



CITY OF BLACK DIAMOND

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CITY OF BLACK DIAMOND STAFF REPORT TEN TRAILS MPD – VILLAGE TOWNS – PRELIMINARY PLAT FILE NUMBER: PLN24-0009

I. APPLICATION INFORMATION

Applicant/Owner: CCD Black Diamond Partners LLC (d/b/a Oakpointe), c/o: Justin Wortman

Project Name: Ten Trails Master Planned Development – Village Towns Preliminary Plat

Project Description: The Ten Trails Master Planned Development (MPD) Village Towns Preliminary Plat (Phase 1A Parcel V12) application is to subdivide four existing parcels into 55 lots comprised of 16 attached single-family lots, 37 multi-family lots, and 2 commercial lots in accordance with the approved Development Agreement. Approximately 0.59 acres of open space will be provided in tracts within the proposed plat, and will consist of park, open space, trail, utility, and landscape uses. There are no identified sensitive areas or associated buffers within the plat boundary.

Location: The proposed plat is located within the Ten Trails MPD, located north of the intersection of SE Fir Street and Madrona Ave S. Village Towns is within Phase 1 Plat 1A on a portion of MPD Development Parcel V12. The site is located within a portion of the NW Quarter of Section 15, Township 21 North, Range 6 East, Willamette Meridian, King County, Washington.

Parcel Numbers: 857600-0730, 857600-0740, 857600-0750, 857600-0760

Gross Site Area: 3.21 acres

MPD Development Parcels: A portion of Development Parcel V12

Zoning Designation: Master Planned Development (MPD)

Comprehensive Plan Designation: Mixed Use with MPD Overlay

Administrative Note: References to "Ten Trails" within this plat application can be used interchangeably with "The Villages." The applicant has re-branded The Villages Master Planned Development as "Ten Trails," however the approved Master Planned Development Permit for The Villages (PLN09-0017) has not been amended to officially refer to the Master Planned Development as "Ten Trails."

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II. BACKGROUND INFORMATION

"Preliminary plat," as defined in BDMC 17.08.010, means a neat and approximate drawing of a proposed subdivision showing the general layout of streets and alleys, lots, blocks, and other elements of a subdivision consistent with the requirements of this chapter. The preliminary plat shall be the basis of the approval or disapproval of the general layout of the subdivision.

"Subdivision," as defined in BDMC 17.08.010, means the division or re-division of land into seven or more lots, tracts, parcels, or sites for the purpose of sale, lease, or transfer of ownership, except as provided in Section 17.04.030 of this title. The creation of tax parcels by the county shall not be deemed the division of land for purposes of creating a lot, tract, parcel, or site that can be sold, leased or transferred.

Abbreviations/Definitions of Terms

The following abbreviations and terms are used in this Staff Report.

BDEDCS: Black Diamond Engineering, Design and Construction Standards

BDCP: Black Diamond Comprehensive Plan

BDMC: Black Diamond Municipal Code (see Finding #7 below)

CSMA: The Comprehensive School Mitigation Agreement for The Villages and Lawson Hills Master Planned Developments

Designated Official: Per TV DA, the person appointed by the Mayor authorized to administer, interpret, process, and approve plans as required. See TV DA 14.0 for full description.

Master Developer: project applicant; as defined in Ch. 14 TV DA

DNS: Determination of Non-Significance

MDRT: Master Development Review Team

MPD: Master Planned Development

MPD Permit: The Villages Master Planned Development Permit approved by the Black Diamond City Council in Ordinance No. 10-946

