

PLAT 2C PUBLIC HEARING
BLACK DIAMOND, WASHINGTON
DECEMBER 11, 2014

My name is. Gwynllyn Vukich My address is. 15626 SE 352 Auburn WA

Your Honor:

Thank you and the City of Black Diamond for this opportunity to bring some traffic concerns to you regarding Plat 2C.

We are appreciative of the developer's Plat 2C construction traffic plan to use only the first westerly 1,000' on Green Valley Road (GVR) from SR 169. That is the same verbalized plan for Plat 1A.

Green Valley Road is a Category 3 on the King County DOT Tiered Road Maintenance Plan. It sits in the middle of 5 road categories for maintenance. It is a fragile road. The road surface is showing deterioration and may not see repair for years. The most deteriorated area is within its first 1,000 feet westerly from SR 169 in front of Cadman Sand/Gravel, suppliers for the MPDs. For years, drivers have been using the shoulder to avoid the rough roadway. Because there is such a shortage of funding for upkeep and years of heavy construction traffic ahead just from Black Diamond, conditioning for some mitigation seems reasonable for the additional use by the developer to keep the road surface from falling below its considerable current low level.

Mitigation is needed if both Plat 1A and 2C construction occurs at the same or overlapping times. The current traffic trips at the GVR/169 intersection and on all other hauling routes in the city and on SR 169 would become time-consuming, frustrating, and, it follows, less safe. This could happen while Yarrow Bay owns the properties or if the properties are sold to other parties. There needs to be conditioning that would prevent hauling for both projects at the same time or proactive roadway monitoring and mitigations to prevent the congestion and threats to safety that could happen.

As you can imagine, since the studies for the FEIS in 2007, traffic has increased in the whole area including that at the GVR / SR 169 intersection. Now, at the latter intersection, there is a medical marijuana business across from Cadman that increases the traffic and the safety there further.

EXHIBIT 84

Even with construction hauling for only one plat at a time, long queues turning left (north) or right (south) from GVR onto SR 169 or left (westerly) turns from the highway to GVR could form. Green Valley Road is more than 10 miles long with only 3 intersections: the west end, the junction at 212th and 218th, and the east end at SR 169. Realizing there are only 3 places for egress/ingress, wait times to turn could become unreasonably long. Conditioning monitoring to make certain this couldn't occur and mitigating to forestall it or improve such a situation is practical.

It would help, too, if there is strong conditioning now to make certain the construction 7 AM starting and 3 PM ending times are enforced as well as weekend days and holidays when there will be no construction.

Condition, too, that the hauling route plans (PP2C Preliminary Haul Routes figure and note re: GVR use attached) is not delayed until Plat 2C Final Application submittal. I request the words for "construction hauling" specifically include "log transport" and the construction hauling use of only the first, westerly 1,000' of GVR from SR 169 be secured by creating a plan now to enforce adherence by the drivers.

To summarize, I am requesting:

- Conditioning for some mitigation to keep the SE Green Valley Road surface used by the developer from falling below its considerable current low level
- Conditioning that would prevent hauling for both projects at the same time or proactive roadway traffic testing, monitoring and mitigations
- Conditioning traffic testing and monitoring to make certain long turning queues on both SR 169 and GVR won't occur and / or mitigating to forestall it or improve such a situation if it does
- Conditioning to make certain the construction 7 AM starting and 3 PM ending times are enforced as well as the days of the week when there will be no construction (weekends/holidays)
- Conditioning an enforceable, adherence plan now, not later, for construction drivers' use of only the first, westerly 1,000' of GVR from SR 169 and hauling routes (PP2C Preliminary Haul Routes 6/2014 figure and note re: GVR use attached)
- Conditioning for a final hauling route plan to be provided now, not at final submittal
- Please, too, clarify the meaning of "construction hauling" to include logging trucks

