that the community's overall goals and policies are accomplished, by those decisions.
- ❖ **Guidance** - The Plan also provides a practical guide to City officials as they administer City ordinances and programs. This ensures that the day-to-day decisions of City staff are consistent with the overall policy direction established by the Council.
- ❖ **Communication/Education** - The Comprehensive Plan communicates to the public and to City staff the policy of the City Council. This allows the staff, the public, private developers,

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business people, financial institutions, and other interested parties to anticipate what the decisions of the City are likely to be on any particular issue. As such, the plan provides predictability. Everyone is better able to plan activities knowing the probable response to their proposals and to protect investments made on the basis of policy. In addition, the Comprehensive Plan can educate the public, the business community, the staff, and the City Council itself on the workings, conditions, and issues within their City. This can stimulate interest about the community affairs and increase the citizen participation in government.

1.2 Planning Framework

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA) to provide a basis for local, regional and state solutions to growth pressures. Since 1990, the GMA has been amended several times, including the 2003 amendment requiring jurisdictions to review and update their plans every 7 years. More frequent (annual) reviews are allowed.

In 1990 Washington's Legislature passed the Growth Management Act (GMA) which established planning goals and a system of planning for cities and counties to accommodate growth. Cities and Counties planning under GMA are required to prepare comprehensive plans to guide growth and development for a 20-year period.

GMA establishes mandatory elements for local comprehensive plans. Required elements of comprehensive plans include land use, housing, capital facilities, utilities and transportation. The state legislature added economic development and parks and recreation as additional required elements once funding has been put in place for cities to develop these elements. Such funding has not been authorized as of this update.

A key requirement of GMA is that a city demonstrates the capacity to accommodate 20 years of forecasted growth within its UGA. The City of Black Diamond comprehensive plan accommodates 20 years of growth as required by GMA. Cities and counties are also required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions.

Summary of GMA goals

RCW 36.70A outlines the goals with which this plan must comply. They are as follows:

- 1. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- 2. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
- 3. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans*
- 4. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

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5. *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
6. *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
7. *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
8. *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*
9. *Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
10. *Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
11. *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
12. *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.*
13. *Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.*
14. *Prevent inherent harm to the state's shorelines from uncoordinated and piecemeal development.*

As part of the GMA, King County adopted and the cities endorsed Countywide Planning Policies (CPPs) which provide a consistent planning framework to guide each city's plan. The CPPs also address the need to plan outside of city boundaries by establishing urban growth areas (UGAs) and the City's case, potential annexation areas (PAAs). CPPs focus on planning issues that are regional in nature such as housing, employment, essential public facilities and critical infrastructure demands for issues around things like transportation and energy.

Also part of the GMA is the Puget Sound Regional Council (PSRC) and the adopted Multicounty Planning Policies (MPPs) which are part of Vision 2040. Vision 2040 is an integrated long-range vision for maintaining a healthy region. The MPPs focus on the promotion of regional growth strategies to address land use, economic development, transportation, public facilities, and environmental issues. This regional growth strategy forecasts the geographic distribution of people, residential units, and jobs resulting from

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population growth. The MPPs serve as the regional guidelines and principles used for the Regional Council’s certification of policies and plans. PSRC is the federally designated metropolitan planning organization (MPO) for the four-county central Puget Sound Region. As such, PSRC controls the distribution of federal transportation funds to the City. Chapter 2 includes more information about consistency with the King County CPPs and PSRC MPPs.

Vision 2040 Regional Planning Statement

The City’s comprehensive plan sets out a vision and policies for how Black Diamond will accommodate growth until 2035 while meeting the regional objectives expressed in Vision 2040.

At its core, Vision 2040 embraces sustainability principles. Sustainability is the balance of economic, environmental, and social equity. Simply defined, a sustainability lens is about meeting the needs of the present without compromising the ability of future generations to meet their own needs. The sustainability lens allows us to preserve and enhance what we have in order to plan for and achieve a livable community now and in the future.

This Comprehensive Plan incorporates a sustainable approach to planning and includes policies which preserve wetland, flood, habitat, geologic, shoreline, and aquifer critical areas as key features around which the City will develop. It requires large developments to employ master planning principles such as open space preservation, local economic development, mixed uses, compact form, and accessible civic spaces.

Specifically, the Black Diamond Comprehensive Plan addresses each of the major policy areas in Vision 2040 summarized as follows:

❖ Environment

- Chapter 4 “Natural Environment” contains protects water quality, critical areas, and air quality.
- Chapter 5 “Land Use” promotes compact development and preserves open space.
- Chapter 7 “Transportation” promotes a multi-modal transportation system consistent with the compact development pattern promoted in the land use chapter.

❖ Development patterns

- Chapter 5 “Land Use” encourages infill and orderly annexation of unincorporated areas.
- Chapter 3 “Population and Employment Character” supports the regional growth projections.
- Chapter 5 “Land Use” promotes compact development, establishes community commercial/mixed-use centers and community design concepts that promote multi-modal transportation options, and it sets up a transfer of development rights (TDR) program.

❖ Housing

- Chapter 6 “Housing” promotes housing affordability and diversity.

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- ❖ **Transportation**
 - Chapter 7 “Transportation” promotes a safe, well-maintained, multimodal, and sustainable transportation system.
- ❖ **Public Services**
 - Chapter 8 “Capital Facilities” and Chapter 9 “Utilities” Elements ensure that public services, including stormwater, sewer, water, parks, administrative, fire and emergency services, and franchise utilities are adequate to serve growth and development.
- ❖ **Economy**
 - Chapter 10 “Economic Development” promotes job retention and attraction.

1.3 Implementation of the Comprehensive Plan

- ❖ **Purpose and Relationship to GMA** - A comprehensive plan is implemented through the goals and policies it identifies to guide and coordinate local decision making. The plan's policies shape the course of action taken by the community as it begins to implement the plan. The GMA encourages innovative implementation methods that are both regulatory and non-regulatory. Regulatory actions may include the adoption of a zoning ordinance or other land use regulations, while non-regulatory actions include implementation of the capital facilities plan, economic development strategies, and promotion of affordable housing development.
- ❖ **Regulatory Measures** - The GMA requires that local governments enact land development regulations that are consistent with, and implement the Comprehensive Plan. In order to accomplish this, the development regulations should be regularly reviewed to ensure consistency with the Comprehensive Plan in order to identify the need for amendments. In particular, the zoning code and zoning map must be consistent with the future land use map and policies established in the plan. The future land use map and land use policies in the Comprehensive Plan establish the use, density, and intensity of future development within the City.
- ❖ **Concurrency Management** - Comprehensive plan policies also meet the GMA requirements for concurrency by establishing level of service (LOS) standards for capital facilities. The concurrency management system sets forth the procedures to be used to determine whether public facilities have adequate capacity to accommodate a proposed development. And, the concurrency management system also identifies the responses to be made by the City when it is determined that the proposal will exceed the level of service established, and therefore exceed the defined capacity, failing to maintain concurrency. The includes the criteria the City uses to determine whether development proposals are served by adequate public facilities, and establishes monitoring procedures to enable periodic updates of public facilities and services capacities.

Under the GMA, concurrency management must be established for transportation; however, jurisdictions may establish concurrency for any public services or facilities for which they have

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established level of service standards in their comprehensive plan. Level of service standards may be established for fire and emergency facilities, police, schools, sewer and water, transportation, and parks and recreational facilities and services.

- ❖ **Six-Year Capital Improvement Plan** - Another major implementation tool of the Plan is the six-year schedule of capital improvements. The Capital Improvements Plan, or CIP, sets out the capital projects that the City must undertake within the next six years in order to implement the Plan. The six-year schedule is updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed are updated and revised to reflect any additional information that the City has received. The CIP schedule is also revised to include any additional capital projects that are needed to maintain the City's adopted level of service standards.
- ❖ **Coordination with King County** - Through the CPPs, the City is a partner with King County and the other cities in shaping regional policies and actions. This includes updating the CPPs and evaluating UGA issues.
- ❖ **Consistency with PSRC** - The City recognizes the need for regional planning and is therefore committed to keeping its policies and actions consistent with Vision 2040.
- ❖ **Administrative Actions** - The Plan includes a number of policies that should be carried out through administrative actions, such as inter-local agreements, revised development and review procedures, and public involvement programs. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established.