SEPA: State Environmental Policy Act

TDR: Transfer of Development Rights

TV DA: The Villages Development Agreement

Utility Permit: Civil construction permit; as defined in Ch. 14 TV DA

III. FINDINGS

1. A Preliminary Plat is a Type 3-Quasi-Judicial type decision per BDMC 18.08.030 and 18.08.060; these decisions are made by the Hearing Examiner.
2. The zoning designation of the subject property is Master Planned Development (MPD).
3. The Comprehensive Plan's future land use designation of the subject property is Mixed Use with a Master Planned Development Overlay.
4. On September 20, 2010, the Black Diamond City Council approved the MPD Permit for "The Villages," a planned mixed-use development of 1,196 acres, featuring 4,800 residential units; 775,000 square feet of office, retail, and light industrial uses; school sites; and both passive and active open space (Ordinance No. 10-946). Since the approval of the MPD Permit, the applicant has rebranded "The Villages" as "Ten Trails" – these names may be used interchangeably, however the MPD Permit has not been formally amended to rename the MPD "Ten Trails."
5. On December 12, 2011, the Black Diamond City Council approved The Villages MPD Development Agreement (TV DA) (Ordinance No. 11-970).
6. All of the conditions of approval from the Master Planned Development Permit and the TV DA apply to this plat, whether listed or not herein.
7. Exhibit E of TV DA contains the Black Diamond Municipal Code (BDMC) through September 20, 2010; this is the version of City Code The Villages MPD is vested to. All references in this Staff Report to BDMC are to the version contained within Exhibit E of TV DA, unless otherwise stated.
8. The preliminary plat application was submitted on February 1, 2024, and determined to be complete for processing on February 28, 2024. MDRT review of the plat drawings resulted in resubmittals for review by staff on April 4, 2024.
9. The final preliminary plat drawings, submitted to the City on April 4, 2024 (Revision #1 on title block dated 4/2/2024) are provided as Exhibit 1 of this Staff Report.
10. A Notice of Application was issued on March 6, 2024, and provided the required 14-day comment period. The Notice of Application was issued pursuant to BDMC 18.08.120. Four (4) comments were received electronically and are provided within Exhibit 2 to this Staff Report.
11. The City issued a Notice of Public Hearing specific to this proposal on April 15, 2024. The Notice of Public Hearing was issued pursuant to BDMC 18.08.180. At the time of writing of this Staff Report, no additional public comments were received after the Notice of Public Hearing was issued.
12. The City issued a SEPA Determination of Non-Significance (DNS) for this proposal on April 15, 2024 (Exhibit 3). The SEPA DNS reviewed potential environmental impacts resulting from this Village Towns Preliminary Plat proposal specifically. The City (as the lead agency) has determined this proposal will not have a probable significant adverse impact on the environment. The environmental review for this proposal was processed under City File Number PLN24-0010. There was no appeal filed on the City's DNS.
13. There are no critical areas or associated buffers located within the Village Towns Preliminary Plat application.
14. Section 4 of TV DA addresses uses within the MPD. The Village Towns Preliminary Plat is comprised of a portion of Development Parcel V12 which, per Table 4-1 of TV DA and

Exhibits L and U of TV DA, has the following land use descriptions and dwelling unit (DU) ranges:

Development Parcel	Land Use	Description	DU Range*	Acreage
V12	Mixed Use	The Mixed-Use designation permits both commercial and residential uses, when residential uses are a component of a commercial development proposal.	32 to 58 units	3.21 (gross) 2.65 (net)

** The Dwelling Unit (DU) Range listed here varies from what is shown on Table 4-1 of TV DA for Development Parcel V12. This is the result of a proportional calculation of dwelling unit ranges included in this 3.21-acre portion of the overall 9.9-acre Development Parcel V12.*

15. Section 5 of TV DA states the minimum lot size for detached single family is 2,200 square feet. Lot sizes are dictated by product type, setbacks, and other specific lot standards described in Section 5 of TV DA. Plat Sheet CV1 (Exhibit 1) indicates that all proposed residential uses are either attached single family or multi-family, with a minimum lot size of 988 square feet and a maximum lot size of 1,895 square feet. The average lot size of residential uses within Village Towns is 1,696 square feet. In order to comply with Section 5 of TV DA, Recommended Condition of Approval #22 states that, in the event that detached single-family residential uses are proposed, residential lots with an area smaller than 2,200 square feet will be required to provide either attached single family dwelling units or multifamily dwelling units.

16. Pursuant to MPD Permit Condition of Approval #131, a minimum density of 4 dwelling units per net acre for residential development shall be required for implementing projects, and shall be calculated for each development parcel using the boundaries of that parcel (or the portion thereof to be developed) as shown on the Land Use Plan map (Figure 3-1, as updated July 8, 2010; Figure 3-1 is now part of Exhibit L of TV DA).

