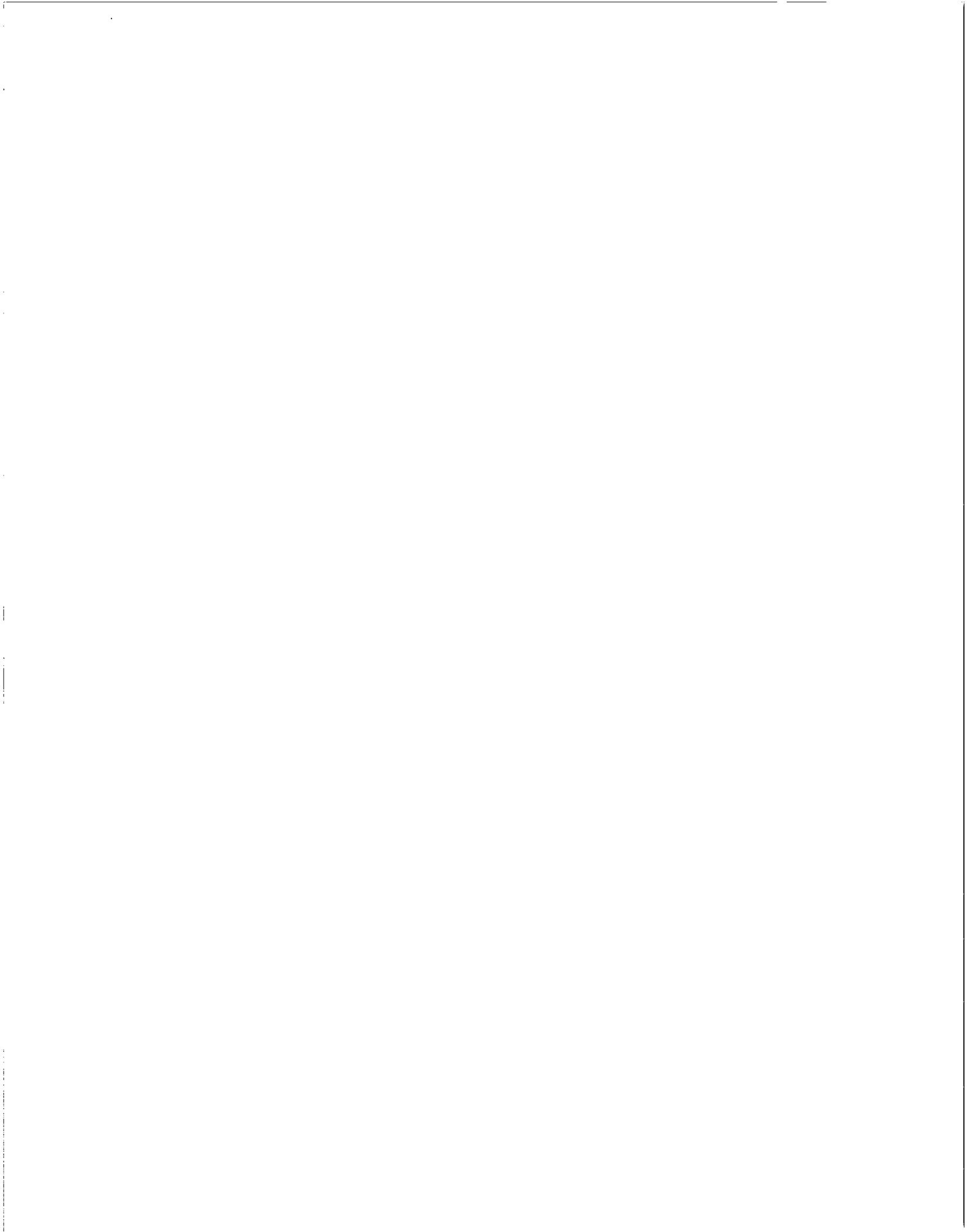


24d.

Technical Memorandum from John Perlic to Andy  
Williamson: compliance evaluation of Phase 2C with  
MPD Conditions of Approval  
May 19, 2014



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## TECHNICAL MEMORANDUM

Date: May 19, 2014  
To: Andy Williamson  
City of Black Diamond Economic Development Director  
From: John Perlic  
Project Engineer  
Subject: The Villages Master Planned Development – Phase 2C Comparison to Conditions of Approval  
cc:  
Project Number: 554-3043-014  
Project Name: Traffic Engineering Services MDRT

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A comparison of Exhibit C-Conditions of Approval for The Villages Master Planned Development (MPD) to *The Villages Master Planned Development – Phase 2C Traffic Impact Study* (The Transpo Group, December 2013) (referred to as the Traffic Impact Study) was conducted to confirm that Phase 2C is fully in compliance with the MPD Conditions of Approval.