Public Involvement

In order for the Plan to remain alive, the citizens of the community must remain in touch with its implementation. As the plan is tested by development, there will be the need for ongoing amendments to respond to changing conditions. As the community matures, the vision of the future will change and new needs and priorities will emerge.

Continued public involvement and communication is crucial to keeping the process fresh and engaging so that the planning "wheel" does not have to be reinvented every few years. The City has adopted a public participation program which is incorporated in to this Comprehensive Plan.

1.4 Amending the Comprehensive Plan

The Comprehensive Plan is intended to reflect the community's vision and to plan to accommodate expected change. Through its Comprehensive Plan, the City intends to manage its future effectively. In order to do so, the comprehensive planning process should be approached as continuous, with ongoing review and updating as necessary to reflect changes that occur over time. This plan should be reviewed annually and amended as appropriate.

For the Plan to function as an effective decision making document, it must be flexible enough to accommodate changes in public attitudes, developmental technologies, economic forces and

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legislative policy, yet focused enough to insure consistent application of development principles. The GMA requires that the City establish a public participation program that identifies the procedures and schedules to be used to update or amend the Comprehensive Plan.

Other than the 7-year review and update process, the GMA limits comprehensive plan amendments to occur no more frequently than once per year, with exceptions. Exceptions to the GMA annual amendment cycle include the following: the initial adoption of a subarea plan, the adoption or amendment of a shoreline master program, the amendment of the capital facilities element of the plan that occurs concurrently with the adoption or amendment of the city budget, and the resolution of an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court.

In addition, proposed amendments must be reviewed relative to the plans of adjacent jurisdictions, and all proposed amendments proposed in any one year must be considered concurrently so that the cumulative effect of the various proposals can be determined.

Annual Plan Review and Amendment Process

The annual review and plan amendment process provides an opportunity to refine and update the Comprehensive Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein. During the review and amendment process, the Planning Commission and City Council shall consider current development trends to determine the City's progress in achieving the economic, land use, and housing goals established in the Plan.

This process allows for any individual, organization, corporation or partnership, general or special purpose government, or entity of any kind to propose an amendment to the Comprehensive Plan. In some cases, amendments to the Plan may be necessitated by amendments to the GMA or Countywide Planning Policies or changes in federal or state legislation. These types of plan amendments may be recommended by the City Council, Planning Commission, City Staff, or any citizen.

A proposed amendment to the Comprehensive Plan may be site-specific or area-wide in scope. If the proposed amendment involves specific real property, then the property owner must provide written consent for the proposal. A proposal that is not initiated by City Council or the Planning Commission shall be submitted to the Planning Commission in writing on a form as required by the Community Development Department, together with required filing fees.

The City requests that Comprehensive Plan amendment proponents provide the following information in their application for amendment:

- ❖ An environmental checklist for SEPA determination.
- ❖ Name, address, and phone numbers of the applicant and contact person, if any.
- ❖ A general and legal description of the property and owners consent if the amendment concerns specific real property.
- ❖ A description of what is proposed to be changed and statements addressing why the amendment is being requested.

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- ❖ A statement of the anticipated impacts of the change, including geographic area affected and issues presented.
- ❖ A description of any changes to development regulations, modification to capital improvement programs, or functional plans required for implementation so that regulations will be consistent with the Plan.

Information to be considered for justifying a proposed amendment rests with the applicant who must demonstrate that the request fully complies with the following as applicable:

- ❖ The proposed change is consistent with the goals, objectives, and policies of the Comprehensive Plan; and
- ❖ The existing land use designation was made due to an error or oversight; or
- ❖ There has been a change in conditions since the plan was last adopted/amended that needs to be addressed; or
- ❖ There is an inconsistency between the comprehensive plan and the GMA, King County CPPs, or Vision 2040.

Information to assess necessary Comprehensive Plan amendments relates to such issues as whether:

- ❖ Growth and development are occurring at a faster or slower rate than envisioned in the Plan;
- ❖ Capacity to provide adequate services is diminished or increased;
- ❖ Land availability to absorb amounts and types of development envisioned in the Plan is not adequate.
- ❖ Assumptions on which the Plan is based are found to be invalid;
- ❖ The effect of the Plan on land values and housing is contrary to the Plan goals;
- ❖ The overall population growth and relative comparison with the forecasted growth projections contained in the Plan (and the inclusion of updated projections where appropriate).

The annual review and amendment process requires public participation, both through community meetings to familiarize the public with the amendment proposals, as well as formal public hearings before the Planning Commission and City Council. Proposed plan amendments must be submitted to the State Department of Commerce (DOC) for review at least 60 days prior to final City Council adoption.

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The following policies guide the annual plan review and amendment process:

Policy A-1: Amendment procedures shall be fully outlined in the City’s land development regulations.

Policy A-2: The City shall schedule an annual review of the Comprehensive Plan to consider the need for amendments.

Policy A-3: The Director of Community Development shall maintain a list of all amendment submittals; this shall be known as the “docket” and shall be the official method of tracking all known requested changes or additions to the comprehensive plan.

Policy A-4: The Director of Community Development shall conduct an annual review of the docket with the Planning Commission to initiate formal consideration for inclusion as part of the amendment process.

Policy A-5: All Comprehensive Plan amendments, both City-initiated and all others shall be processed together with any necessary zoning, subdivision, or other ordinance amendment, to ensure consistency.

Policy A-6: All amendment proposals shall be considered concurrently by the Planning Commission and the City Council so that their cumulative impacts can be determined.

Annual Plan Review and Amendment Schedule

The plan amendment process is designed to be flexible to accommodate unique conditions such as the nature, complexity, or amount of plan amendment requests in a single year. The annual “window” of plan amendment submittals from the public will be open throughout the year, (that is, the public can submit requests for amendments at any time) however, they will only be “processed” in accordance with the adopted regulations. The timing of the annual update process is represented by the following generalized schedule:

- ❖ First Quarter City accepts initial public requests for comprehensive plan amendments (docket).
- ❖ Second Quarter Planning Commission reviews the docket and forwards its recommendations to the City Council for consideration. City Council decides which proposed amendments should be considered and establishes a plan amendment schedule.
- ❖ Third Quarter Planning Commission evaluates the proposed amendments, holds a public hearing, and forwards its final recommendation to the City Council. Environmental and state agency review is conducted.
- ❖ Fourth Quarter City Council reviews the recommendation, holds a public hearing, and decides on adoption of the proposed amendments.

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Emergency Plan Amendment Consideration

The Comprehensive Plan may be amended outside the normal schedule if findings are adopted (by City Council resolution) to show that the amendment was necessary, due to an emergency situation in which property or human safety is in jeopardy, or to resolve an appeal of the Comprehensive Plan filed with the Central Puget Sound Growth Management Hearings Board.

Public Process and Visioning

Black Diamond adopted its first Comprehensive Plan in 1980. With the passage of the GMA in 1990, the City was required begin planning under this new legislation. In 1991, statement of the City’s collective vision was prepared through a public process. An updated “GMA” Comprehensive Plan was adopted in 1996, and again in 2009. Throughout the years, the Plan has been annually amended. However, the City’s Vision has remained substantially unchanged.

1.5 The Black Diamond Vision

In the year 2035, Black Diamond will be a beautiful, friendly community based on a rich historic heritage and exceptional natural setting, with a small-town atmosphere. Forested areas and open space remain, while development maintains a healthy balance of moderate growth and economic viability.