The overall Village Towns Preliminary Plat consists of 3.21 gross acres. The gross residential Development Parcel area (as detailed in MPD Permit Condition of Approval #131; consisting of residential Development Parcel V12 is 3.21 acres. The net residential Development Parcel area is 2.65 acres (net development parcel area is the gross residential Development Parcel area minus the area of streets, roads, and alleys).

The gross residential density of the Village Towns Preliminary Plat is 16.51 units per acre (53 units divided by 3.21 gross residential Development Parcel acres) and the net residential density of the Village Towns Preliminary Plat is 20.00 units per acre (53 units divided by 2.65 net residential Development Parcel acres).

Both the gross and net residential densities comply with the minimum density requirement established by MPD Permit Condition of Approval #131 and the unit ranges for Development Parcel V12 established in TV DA Table 4-1.

17. Based on the proposed scope of development within this preliminary plat application and the planned density allocated to Phase 1A of the MPD (as established in TV DA Table 4-9), this application will require 53 TDRs (Transfer of Development Rights).

Table 4-9 of TV DA establishes that Phase 1A of the MPD has a planned density of 770 units. After exceeding the base density for Phase 1A, TDRs are required to reach the total planned density amount. For Phase 1A, this means that implementing projects resulting in more than 452 cumulative dwelling units will require TDRs. Previous Phase 1A entitlement of the MPD has exceeded the base density allocated to Phase 1A, requiring TDRs for all subsequent development applications proposing residential uses. This application proposes 53 units, and 53 TDRs will be required.

For additional information, refer to the Transfer of Development Rights (TDR) Information table on Sheet CV3 of the preliminary plat drawings (Exhibit 1). The requirement to acquire the necessary TDRs are addressed in Recommended Conditions of Approval #23 and #24.

18. Pursuant to Section 11.7 of TV DA, required infrastructure and amenities are scheduled to meet the demands of the future occupants of the Village Town Preliminary Plat. Utilities and ways of travel will be constructed or bonded for prior to final plat approval. Section 9.2 of TV DA includes a provision to ensure that parks are provided in conjunction with development. Parks and landscape tracts are dispersed throughout the Village Towns Preliminary Plat and will be constructed or bonded for prior to final plat approval.
19. BDMC Chapter 12.08 authorizes the Community Development Department to develop and administer a street naming and addressing policy guide. Accordingly, street/alley names will be formally assigned prior to final plat approval (Recommended Condition of Approval #25).

IV. APPLICABLE PLANS, CODES AND STANDARDS

1. City of Black Diamond Comprehensive Plan (June 2009)*
2. Black Diamond Municipal Code (BDMC) Chapter 17.15, Preliminary Plat Approval Criteria*
3. BDMC Chapter 18.98, Master Planned Development*
4. City of Black Diamond Engineering Design and Construction Standards (June 2009)*
5. Black Diamond Design Guidelines (June 2009)*
6. The Villages MPD (Ordinance No. 10-946)
7. The Villages MPD Development Agreement (Ordinance No. 11-970)

**As contained within Exhibit E of TV DA.*

V. ANALYSIS

This section of the report analyzes the proposal for compliance with design and development standards contained in adopted plans, codes and regulations.

BDMC Chapter 17.15 Consistency Analysis

17.15.020 - Approval criteria.

A. The following criteria must be met to approve any subdivision. The criteria may be met by conditions imposed by the hearing examiner as conditions of approval:

1. The proposed subdivision meets all city zoning regulations and is consistent with the city's comprehensive plan maps and policies, and with the Black Diamond design standards and guidelines where applicable;

a. The proposed subdivision meets all city zoning regulations.

The zoning designation of the properties is Master Planned Development (MPD). BDMC Section 18.98.120 addresses permitted MPD uses and densities. Compliance with BDMC Chapter 18.98 is detailed later in this Report. Section 4 of TV DA addresses uses within the MPD. See also Findings #15 and #16 regarding minimum lot sizes and residential densities. The Village Towns Preliminary Plat is consistent with these requirements, and therefore meets all city zoning regulations.

b. The proposed subdivision is consistent with the City's comprehensive plan maps and policies.