Several of the conditions apply when building permits have been issued for 850 dwelling units (within the Villages and Lawson Hills developments). When the 850 dwelling unit threshold has been met, Condition 17 states that the City shall validate and calibrate the new travel demand model. Conditions 11 through 14, 17, 25, and 26 are related to the updated travel demand model, so also apply to the condition where 850 dwelling units are permitted.

When permits have been issued for Phase 1A (includes 818 dwelling units) and Phase 2C (203 dwelling units), the need to update the travel demand model validation and calibration would be triggered for subsequent phases of the Villages and Lawson Hills developments.

The following summarizes the review for Transportation MPD Conditions 10-34 against the Traffic Impact Study.

Condition 10— Transportation improvements required for Phase 2C meet the requirements of this condition to maintain the City's adopted level of service standards and provide access and circulation within the project.

**TECHNICAL MEMORANDUM (CONTINUED)**

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Condition 11 — This condition is not applicable since less than 850 dwelling units have been permitted at this time.

Condition 12 — This condition is not applicable since less than 850 dwelling units have been permitted at this time.

Condition 13 — This condition is not applicable since less than 850 dwelling units have been permitted at this time.

Condition 14 — This condition is not applicable since less than 850 dwelling units have been permitted at this time.

Condition 15—An agreement for off-site transportation mitigation has been reached with the City of Covington and City of Maple Valley. Improvements in the jurisdiction of WSDOT, King County and the City of Black Diamond have been evaluated and improved to meet condition 11 above.

Condition 16—A separate agreement for off-site transportation mitigation has been reached with the City of Maple Valley, so this condition is no longer an issue.

Condition 17— This condition states that the City shall validate and calibrate the new transportation demand model when building permits have been issued for 850 dwelling units (within the Villages and Lawson Hills together). This threshold has not been met since less than 850 dwelling units have been permitted at this time.

Condition 18— Development Agreements for The Villages and Lawson Hills have been approved, and the transportation improvements for Plat 2C are consistent with the Development Agreements.

Condition 19—Intersection improvements were not identified as a need with the development of Phase 2C.

Condition 20—A transportation monitoring plan was established in the Development Agreements and was updated for the Phase 2 development. The Villages Phase 2C improvements are consistent with the transportation monitoring plan requirements.

Condition 21—Internal roadway improvements establish a street grid for The Villages Phase 2C development.

Condition 22—All auto courts serving 20 units or less and all alleys shall be private and maintained by the Applicant or future Homeowner's Association.

Condition 23—The applicant or future Homeowners Association shall be required to maintain all street side landscaping.

## TECHNICAL MEMORANDUM (CONTINUED)

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Condition 24—Several traffic calming measures are included in Phase 2C. Within The Villages MPD, traffic calming will be provided to limit traffic flows along minor roadways within neighborhoods and encourage travel on a few key roadways. Curb bulbs and on-street parking will be used to promote slower vehicle speeds and shorten pedestrian crossing distances.

Condition 25— A transportation monitoring plan was established in the Development Agreements and was updated for the Phase 2 development. The Villages Phase 2C improvements are consistent with the transportation monitoring plan requirements. The development of Phase 2C will not trigger additional off site transportation improvements.

Condition 26—Since the new model described in condition 14 is not required for the Phase 2C Traffic Impact Study, the mode split analysis to determine the number of park and ride spaces needed cannot be conducted. There are sites within the Phase 1A large enough to accommodate a future park and ride lot, or the lot could be provided in a future development phase north of Auburn-Black Diamond Road.

Condition 27—The number, location and construction timing of access roadways for Phase 2C is consistent with this condition. There are two access points to the Phase 2C development via Road A and Woonerf A shown on the Site Plan (Attachment 1) in the Traffic Impact Study.

Condition 28—This condition is a requirement of the Development Conditions and is not applicable to Phase 2C.

Condition 29—A schedule for implementing the transportation improvement projects has been established for Phase 2 in the *The Villages and Lawson Hills Master Planned Developments – Phase 2 (Transpo Group, December 2013)*. The development of Phase 2C does not trigger offsite capacity improvements.

Condition 30— Several traffic calming measures are included in Phase 2C. Within The Villages MPD, traffic calming will be provided to limit traffic flows along minor roadways within neighborhoods and encourage travel on a few key roadways. Curb bulbs and on-street parking will be used to promote slower vehicle speeds and shorten pedestrian crossing distances.

Condition 31— This condition is a requirement of the Development Conditions and is not applicable to Phase 2C.

Condition 32— This condition is a requirement of the Development Conditions and is not applicable to Phase 2C.

Condition 33—The Green Valley Road study was completed.

**TECHNICAL MEMORANDUM (CONTINUED)**

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Condition 34—This condition is a requirement of the Development Conditions and is not applicable to Phase 2C.