The economic base will be a mix of retail, industrial/Business Park, office, tourist and local cottage industries. Residential development will be a mix of types, sizes, and densities, clustered to preserve maximum open space and to access a system of trails/bikeways/greenbelts which connect housing, shopping, employment, with nearby regional parks and recreational facilities.

Citizens actively participate in an effective and open government decision making process that reflects community values. There will be good cooperation among nearby jurisdictions, and adequate public services and environmental protection to provide a safe and healthy quality of life for all citizens, from children to seniors.

1.6 Vision Goals

The vision statement is amplified with the following over-arching goals that direct the more specific goals and policies of the plan elements.

Natural Environment Goal 1: Retain the City’s natural environment and scenic beauty.

Natural Environment Goal 2: Encourage Development in areas where natural systems present the fewest environmental constraints while exercising responsible stewardship over natural resources and amenities.

Land Use Goal 1: Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community, from children to seniors.

Housing Goal 1: Make housing available to all economic and social segments of the community.

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Transportation Goal 1: Establish and maintain a transportation system that provides safe and cost efficient movement of people and goods.

Transportation Goal 2: Minimize the environmental and social impacts of transportation to critical areas.

Transportation Goal 3: Provide a transportation system that has adequate financing for necessary transportation improvements.

Transportation Goal 4: Maintain a transportation system that is consistent with Puget Sound Regional Council's forecasts and vision.

Capital Facilities Goal 1: Ensure that public services are available to support development future development.

Parks, Recreation, and Open Space Goal 1: Support the stewardship of natural resources and amenities throughout the community in the form of parks, trails, open space, and recreation.

Utilities Goal 1: Utility facility planning will be consistent to meet public service obligations for future growth.

Economic Development Goal 1: Encourage job creation by making the community a better place to live, work, and do business.

Community Development Goal 1: Preserve and encourage the “small town” atmosphere.

1.7 Plan Summary

The Comprehensive Plan is based on these major findings;

- ❖ It is important to retain Black Diamond's small-town, historic character and preserve historic treasures as the City grows.
- ❖ The City's sensitive area ordinance and shoreline management plan should be consistently applied. If a conflict should arise, the most restrictive provisions shall prevail
- ❖ Transportation needs are one of the City's biggest challenges and therefore, the transportation element must address transportation issues and link them to strategies and options to minimize traffic congestion.
- ❖ Recommended level of service standards for parks, transportation, administrative services, police and fire protection must be upheld and new development must be served by adequate public facilities and cannot cause the level of service to be degraded below these adopted standards.

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- ❖ A diversity of housing options within the community must be available to support the City's affordable housing needs.
- ❖ A coordinated system of recreational opportunities including local parks and trails must be connected to the regional systems and that these recreational areas are considered differently than the City's Open Space areas which are set aside for purpose of preservation and conservation.
- ❖ A development pattern containing a mix of land uses is necessary to support a healthy balance of jobs to housing.

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1.8 Plan Outline – At a Glance

Element or Section	Policy Abbreviation	Primary Function
Introduction		<p>Provides overview of the purpose the document, planning context and framework.</p> <p>Sets the overarching goals for the City of Black Diamond and describes the future vision of what the City will look like and how it will function. These goals with the Vision guide all polices within the Plan.</p>
Community Character; Population and Employment	CC	Defines the demographic profile for the City to better understand the people and character of the place for policy guidance.
Natural Environment	NE	Addresses stewardship of the natural setting and resources.
Land Use	LU	Guides the physical placement of land uses.
Housing	HO	Addresses needs and strategies for providing a variety of types of housing.
Transportation	TR	Addresses the movement of people and goods.
Utilities	UT	Addresses utility infrastructure needs and design.
Capital Facilities	CF	Describes how the City provides, plans for, and finances capital infrastructures, public services.
Economic Development	ED	Directs the City's role and responsibilities in enhancing economic vitality.
Shoreline Master Program	SMP	Addresses program affecting certain shorelines designated by the State
Public Participation	PP	Informs the public about the public planning process.

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City of Black Diamond 2015 Comprehensive Plan Update

April 2, 2014 Open House Comments

Overview

Approximately 35 citizens attended the open house. Five comment cards/questionnaires were filled out that evening, and two since, making a total of seven submissions; plus one letter from a citizen that was sent to city staff.

The following City and consultant staff were on hand to field questions and comments regarding the 2015 Comprehensive Plan update process:

- Stacey Welsh (City of Black Diamond)
- Seth Boettcher (City of Black Diamond)
- Aaron Nix (City of Black Diamond)
- Andy Williamson (City of Black Diamond)
- Don Hardy (BergerABAM)
- Dan Shafar (BergerABAM)
- Traci Chumbley (BergerABAM)

The following tables or stations with corresponding exhibits were arranged throughout the room:

- Welcome table
- "Project Timeline and Process"
- Comprehensive Plan Elements: "Transportation and Capital Facilities"
- Comprehensive Plan Elements: "Parks and Sensitive Areas"
- Comprehensive Plan Element: "Land Use"
- Refreshments table
- Comment tables

Comment Cards/Questionnaires:

Q1. What made you choose the City of Black Diamond as the place to live/work?

- Small town country living, quiet
- Quiet town, want to stay the same!!
- My parents built a house here, then I married a third generation resident, and we built a house and are raising our 4 children here.
- Amenity of lake living near geographically familiar "home town"
- A series of life events
- Close to home, seen a future

- I came for the people I found here, an honest people, not afraid to work for what they needed, but also not willing to be looked down on. People who appreciated each other for their strengths, but were willing to overlook weaknesses. A place where differences are expected, where you can be yourself, where you are allowed to be your own person. A place where you have the respect of your fellows, whatever your station in life; I have seen academic PHDs in meaningful dialogue with high school drop-outs; I have seen a local felon be also a friendly neighbor with the court clerk; I have seen very wealthy mega landowners and the homeless at dinner together on equal terms. People of BD are well suited to listen to and learn from each other with the aim of finding the best answers for everyone. This egalitarianism and the accompanying revulsion against exclusivism, is what gave America its strength and appeal throughout the eighteenth and nineteenth centuries; it is what made America the envy of the worlds' nations; it persists today in fewer and fewer small towns, but BD is one of them. If America is to recover its place in today's world, we need to recapture what Black Diamond has and export it across all parts of our country.
- Atmosphere and people

Q2 Please provide three words that would best describe the City of Black Diamond in 2035.

- Stay the same
- Small quiet community
- Friendly; Happy; Self-sustaining
- Robust, suburban area with many housing choices and complimentary commercial areas
- Peaceful, charming, educational; Friendly neighbors and community activities; Convenient stores and amenities (libraries, parks, public buildings)
- Large. Profitable. Thriving
- Black Diamond needs a **healthy economic base**, the most logical fit for our assets is for us to become the haven of **outdoor activity, cottage industry and tourism**; with enough development to provide these, but not to over-reach the economic reality. Black Diamond could be a world renowned tourist mecca by 2035, if it plays its cards right. BD could have the needed at least **one job for each dwelling unit, preferably 2 jobs**, like our previous comp plan demands. These changes will not come by osmosis, our assets, the talents of our citizens, must be marshaled and our government has a role to play in this community wide endeavor. By creating the necessary enabling infrastructure, removing artificial roadblocks for business owners, and by strategic planning to facilitate these ends our government serves its citizens. Bending over backwards for a land developer with an oversized and unworkable plan at the expense of all other enterprises is putting all the eggs in one basket and does not serve today's citizens at all.

Q3 What attributes do you value most about the City of Black Diamond?

- Small, quiet town, no traffic, pollution, not much crime
- Close family and neighbors
- Quiet, walkable, smiles
- Harmonious blend of commercial, convenience interfaced with natural beauty
- A haven from the cares and stresses of the world (usually); peaceful co-existence with wildlife and nature.