The Comprehensive Plan map designation of the properties is mixed use with a Master Planned Development Overlay. Regarding the MPD Overlay, the BDCP states, "Areas with an MPD overlay designation are intended to develop only subsequent to approval of an MPD permit pursuant to Black Diamond Municipal Code." The Village Towns Preliminary Plat is an implementing project of the approved The Villages MPD (see Finding #4). It is therefore consistent with the "Master Planned Development Overlay" Comprehensive Plan map designation.

The Village Towns Preliminary Plat is also consistent with applicable Black Diamond Comprehensive Plan policies; those that are applicable are set forth below along with a brief explanation of how the Village Towns Preliminary Plat is consistent with them:

<u>Comprehensive Plan Land Use Policies</u>
Policy LU-16: Encourage a variety of housing types, providing housing for all income levels and all family sizes.
The Village Towns Preliminary Plat contains a range of residential lot sizes (988 – 1,895 square feet) for attached single-family residential lots and multifamily residential lots. In addition, the Village Towns Preliminary Plat is part of The Villages MPD, which provides varied lot sizes for both single-family and multi-family housing types.
Policy LU-17: New housing should be compatible with the existing development pattern and the small-town atmosphere—a mix of small and large lots, size and scale.
The Village Towns Preliminary Plat is consistent with Policy LU-17, as the proposed lot sizes and new housing will be compatible with the existing development pattern in the immediate vicinity of the site - which includes the Black Diamond townsite and Morganville areas developed on a traditional grid pattern with a predominant average density of 6 units per acre. The Village Towns Preliminary Plat proposes a gross residential density of 16.51 units per acre. The identified land uses within the preliminary plat are designated at a higher density than the surrounding non-MPD land uses. The Village Towns Preliminary Plat is also consistent with Black Diamond's small town atmosphere as the structures in the proposed plat will be required to implement the residential design standards and guidelines (Exhibit H of TV DA), which establishes the

design intent for housing to be “simple form-based historic mining architecture” with modern detailing and use of glass while minimizing extra ornamentation.
Policy LU-18: Require residential development patterns to allow for efficient provision of public services and utilities.
The Village Towns Preliminary Plat is consistent with Policy LU-18, as it utilizes a compact residential development pattern that will readily allow for efficient provision of public services and utilities.
Policy LU-19: Encourage clustering within new developments to create compact new communities surrounded by open space.
The Village Towns Preliminary Plat organizes residential lots to be surrounded by open spaces, as shown on Plat Sheet CV3. There is a total of 0.59 acres of open space in tracts that are identified for park, pedestrian access, landscape, and utility uses located throughout the plat boundary. A 12,444 square foot pocket park is proposed within one tract located at the center of the plat to provide future residents close proximity to parks and open spaces. Access to the parks and open spaces is accommodated for all residents via pedestrian access tracts. Sidewalks along existing SE Fir Street connect Village Towns to open spaces and parks located throughout the entire MPD.
Policy LU-20: Allow multifamily residential in identified areas or when integrated as part of a planned development.
The Village Towns Preliminary Plat consists of attached single-family residential uses and multi-family residential uses. It is also within Phase 1A of the Ten Trails MPD, which provides multi-family development in identified areas (Development Parcels V10, V14, and V17). Parcel V12, where Village Towns is proposed, has a Mixed-Use land use designation, which permits multi-family residential development.
Policy LU-22: Use the MPD process to review all proposals on sites larger than 80 acres.
The Village Towns Preliminary Plat is part of The Villages Master Planned Development and is regulated by the associated MPD Permit and Development Agreement approved by the Black Diamond City Council.
Policy LU-23: Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.
There are 2 commercial lots proposed for the Village Towns preliminary plat. This proposal is a part of the larger Ten Trails MPD, which provides defined areas for commercial sites (Development Parcels V7, V8, V9, V11 and V12) that are large enough to accommodate significant commercial uses. Village Towns comprises a portion of Development Parcel V12.
Policy LU-24: Provide day-to-day retail goods and services within walking distance of most residential neighborhoods.