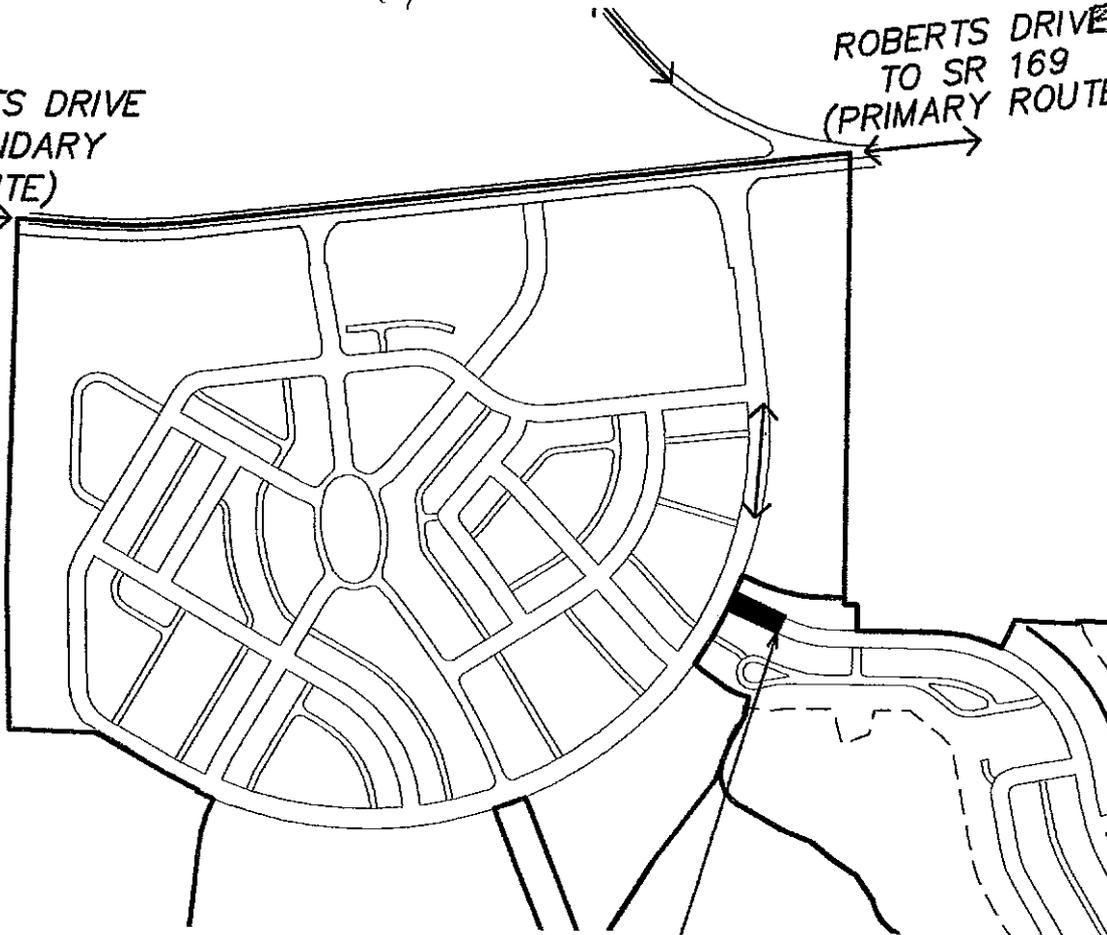
Thank you.

Yarrow Bay
TRIAD ASSOC.
SOURCE:
16-VA1
PLAT 2C

Preliminary Haul
Routes
6/2014

ROBERTS DRIVE
SECONDARY
ROUTE)

ROBERTS DRIVE
TO SR 169
(PRIMARY ROUTE)



CONSTRUCTION WHEEL
WASH FACILITY

TES:

MASTER DEVELOPER SHALL INCLUDE THE FOLLOWING PROVISION IN CLEARING, GRADING AND CONSTRUCTION CONTRACTS: "EXCEPT FOR THE WESTERLY 1,000 FEET OF SE GREEN VALLEY ROAD (FROM SR 169), SE GREEN VALLEY ROAD SHALL NOT BE USED AS A CONSTRUCTION HAUL ROUTE BY CONTRACTORS OR ITS AGENTS." CONSTRUCTION TRAFFIC CONTROL DESIGN WILL BE PROVIDED AS PART OF FINAL ENGINEERING PLANS FOR REVIEW AND APPROVAL BY THE CITY OF BLACK DIAMOND.

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Judith Carrier
12/11/2014