- The ability to work through problems
- The PEOPLE, their engagement in our community and with each-other, their commitment to BD's neighbor communities, and the resistance against sending problems and pollution downstream; The natural setting, the productive wildcraft industry, \$30 for a gallon of trailing blackberries clean picked, chanterelle mushroom, wild game meat butcher right here in town, these are just a few; The love of walking and nature, the individual commitment to a healthy outdoor lifestyle engaged in by most of our citizens; The rural small town character, neighborliness; The way our city's current development (not the expected development) respects the ecology, and the lay of the land, and the needs of citizens generally; The many streams and lakes; The surrounding open space and the wealth of nature trails, and undeveloped parks; The dedication to wildlife and neighbor wellbeing, respect for many wetlands, and the rare pristine peat bog unmatched in the continental US, but common in Alaska.
- Small town atmosphere/Proximity to Seattle and Tacoma/Beauty of surroundings/Friendly people

Q4 What aspects do you think may be lacking in the City of Black Diamond?

- To remain as small quiet town. Consideration for the people that live here now!
- Consider our wishes, small town, life style
- Schools, jobs with livable wages
- Development
- Supermarkets and other quality retail (not convenience stores), entertainment facilities especially for teens, but for all
- New families
- Technical expertise to adequately understand the constraints of the environment, and how to enhance and live with and as a part of that natural environment, particularly among the staff in our city hall. We need an economic plan to build from; its redeveloping from the "company town model" but this one needs the modern spin of diversified private ownership and manufactured product to weather the business cycles and the inclusion of the democratic will in the choices going forward. No go: for today's plan of huge residential development as a commuter community at a time when commuters is frowned upon socially by the energy consciousness up-coming generation who don't wish to afford the car payments and insurance and price of gas required for this life style. A hopeful developer who takes away the money he gets, away does not answer BD's issues, or help our economy. Yes, do this instead: today's citizens want the say in what happens in our town. Small businesses that belong to the individuals who live here act to draw "foreign" money in, and are sustainable in a small community and will lift the whole town. We need a summer time swimming pool, probably better as a private club for each 3,000 voters. We need a year round recreation center, boys and girls club, sports facility. We need an organized scholastic assistance program for our youth. We need our own high-school, and I wonder if a charter school is the way to get one sooner, our students are bullied in the Enumclaw Schools till they drop out, destroying our economy by losing their talents from the job market.
- Lack of cooperation between officials and business folks; more private services and stores; better roads - transportation

Q5 What other comments or questions do you have regarding the 2015 Comprehensive Plan update/process?

- What are you going to do about destroying water shed and flooding Horseshoe Lake? Your plans are too big and take too long to finish. If I wanted to live in Kent I would have moved there; not Black Diamond.
- Watershed protection; Lake overflowing - costing the government many \$ to pump overflowing lake; Who will buy the houses that are affected by lake flood every so many years and maybe every year; No trees to absorb the water/rain; underground aquifer flooding the lake.
- Nice presentation!
- Are there any plans to make the natural areas accessible to ADA equipping or at least to the less mobile segment of the community over 50 years old?
- Transportation and zoning map combined or next to each other at open house displays; How do we more actively attract businesses and stores that would be helpful for us to have closer (high quality - not convenience stores) and/or that would enhance the historical ambiance and/or attract customers from around the area?
- Please move forward with new homes. Time to grow.
- I was profoundly disappointed with the cursory invitation of the first meeting. The lack of real planning that could have made that meeting a learning experience for everyone. The meeting should have at least drafted a workable framework for encouraging real public input, not just the tired and tried issue lists that will result in no productive action. We need ideating sessions and implementing sessions. There is not nearly enough reliance on the public's wishes throughout this process. We the tax-payers here, have the responsibility and the right to formulate BD's future and our government needs to facilitate this engagement. Our citizens need the chance to dialogue with each other over the subjects so we go on with a truly community vetted plan. There is way too much reliance on, and accommodation for, the hopes of an absent mega developer who wants to rape our village of its "Intrinsic Capital", is an LLC, and will run with whatever they can take from us in the way of profits. I want to see many public discussions about all the topics going on weekly for the benefit of our citizens so they can work out together a reasonable way forward. I worked on the first comp plan in 1980, over 200 people from 176 dwellings took active part, there were weekly meetings, there were field trips, there was meaningful mediation and leadership, till we came to a mutually agreed upon plan. We took important comment from any neighbors of BD who also have a stake in what happens here.
- Please plan on linking Four Corners 169 to/through city – 4 lanes; cooperation with state and county roads departments; lobbying for road link from city via Kent Black Diamond Road to SR 18; faster access to SR 516

Q6 How Important is available housing?

Extremely Important - 1

Very Important - 1

Somewhat Important - 2

Not Important - 3

No opinion - 1

Additional Comment:

There are 10,000 bank owned dwellings in SE King County currently, many in this town, we have no jobs here and no viable economic base. Today's young families want to live car-less, in a municipal area where the internet access blankets them and the extended public services are plentiful, where there is a night-life besides government meetings, state of the art child care and scholastic and continuing ed opportunities for youth and adults, a gym and public transportation and a job. These same Sea-tac corridor people want to get out of town to do the active recreation on days off, they want to get there with public transportation on days off, but they don't want to live there.

Q7 How important are employment opportunities?

Extremely Important - 4

Very Important - 1

Somewhat Important - 0

Not Important - 2

No opinion - 1

Additional Comment:

BD will never be an employment nexus for the reasons stated above, and it doesn't need to be, but there must be at least one job for each dwelling here by 2035. In order to have a balanced economy we need to have heavy and light industry and a major organizing sense of where our city is headed to guide all prospective development. I have also been thinking about, what if "The John Henry Strip Mine" could be home to "Cedar Grove Compost", Cedar Grove needs to find a new site, the papers say. When I go over to Cedar Grove, that area seems nicely reclaimed and planted as do the other places they have been. We were headed to be a tourist economy before our mega developer came to town, we have a nucleus begun toward that goal still thriving, I think this idea is built on reality rather than wishful thinking, I think this is an industry that could employ many of our particular unemployed. I also think there are other recycling opportunities that could be possible, there is a franchise-able plastic recycling machine originating in Portland that has been a very successful woman-owned enterprise.

Q8 How important is Black Diamond's transportation system (roads and sidewalks)?

Extremely Important - 3

Very Important - 2

Somewhat Important -

Not Important - 2

No opinion - 1

Additional Comment:

The roads are important because BD is a bottleneck for the State and County transportation system. Increasingly these are the agents of commerce for our, and our neighboring communities, as experience demonstrates the ever increasing semi and truck transport through town. Sidewalks are important for the much walking public, this is a walking town with always people young and old afoot. The children need the sidewalks to have a safe walking school commute, the seniors are currently using unsafe shoulders along their daily exercise walks. I can think of five places right now that need walker overpasses, over 169 at each end of town and over Roberts drive at the 169 intersection by the commercial space, at Morgan Street and at Lake Sawyer Road. Yeah I added the trails back in from the old comp plan. We were always to be a town transected by trails, the people want and need the trails, many find the sidewalks too hard on their ankles and feet they want a softer surface to walk on, also there are the dog-walkers who really need a trail. Trails are so very important that they are listed with parks as a Council Committee and they are being worked on constantly by the city, but there is the dearth of connectivity and functionality that is being neglected and there is no consideration for this concern on the developer's property, except for the County requirements for the regional trail. This is holding BD back, we need to follow the County example, they have the expertise, they know that if you don't stake out the public trails at the beginning you lose the coordination and connectivity that makes a rational plan. In other words we need to be stalking the public plan before the developer, it's our choice and we need to take it.

Q9 How important are capital facilities (water/sewer, storm drainage, public facilities, etc.)