See response to Policy LU-23 above. 2 commercial lots (Lots 1 and 2) are proposed for the Village Towns Preliminary Plat. Additionally, Ten Trails MPD provides commercial sites (Development Parcels V7, V8, V9, V11, and V12) within a close proximity (approximately 1 mile) of the residential lots in the Village Towns Preliminary Plat. The commercial sites located on the Development Parcels above are the closest identified commercial uses within the MPD pursuant to the MPD Site Plan (Exhibit U of TV DA).

Policy LU-26: Allow a comprehensively planned mixture of Residential, Commercial, Retail, Public and Open Space uses within MPDs and areas appropriate or designated for mixed-use development.

See responses to Policies LU-23 and LU-24 above. This Village Towns Preliminary Plat provides a mix of residential, commercial, and open space uses throughout the plat. Its future land use designation is mixed use. Additionally, Village Towns is a part of the larger Villages MPD, which has been comprehensively planned for a mix of uses throughout the MPD.

Policy LU-53: New developments should be designed to incorporate features to encourage alternative travel modes, such as biking, walking, and transit.

Figure 6.3 of TV DA shows a bike route along Ten Trails Parkway SE. Sidewalks are provided on all adjacent roads to Village Towns. There are existing pedestrian access improvements on SE Fir Street. Tracts 900, 901, and 902 are identified as pedestrian access tracts around the perimeter of Village Towns and will be located adjacent to, and provide access to, other mixed-use products as Parcel V12 continues to develop.

Comprehensive Plan Transportation Policies (summarized for brevity)

Policy T-1 Roadway Design Policy: Ensure adequate and safe access to property via a system of primarily public and limited private roads.

The Village Towns Preliminary Plat generally consist of one looped network for residential uses that connects into SE Fir Street. No private roadways are located within any tracts. However, the site is interspersed with concrete trails providing access within Village Towns and to SE Fir Street. Tract 905 contains several parking stalls and will be owned and maintained by the residential owners' association.

Policy T-2 Connectivity Policy: Provide an interconnected network of roads and trails for ease and variety of travel.

The Village Towns Preliminary Plat utilizes an interconnected network of a private alley, driveways, and sidewalks, as shown on Sheets RS1. The Village Towns Plat is adjacent to developed R.O.W. along SE Fir St. Policy T-2 is met.

Policy T-5 Access Policy: Limit and provide access to the road network in a manner consistent with the function and purpose of each roadway.

To the extent that this policy applies to a specific development application, the Village Towns Preliminary Plat is consistent with this policy since vehicular connections utilize a single connection to SE Fir Street. All internal alleyway and driveways have been reviewed to be consistent with the minimum separation distance requirements established by the BDEDCS 3.2.12 to minimize conflict points and maximize traffic efficiency.

Policy T-6 Local Access Policy: Establish a standard to limit the number of dwelling units that may be served before a second point of access is required. Limit the length of dead end streets by either distance or number of lots served.

The Villages MPD Permit Condition #28 and Section 6.4.1 (On-Site Connections) of TV DA limits the areas of the MPD that may be developed (nothing east of parcel V48) prior to completion of a second major access point (the South Connector). The Village Towns Preliminary Plat is located north of parcel V48. This policy is met.

Policy T-10 “Small Town” Character Policy: Enhance the “small town” character that the City currently possesses. This can be done by the following:

- 7. Discourage widening of SR 169 to a four or five lane facility thus creating a “thoroughfare” that will tend to divide the City;**
- 8. Encourage landscaping, parkway trees, and compatible architecture in the design and construction of roadways, especially SR 169, and other facilities along selected corridors. Minimize obtrusive signs through provisions in the zoning code;**
- 9. Limit the number of traffic signals within the City of Black Diamond by considering the use of roundabouts as the first solution where appropriate; and**
- 10. Adopt new road standards and development guidelines to minimize paving widths; preserve desirable trees and vegetation through minimized right-of-way clearing; and allow creative designs.**
- 11. Adopt separate road standards for the older, historic portions of the City that are specific to individual street geometries, with the goal of not causing undue disruption to existing neighborhoods.**

This policy is met. Roadway standards specific to The Villages MPD were established in association with the Development Agreement and are identified in TV DA Section 6.3. There are no proposed roads within Village Towns. Village Towns is not close to nor will it impact projected construction on SR 169. Village Towns is not within a historic portion of the City and is surrounded by existing MPD uses. Therefore, it will not cause undue disruption to existing neighborhoods.