Extremely Important - 2

Very Important - 3

Somewhat Important - 0

Not Important - 1

No opinion - 2

Additional Comment:

We must have the community meeting place to conduct the municipalities business and to accommodate the increase in population. The facilities must not overwhelm the need but they must be adequate to serve the need. They must be efficient and practical and they probably need to be constructed in a modular add-on fashion so they can be grown as the city grows, no matter the added final cost at full build out. More services will be required by the more citizens. The Courts will be handling a larger slate of case types and will be functioning more of the time. There will be a need for expanded attorney housing and holding cells and a financial office for fine collections and accounting for court ordered community service, etc. All the water related services must be state of the art because especially for BD, water is in constant flow toward Puget Sound, BD will be culpable for water that is polluted or is in excess or deficiency downstream. It is almost that we will be at fault no matter what, look at Oso, who allowed the 400 acre logging, that is who can expect to pay the survivors and for the highway replacement. BD is thinking of allowing how many acres of clear and grade, the high bank of Green River Valley Rd's east wall slid again this year, will the County demand of 100 foot setback protect BD financially, has any real definitive hydrology been done, did any geologist sign his professional guarantee that the plan will protect the valley? The answer is NO! What I know is that with the global

warming and more water in play there will be increasing water destruction and increasing liability being placed on whomever turns out to be the deep pocket, and since our developer is an LLC he is not going to assume liability his business license says so, so it will fall on BD in the end.

Q10 How important are parks, trails and sensitive areas?

Extremely Important - 1

Very Important - 3

Somewhat Important - 2

Not Important - 1

No opinion - 1

Additional Comment:

First sensitive areas are very important to not only BD but also to protect and mitigate us from the water related tragedies of the question above. We need to do two things. First our sensitive area buffers need to be set by the requirements of actually accomplishing the real protection of the wet areas, hills, slide areas, recharge aquifers and the like. Second we need to plan for an additional amount of water, probably a hydrologist and geologist are needed to calculate how much extra we need to prepare for. When we lose the filtering sponge of the forest land, and because there will be more water and less of it will be frozen for less time we need to prepare ahead to avoid financial negative consequence, and to have maximally effective wetland protection for our developed areas and the developed areas of our neighbors. Trails are very important to the lifestyle of BD, many citizens of all ages are fundamental walkers, the plan was that work, live and shop could all be done on foot by our citizens. Back in 1983 our citizens afforded the beginning of trails near the extensive wetlands for the public's benefit. This area has now been abandoned as it was realized that the trails were too buggy and were actually damaging the wetland, with more up-to-date science. However, the trails continue as an idea and a reality around town. In the future our extensive in-city wetlands with the proper trail placement and connectivity could become an economic asset for our town as wildlife watching experiences. Parks are the heart of a community and BD is no exception, people need athletic fields, play grounds unimproved areas for human exploration and wildlife refuge. There will be some statistical recommendations as to how many and how varied the activities required by our cities population in order to maintain a healthful living situation for our citizens. BD has come together as a community to build the parks in the past and will again and the bonus is these neighborly acts create the community among the people.

Miscellaneous Comments

Trees and animals make better neighbors

We have more than enough (parks, trails, sensitive areas); Sensitive areas are extremely impacted.

I think the county and the state have adequate oversight of these areas now.

I would like proof that this information has gone on to Makers and is not just at a repository in the city collecting dust.

Additional Comment(s)/Letter(s) Received

The following letter was sent to Seth Boettcher from Peter Rimbo, Leader and Transportation Focal for the Citizens' Technical Action Team:

April 3, 2014

Seth Boettcher
Public Works Director
City of Black Diamond

Mr. Boettcher,

Thank you for the good discussion we had last night at the BDCP 2015 Update Open House. We are following up on a few items from that discussion:

1. Maple Valley Transportation Mitigation Agreement (Development Agreement Exhibit Q).

We discussed, in general, the proposed transportation infrastructure improvements called for in this agreement. I pointed out *three* critical features:

- a: The improvements depend a great deal on securing Grant monies. The Master Developer's contribution is based on percentages, not dollar levels (see b. below for examples). Should Grant funding fall short (an extremely likely possibility), planned mitigations could be scaled back. In many cases the Master Developer's contributions are small with more than half <40%; consequently, the City of Maple Valley must secure the remainder of funding to make most of the projects even viable. Securing adequate funding for the full palette of proposed mitigation improvements in a timely manner to meet Transportation Concurrency requirements will be a challenge, at best, and improbable, at worst.
- b. Many of the most expensive improvements are not triggered until a high number of units have been permitted. For example:
 - * Constructing a new 3-lane SE 271st Bypass Rd from SR 169 to SR 516 is not scheduled until the 2,035th dwelling unit (Developer's share = 6.8%).
 - * Adding a second northbound lane and second southbound lane to SR 169, Witte Rd SE to SE 280th St whose segments are not scheduled until the 700th, 2,280th, 3,225th, and 4,135th dwelling units (Developer's share <62.5%).
 - * Adding a second southbound lane to SR 169 from SE 280th St to Maple Valley south city limits is not scheduled until the 4,802nd dwelling unit (Developer's share = 58.4%).
 - * Widening SR-516 to 4/5 lanes from 216th Ave SE to Maple Valley west city limits is not scheduled until the 5,500th dwelling unit (Developer's share = 29.9%).

The existence of these four key projects and their dependence upon building over 2,000 dwelling units (in most cases many, many more dwelling units) presents great risks to the Cities of Covington, Maple Valley, and Black Diamond, since most of the city's commuters travel through those sister cities.

- c. Maple Valley was boxed into a corner and "took what they could get." From the Development Agreement (DA) (our emphasis):

“12.10.1 Maple Valley Transportation Mitigation Agreement Pursuant to MPD Permit Approval Condition No. 15, Ordinance 10-946, the Maple Valley Transportation Mitigation Agreement “supersedes all other conditions and processes that may set mitigation measures and that are contained in the MPD Conditions or Development Agreement.” More specifically, Conditions of Approval 10 through 14, and 16 through 34 within Exhibit C of the Villages MPD, Ordinance No. 10-946, are superseded by the Maple Valley Transportation Mitigation Agreement in regards to transportation improvements within the City of Maple Valley.”

The original Condition of Approval (COA) 15 called for a set of mitigations that Maple Valley felt were grossly inadequate. Consequently, in its “negotiations” with the Master Developer on a Transportation Mitigation Agreement, it felt compelled to agree whatever the master developer offered over and above the COA 15 mitigations. At the time a Maple valley City Councilman was quoted as saying: “These mitigations will help us with our current problems.”

The other concern is the the last part of the DA 12.10.1 excerpt above which mentions “supersede.” This could be construed that no matter what the new Traffic Demand Model, Traffic Analyses, and subsequent mitigation proposed, the Maple Valley Transportation Mitigation Agreement is fixed. That is something for the attorneys to review and interpret. However, since Transportation Concurrence cannot be vested, we believe, the Maple Valley Transportation Mitigation Agreement (and the companion Covington agreement) will need to be revised with better information as it is generated.

2. Traffic-Demand Model development, scope, and timing.

The Traffic-Demand Model (TDM) allows for an iterative process that focuses on a set of self-consistent results. The modeling process typically involves: (1) Trip generation--based on types of land uses and the ITE Trip Generation Manual; (2) Trip distribution--iterative process usually based on travel times and distances traveled; (3) Mode choice--car, car/van pool, bus, and train; and (4) Traffic assignment--iterative process usually based on travel times.

Key aspects of the development and use of the TDM are listed below:

1. Based on a set of assumptions and a road network/gridwork the model predicts traffic demand in terms of traffic flow on road segments between intersections and at intersections.
2. Detailed intersection analyses are then performed to evaluate intersection throughput to determine needs for additional signaling, left-turn lanes, etc. (this could be done with a “local” analysis simulation tool called SYNCHRO which evaluates intersection capacity).
3. Continuous running of the model coupled with detailed intersection analyses provides an increasingly improved understanding of what mitigation schemes could work both along road segments (i.e., widening, etc.) and intersections (i.e., turn lanes, etc.).
4. Once an “equilibrium” is achieved (i.e., predicted demand meets mitigated capacity during peak-drive hours), then sensitivity analyses often are conducted to understand the importance of different input assumptions to the model and analyses. While there are several assumptions made, possibly the most critical is Internal Capture Rate, which affects the number of external commuters at peak AM and PM hours. The level of sensitivity of key assumptions provides a better measure of the risks involved with the predictions of traffic volumes--high sensitivity means greater risk. Greater risks directly impact success, timing, and costs of mitigations. These costs can be large.

The traffic-demand model used to support the DEISs and FEISs was based on the Puget Sound Regional Council’s (PSRC’s) “region-wide” model. The City of Maple Valley’s Traffic Expert (Jana Janarthanan) testified the PSRC model did not provide sufficient “local” definition. The City of Black Diamond’s Hearing Examiner (HEX) agreed the model used was insufficient to evaluate traffic impacts for the MPDs and recommended a new model be developed and used to determine and evaluate mitigations required prior to approval of the the DAs or as a major amendment.

The MPD permit application hearings resulted in HEX Recommendations to the Black Diamond City Council. Following the March 2010 FEIS Appeals Hearings--which included extensive Expert Witness testimony from Traffic Consultants, WSDOT, and KCDOT--and the concurrent MPD Application Hearings, the HEX found the foundation of the entire traffic analysis wanting in many areas and the resulting analyses and traffic mitigations generated were flawed. This included the TDM, which served as the basis for traffic analyses, as well as the evaluation of needed mitigation (emphasis added).

“The conditions of approval require the Applicant to put together a local model that extends to all jurisdictions within the vicinity, but without the flaws in the Maple Valley model. The new modeling may prove to be costly, but it may also stave off litigation from Maple Valley and other interested parties, which would result in a significant savings to all involved. Most importantly, the new modeling will more accurately predict traffic impacts, which will be of a profound benefit to the quality of life of Black Diamond residents.” [HEX MPD Application Recommendations, p. 2]

“As identified in Finding of Fact 5(B), the traffic modeling proposed by the FEIS is adequate from an environmental review standpoint but may yield more accurate results through a more localized model similar to that employed by Maple Valley. Greater accuracy in anticipated impacts will in turn provide for greater accuracy in the amount and timing of mitigation. A recommended condition of approval is the development of a more localized traffic model.” [HEX MPD Application Recommendations, p. 152]

“Black Diamond and Maple Valley each made very compelling arguments that the traffic model of the other was deficient. The record is clear that neither model is optimally suited to predict traffic impacts for the Black Diamond community. The MPD, when completed, will have the effect of introducing the traffic of a new, small city to south King County. This scale of development justifies the creation of a project specific transportation demand model that accounts for all existing and planned local land uses, is validated for local traffic, contains an appropriately fine grained transportation analysis zone network, considers existing peak hour factors, considers both funded and unfunded transportation improvements that coincide with the build-out timeframe for the project, considers safety concerns, attempts to preserve the rural Heritage Corridor, provides a realistic mode split analysis for both transit and non-motorized uses and determines a reasonably accurate internal trip capture rate. Therefore, the project applicant will be required to create a new transportation model that incorporates all the controls identified above and subject that model to peer review and periodic updates.” [HEX MPD Application Recommendations, p. 124]

“...[new] mitigation be added to the project either through the development agreement or processed as a major amendment to the MPD.” [HEX MPD Application Recommendations, p. 124]

“The applicant shall create a new transportation model for this project which incorporates, at an appropriately fine level of detail, and at a minimum, the transportation network from the northern boundary of the City of Enumclaw on SR 169 through the City of Maple Valley to the northern limits of that city, and west to SR 167 in Auburn.” [HEX MPD Application Recommendations, p. 193]

“The new model must contain a sensitivity analysis for the effect of projected peak hour factor assumptions and the varying consequences to project impacts and mitigation measures must be presented to the City and all affected jurisdictions.” [HEX MPD Application Recommendations, p. 193]

The HEX also made specific comments on his FEIS “adequacy” Decision vis-a vis his MPD Application Recommendations (emphasis added):

“BDMC 18.98.080(A)(2): Significant adverse environmental impacts are appropriately mitigated:

The criterion above is satisfied by imposition of the FEIS mitigation measures recommended by this decision in addition to the enhanced mitigation identified in Finding of Fact No. 5. In MPD Exhibit 114, p.3, the Applicant essentially asserts that the FEIS precludes any further discussion of environmental impacts under the criterion above. This is incorrect. Although not directly addressed in the context of an EIS, the courts have ruled that a mitigated determination of nonsignificance does not preclude an additional finding of significant environmental impacts if relevant to permitting criteria. Even with the issuance of an EIS, an applicant must still comply with all permitting criteria. The review standard for an FEIS is significantly different than that under MPD permit review. As noted in the FEIS decisions, the Examiner must give substantial weight to the determination of the SEPA responsible official in assessing the adequacy of an EIS. By contrast, the factual findings made by the City Council in finding

compliance with MPD criteria must be supported by substantial evidence. As discussed in Finding of Fact No. 5, there are some environmental impacts that have been adequately mitigated under the rule of reason standard for the EIS but nonetheless do not provide the most effective or comprehensive mitigation. For the reasons discussed in Finding of Fact No. 5, there is substantial evidence to justify the enhanced mitigation identified in Finding of Fact No. 5, including but not limited to revised traffic modeling,....

While the Applicant may point to the FEIS as prohibiting additional environmental mitigation, the SEPA Appellants may point to the necessity for additional mitigation as evidence that the FEIS was not adequate. In addition to the reasons set forth in the FEIS on adequacy, a reviewing court should also consider the policy ramifications of undercutting a determination of adequacy because additional study and mitigation is imposed. Due to the hundreds of hours of legal, examiner and staff time involved in these proceedings, the MPD hearings have cost well into the hundreds of thousands of dollars. A finding of inadequacy would require the City to go through the entire MPD hearings again. As recommended by the Examiner, significant additional mitigation would be treated as an amendment to the MPD applications so that the public would have an opportunity to comment on the new mitigation and a clear avenue of appeal would be available to those opposed to the changes. Using the amendment process avoids going through the entire review process again. Given that the traffic...study and mitigation would create discrete and fairly isolated project impacts - traffic changes would be almost entirely exterior to city limits - the segmentation of this review process would not undermine the cumulative nature of SEPA review." [HEX MPD Application Recommendations, pp. 153-154]

Although the HEX ruled the FEISs "adequate," he recommended specific Conditions on the MPD Applications (emphasis added):

"11. The applicant shall create a new traffic model for this project which incorporates. at an appropriately fine level of detail. and at a minimum. the transportation network from the northern boundary of the City of Enumclaw on SR 169 through the City of Maple Valley to the northern limits of that city" and west to SR 167 in Auburn, External trips may be captured by any valid methodology including overlaying the new model onto the existing Puget Sound Regional Council transportation model. The new model must be validated for existing traffic." [HEX MPD Application Recommendations, p. 193]

"16. The resulting project impacts and mitigations must be integrated into the development agreement or processed as a major amendment to the MPD prior to City approval of any implementing projects." [HEX MPD Application Recommendations, p. 194]

"17. The intersections needing mitigation as identified in the analysis required above shall be monitored under a Transportation Monitoring Plan which shall be incorporated into the Development Agreement for the MPD, with each designated improvement being required at the time defined in the Monitoring Plan. The Monitoring Plan shall require that improvements be constructed with development in order to bring

mitigation projects into service before the Level of Service is degraded below the City's standard." [HEX MPD Application Recommendations, p. 194]

Please note the scope of the TDM the HEX stipulated in 11. above:

"...create a new traffic model for this project which incorporates. at an appropriately fine level of detail. and at a minimum. the transportation network from the northern boundary of the City of Enumclaw on SR 169 through the City of Maple Valley to the northern limits of that city" and west to SR 167 in Auburn, External trips may be captured by any valid methodology including overlaying the new model onto the existing Puget Sound Regional Council transportation model...."