Policy T-13 Concurrency Policy: Ensure that transportation improvements or strategies are constructed or financed concurrent with development. This also includes concurrency with plans of other transportation agencies. The City requires either a construction or financial commitment for necessary transportation improvements from the private or public sector within 6 years of development. To monitor these commitments, the City’s Concurrency Management System includes the following:

- 21. Adopting a traffic impact fee program;**
- 22. Assessing level of service;**
- 23. Determining compliance with the adopted level of service standards;**

**24. Identifying facility deficiencies; and,
 25. Making appropriate revisions to the Six-Year TIP.**

MPD Permit Condition #10 and the Traffic Monitoring Plan attached as Exhibit F to TV DA require the Applicant to construct certain roadway improvements set forth in the City's Comprehensive Plan to the extent necessary to maintain the City's then-applicable, adopted level of service standards, to provide transportation concurrency, and to obtain City approval of traffic monitoring reports required by Exhibit F to TV DA. Refer to the Traffic Impact Study submitted in association with this application (Exhibit 4) for additional information. The approved traffic monitoring report calls for construction of certain traffic improvements and, subject to the Applicant's construction of those improvements, the Village Towns Preliminary Plat's traffic will be consistent with adopted levels of service and concurrency requirements. Given this, Policy T-13 is met.

Policy T-15 Financial Impact Mitigation Policy: Require developers to contribute their fair share towards the transportation improvements required to meet the LOS standards. Impact mitigation efforts may include:

- 32. Requiring developers to assist in providing additional transportation facilities and services in proportion to the impacts and needs generated by development; and,
 33. Encouraging developers to design projects that generate less vehicular traffic.**

MPD Permit Condition No. 10 and the Traffic Monitoring Plan attached as Exhibit F to the TV DA require the Applicant to construct certain roadway improvements set forth in the City's Comprehensive Plan to the extent necessary to maintain the City's then-applicable, adopted level of service standards, to provide transportation concurrency, and to obtain City approval of traffic monitoring reports required by Exhibit F to TV DA. The approved traffic monitoring report calls for construction of certain traffic improvements and, subject to the Applicant's construction of those improvements, the Village Towns Preliminary Plat's traffic will be consistent with adopted levels of service and concurrency requirements. In addition, the Village Towns Preliminary Plat is part of the overall Villages MPD, which includes office, commercial, and mixed-use development that will reduce overall vehicle trip generation by creating opportunities for work, shopping, and dining within the MPD. The Village Towns Preliminary Plat is consistent with this approach; the commercial/office/retail uses within Phase 1A Plat provide for mixed-use office and commercial development within close proximity to residences. Furthermore, Village Towns will consist of two commercial lots (Lots 1 and 2), putting commercial development in close proximity to residences.

Policy T-16 Traffic Impact Analysis Policy: Require that a Traffic Impact Analysis (TIA) be prepared for new developments.

A report titled *Ten Trails MPD – Village Towns Traffic Impact Study* prepared by TranspoGroup (Exhibit 4) details the Village Towns Preliminary Plat anticipates 84 gross weekday PM peak hour vehicle trips (57 trips in, 27 trips out). The trip rate for this plat is based on the number of dwelling units proposed, the ITE land use codes of proposed development, and trip regression equations from the ITE 11th Edition. Taking Internal Trips and Pass-by Trips into account, the Net New Trip rate for this plat is calculated to be the same as noted above. This methodology is consistent with that used in The

Villages Transportation Technical Report that was prepared in association with the overall MPD. Policy T-16 is met.

Policy T-18 Multi-modal Coordination Policy: Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system. Comprehensive Plan Update. This will be accomplished by the following:

37. The City will provide for pedestrian and bicycle facilities in the City's road system through provisions in the City's design standards.

By its terms, Policy T-18 applies to the entire city. Figure 6.3 of TV DA shows the Bike Route and Future Connection Plan. This figure shows a bike route along Ten Trails Parkway SE, which has been constructed and is less than a quarter mile away from the Village Towns Plat. Pedestrian access is provided throughout the plat along alleyways and driveways or in adjacent tracts. Therefore, Policy T-18 is met.