This envelope is critical and the description you provided to us does not meet this critical envelope (note that MPD Ordinance COA 11 states much the same). Please understand that the HEX indeed agreed with the vast majority of the traffic experts who testified before him that a finer level of detail was need than afforded by the PSRC model. However, he also stipulated that the model be as broad in reach as the PSRC model, hence the language above. We would like to review the Draft Parametrix report you mentioned to us to ascertain the scope of the model development. We, as did the city's HEX, believe the development, validation, and exercise of the TDM is critical to not only the City's future, but also that of the southeast King County region.

We also want to ensure that the Parametrix TDM work recognizes the eight modeling steps in the current PSRC land use and travel demand forecasting model: (1) Economic forecasting; (2) Land use forecasting; (3) Vehicle availability; (4) Trip generation; (5) Trip distribution; (6) Mode choice; (7) Time of day; and (8) Trip assignment. [Land Use and Travel Demand Forecasting Models: PSRC Model User's Guide http://www.psrc.org/assets/1512/model_usersguide2007.pdf]

For reference, the MPD Ordinance COAs 11, 12, 13, 14, and 17 address the traffic-demand model. Far more detail and critical analysis can be found in our Transportation: A review of key issues, history, and future decision points report released in March 2013.

3. The 850 permit-issuance trigger.

MPD Ordinance COA 17a mentions the TDM trigger and, as we discussed, the iterative process at the discretion of the City Council (our emphasis):

"At the point where building permits have been issued for 850 dwelling units at the Villages and Lawson Hills together, and again at such phase or interval determined by the City Council following completion of the review called for by this condition, the City shall validate and calibrate the new transportation demand model created pursuant to Condition 11 above for the then-existing traffic from the Villages and Lawson Hills together. The calibration may include an assumption for internal trip capture rates as set forth in Condition 14 above, rather than actual internal trip capture rates, if an insufficient amount of commercial development has been constructed at the time of the validation/calibration required herein. The City shall then run the model to estimate the trip distribution percentages that will result from the next upcoming phase or interval of MPD development, and to assign the estimated trips from that phase or interval to the intersections identified in Condition 11 above."

This describes the “validation” and “calibration” of the TDM, as well as its use to determine trip distribution and volume. This provides the City with flexibility as to when and how often the TDM should be validated to ensure it is generating information that tracks reality. This is a cyclic process in which model results are confirmed (i.e., validated) and the model’s attributes and/or assumptions are adjusted (i.e., calibrated), accordingly, striving towards convergence.

The “850 dwelling units” threshold for completion, validation, and use of the new TDM essentially exempts The Villages MPD Phase 1A from any traffic analyses based on the new TDM and set of assumptions. However, should the City decide in the future that it will allow a connection through The Villages from the proposed Woodland Reserves in unincorporated King County, then its 77 homes should be added to the 780 proposed in The Villages Phase 1A (as all traffic will use the same three ingress/egress points along Auburn-Black Diamond Road) which results in 857 units, thus triggering the TDM work. Former City Administrator Mark Hoppen and former City Councilman Craig Goodwin both mentioned this to King County during early discussions (circa October 2013) of King County’s Development Agreement with YarrowBay on the Woodland Reserves.

The phrase “The calibration may include an assumption for internal trip capture rates as set forth in Condition 14 above, rather than actual internal trip capture rates, if an insufficient amount of commercial development has been constructed at the time of the validation/calibration....” could allow unproven ICRs to be used. Since ICRs have a direct influence on the evaluation of traffic volume, trip distribution, travel times, and queue lengths, they are, possibly, one of the most important assumptions that feed the Traffic-Demand Model, as we also discussed with you.

Consequently, we feel it unwise to wait until ~6 months before the 850 trigger to begin TDM work in earnest.

Thank you and let’s continue the discussion. We are here to help and ensure the integrity of the City’s infrastructure, quality of life, and economic vitality.

Peter Rimbo
Leader and Transportation Focal
Citizens’ Technical Action Team
primbos@comcast.net

The following letter was received by the City of Black Diamond on April 2, 2014 from Cindy Proctor:

The Task force should look at all compliance and covenant requirements; possible amendment to the Lake Sawyer Park Plan.

The environmental impact to the lake is far greater now than at any time in the history of BD. After research with King County CFT and Washington State RCO it is clear that the intensive active use is not required, furthermore it is questionable whether moderate active use can be contemplated in the middle third of the park as currently proposed due to the multiple co-mingled sources:

Conservation Fund Taxes: \$3,000,000 (natural/passive uses)
Open Space Bond ('89): \$24,000

REET #1: \$3,433,606

Critical Resources Initiative Bond (REET): \$2,635,452

Total: \$9,593,058

Additionally, any Park Zoning Classification Codes should look at identifying the multiple types of parks in our community and these designations should/would have different uses allowed within them, for example:

Neighborhood Parks: Pocket Parks provide easily accessible, low-intensity recreational areas for unscheduled use, visual relief from urban congestion and scenic value, and buffering between adjacent land uses. Primary users are within walking distance (1/2 plus/minus mile radius). Ease of non-motorized access is a primary consideration.

Community Parks: Community parks provide a variety of individual and organized recreation activities conveniently located for short-term visits. Community parks may be located in residential neighborhoods and suburban areas. Community parks may also be located adjacent to elementary or intermediate schools to maximize cooperative use of recreation facilities. In mixed-use developments, proximity to retail/office areas is desirable for cooperative use of parking and minimal impact on residences. Access should be via secondary roads where possible. Parking is provided on site or on a shared location with an appropriate adjoining development. The service area for community parks generally extends up to 3 miles.

Special Purpose Parks: Such as Lake Sawyer Park, are natural resource parks, and preserves, that protect and perpetuate areas of sensitive or unique environmental ecological and scenic values. Development that does not adversely affect ecological functions and enhances awareness of the resource values is appropriate. Small interpretive (educational) facilities and structures include orientation kiosks, hiking, biking and equestrian trails (as designated), signs, and benches. Visitor centers and parking are appropriate only near the periphery of these parks.

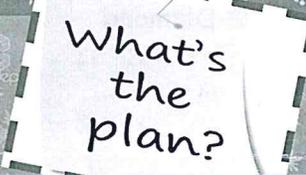
Comprehensive Plan Update News!

What is a Comprehensive Plan?

A Comprehensive Plan is a broad statement of the community's vision for the future. It contains policies primarily to guide the physical development of the city, as well as certain aspects of its social and economic character. Comprehensive Plans not only indicate how the community envisions the City's future, it also sets forth strategies for achieving the desired vision. It does so by directing regulations and implementing actions and services that support the vision.

Why are we updating the Comprehensive Plan?

While a Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also meant to be a living document that must accommodate change. Therefore, the plan is meant to be regularly updated to account for changing issues or opportunities that the City faces. Washington State enacted a law, the Growth Management Act, which requires counties and cities to adopt and periodically update a Comprehensive Plan. The City's first Comprehensive Plan and its vision were adopted in 1996. The last update was done in 2009.



Comprehensive Plan 2035

VISION

In the year 2035, Black Diamond will be a beautiful, friendly community based on a rich historic heritage and exceptional natural setting, with a small-town atmosphere. Forested areas and open space remain, while development maintains a healthy balance of moderate growth and economic viability.

The economic base will be a mix of retail, industrial/Business Park, office, tourist and local cottage industries. Residential development will be a mix of types, sizes, and densities, clustered to preserve maximum open space and to access a system of trails/bikeways/greenbelts which connect housing, shopping, employment, with nearby regional parks and recreational facilities.

Citizens actively participate in an effective and open government decision making process that reflects community values. There will be good cooperation among nearby jurisdictions, and adequate public services and environmental protection to provide a safe and healthy quality of life for all citizens, from children to seniors.

What does a Comprehensive plan do?

A Comprehensive Plan serves many purposes, including policy determination, policy implementation, and communication/education.

***Policy Determination** - First, it encourages City officials to look at the big picture, to step away from current pressing needs to develop overriding policy goals for the community. Second, it creates an environment for the City Council to guide its decision-making openly and democratically. The plan serves to focus, direct, and coordinate the efforts of the departments within City government by providing a general comprehensive statement of the City's goals and policies.

***Policy Implementation** - A community that has agreed to and formally adopted the goals and policies in its Comprehensive Plan can move more effectively toward implementing those goals and policies. The Comprehensive Plan is a basic source of reference for officials as they consider the enactment of ordinances or regulations affecting the community's physical development (such as a zoning ordinance or a particular rezone), and when they make decisions pertaining to public facility investments (such as capital improvement programming or construction of a specific public facility).

***Guidance** - The Plan also provides a practical guide to City officials as they administer City ordinances and programs. This ensures that the day-to-day decisions of the City Council and staff are consistent with the overall policy direction established by the Council.

***Communication/Education** - The Comprehensive Plan communicates to the public and to City staff the policy of the City Council. This allows the staff, the public, private developers, business people, financial institutions, and other interested parties to anticipate what the decisions of the City are likely to be on any particular issue. As such, the plan provides predictability. Everyone is better able to plan activities knowing the probable response to their proposals and to protect investments made on the basis of policy. In addition, the Comprehensive Plan can educate the public, the business community, the staff, and the City Council itself on the workings, conditions, and issues within their City. This can stimulate interest about the community affairs and increase the citizen participation in government.

What is the Planning Process?

DATA
GATHERING

IDEA REFINEMENT
Community Input
Joint Council/Planning Commission
Workshops

POLICY DEVELOPMENT
Draft Policies
Community Review
Public Hearings and Adoption

Comprehensive Plan *Continued*

Where are we in the Planning process?

City staff is in the process of compiling and analyzing data and drafting policies for refinement. Last April, an open house was held to kick off the beginning of this process. This summer, the City set up a table at the Labor Days festival. As we progress, more community input is needed. There are several ways to participate. If you have computer with internet access, please consider taking a short survey at this SurveyMonkey™ link: <https://www.surveymonkey.com/r/Y65QM5D> or stop by or call the Community Development Department for information. Beginning in January, the Planning Commission and City Council will be holding joint work sessions to review staff's work. After the draft plan has been reviewed, the public hearing process for adoption will begin. All meetings and workshops will be posted on the City's website calendar. Go to <http://www.ci.blackdiamond.wa.us/> and click on the "Calendar" link. Additionally, Comprehensive Plan Update information will be uploaded on the City's website at this link: http://www.ci.blackdiamond.wa.us/Depts/CommDev/2015_CompPlan.html

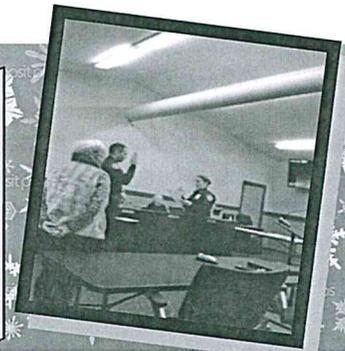
Questions (?) too many computer links!

The Community Development Department is located at 24301 Roberts Drive. The office is open Mon, Wed, and Thurs from 8:30am to 5:00pm. For more information on the Comprehensive Plan Update, please contact Barbara Kincaid via email bkincaid@ci.blackdiamond.wa.us or phone (360) 886-5700.

Promotions & Recognitions!!

Congratulations to Black Diamond's new Police Commander

On December 7th, 2015, Sgt. Brian Martinez took his oath of office and was promoted to Police Commander. Cmdr. Martinez has been with the Black Diamond Police Department since July of 2012. Prior to working for Black Diamond, he worked for and retired from the Albuquerque Police Department. Cmdr. Martinez also serves as the department's firearms instructor.



Mayor Benson honored employees Dan Dal Santo, Public Works Utilities Superintendent and Ken Blakely, Public Works Utilities Operator for their 20 years of dependable, dedicated and creative service to the City. They were presented with plaques to memorialize this significant accomplishment and loyalty to the City of Black Diamond.

Dan Dal Santo grew up in Black Diamond, worked for Paccar and TRM before starting at the City of Black Diamond. Dan was hired to supervise the public works employees. Dan took on the new responsibility with a high initiative getting the training and certifications needed and significantly increased the maintenance levels of the City's infrastructure.

Ken Blakely started with the City shortly after Dan. Ken enlisted in the Army out of high school serving as a motor sergeant. After his term in the Army, Ken worked for the City of Mukilteo advancing in municipal infrastructure knowledge during a period of rapid growth. Ken brought to Black Diamond the experience the City needed in public works maintenance.

In the early years when the infrastructure was not in very good condition and there was no intertie with Tacoma and very little water storage, it was only through Ken and Dan's constant vigilance, hard work in all kinds of weather that kept the citizens in water. A big thank you to Dan and Ken for their service to the City of Black Diamond.

City Sewer Rate Increases for 2016

Sewer Rate Increase-January 1, 2016

Effective January 1, 2016 the City of Black Diamond's city portion of the sewer rate will increase by 26 cents per month from \$19.97 to \$20.23 per month. Ordinance No. 13-1007 authorizes the 1.3% increase based on the July 2015 Consumer Price Index-U for the Western area. Lifeline Utility customers will receive a 50% discount with a 13 Cent increase. This increase will be reflected on the January 2016 Utility bills that will be mailed out at the end of January, with payment due in February 2016.

Disaster Pot Luck & Social

January 20, 2016
6:30 PM until 8:30pm
Mountain View Fire & Rescue, Station 96



What would you and your family eat if a disaster were to happen today? How would you store it and prepare it without electricity, or gas?

Mountain View Fire & Rescue is hosting a disaster potluck on January 20th from 6:30pm until 8:30pm so you can prepare food that you may eat during a disaster and share with other participants. This may help you learn about foods that not only taste good, but foods that are easy to prepare without the comforts of home.

The Rules:

Bring pre-packaged food with all of the labeling or bring multiple items, such as cans of food, to create a dish. This food must be in its original packaging and can't be opened. The reason for the unopened food is so people can see ingredients, expiration date, nutrition labels, etc. on the packaging.

You can bring more than one package, or can so you can trade with someone else.

Bring items necessary to prepare the food. Examples: water, camp stove, pot, etc.

You will prepare the food at the event so everyone can see how difficult it is to make the dish.

You will share the dish with other participants so everyone can try different kinds of food.

There is limited space so please be sure to register with Tim Perciful at tperciful@kcf44.org or call 253-508-7273.

Community Emergency Response Team (CERT) Training every month.

We welcome you to attend our CERT training as a new member or as a refresher. We meet the first Wednesday of each month (Starting in Feb) for the CERT curriculum then meet the third Wednesday of each month for additional emergency classes. For more information please visit <http://www.kcf44.org/>

Distracted Driving

If you're texting, you're not driving

9 Americans are killed every day from motor vehicle accidents that involve distracted driving, such as using a cellphone, texting, or eating.

1 in 4 is the probability that a motor vehicle crash involved a cell phone.

40 percent of teens say they have been a passenger in a car whose driver used a cell phone in a way that put them in danger.

33 percent of US drivers ages 18 to 64 reported reading or writing text messages while driving in the previous month.

There were 341 motor vehicle crashes in 2013 that involved texting.

You are 4 times more likely to be involved in a crash if you are using your cell phone.

****Some tips to help****

Turn those notifications off. The less you hear your phone, the less tempted you'll be to respond while you're driving.

Out of sight, out of mind. When you're in the driver's seat, put your phone where you can't get it. A place where you won't even be tempted to look for it. No phone. No texting.

Lead by Example. Children learn from their parent's behavior. No one should text and drive. Be an example for your children and if you need to text or talk on the phone, pull over to a safe place.

It's imperative that every driver remembers, all distracted driving is dangerous! Don't be a statistic.