Comprehensive Plan Capital Facilities Policies

Policy CF-3: Require new development to finance the facilities and services needed to support the development wherever a direct connection of benefit or impact can be demonstrated.

Sections 7 & 11 of TV DA require the Master Developer to construct a wide range of on- and off-site regional facilities. The Funding Agreement also requires payment of City staff costs for a list of specified staff positions necessary to process implementing project approvals such as this Village Towns Preliminary Plat. The Comprehensive School Mitigation Agreement requires dedication of identified school sites as well as the payment of a school mitigation fee at specified amounts. There are no additional facilities or services needed to support the proposed Village Towns Preliminary Plat, for which a direct connection of benefit or impact has been demonstrated. Therefore, this policy is met.

Policy CF-16: School district comments shall be solicited prior to approval of residential development projects.

The Enumclaw School District has been notified of the Village Towns Preliminary Plat. As of the date of this report, no comments have been received. This policy is met.

Policy CF-18: The City shall take reasonable action to ensure development is within 1.5 miles travel distance of a fire station upon built roads.

The Village Towns Preliminary Plat is located approximately 2.4 miles travel distance upon built roads from Station 98, which is located at 22015 SE 296th Street. Additionally, the City has issued Building Permit approval for the Lawson Hills Fire Station (City File Number BLD21-0111) to be located at 26051 Lawson Street, approximately 2.2 miles travel distance from the plat. Based on the proximity of the existing Station 98 and supplemented by the future new fire station, this policy is met.

Policy CF-27: Prior to approving development, ensure that the sanitary sewer system necessary to support development meets City requirements and is

adequate to serve the development at the time the development is available for occupancy and use.
The sanitary sewer system necessary to support the Village Towns Preliminary Plat meets City requirements and will be adequate to serve the plat at the time it is available for occupancy and use. This application does not exceed the available capacity in the existing sewer system. This policy is met.
Policy CF-30: Design new sewer facilities to allow for efficient and economical provision of sanitary sewers and require new development to provide those new facilities following the general concepts in this chapter.
The applicant is required and proposes to install sanitary sewer facilities to new development connections within the Village Towns Preliminary Plat, in accordance with the City's adopted sanitary sewer requirements set forth in the BDEDCS and BDMC Section 13.20.150. This policy is met.
Policy CF-37: New development will be required to pay its fair share of expansion of the sewer system through capital facility charges, built, and dedicated facilities.
The applicant will build its fair share of expansion of the sewer system, and is therefore exempt from capital facility charges. Section 11 of TV DA lists the on-site and off-site regional sewer facilities that will be built by the Master Developer, including sewer pump stations and sewer lines. In association with the approval of the Phase 1A – Division 1 Final Plat, off-site sewer mains have already been constructed and a sewer lift station have already been constructed and approved by the City. This policy is met.
Policy CF-43: Ensure that the storm drainage facilities necessary to support construction activities and long-term development are adequate to serve the development at the time construction begins and when the development is available for occupancy and use.
The proposed stormwater management/drainage facilities necessary to service the proposed plat development are identified in the application materials and are adequately sized to meet all City standards, both during construction and upon full buildout. Site-specific stormwater management review for the development of the commercial/ office/ retail sites will occur at the time of site development for those uses. For more detailed stormwater management analysis, please refer to the Stormwater section of the Staff Report below.
Policy CF-44: Design new development to allow for efficient and economical provision of storm drainage facilities, and require new development to pay its fair share of providing service.
The stormwater facilities shown in the application are consistent with the requirements of applicable City standards. The application utilizes Low Impact Development (LID) techniques where feasible (e.g. minimizing impervious surfaces and mimicking pre-development hydrology). For more detailed stormwater management analysis, please refer to the Stormwater section of the Staff Report below. This policy is met.

Policy CF-46: New development should minimize increases in total runoff quantity, should not increase peak stormwater runoff, and should prevent flooding and water quality degradation.

Stormwater facilities within the plat have been designed and sized to manage both construction and build-out stormwater volumes. For more detailed stormwater management analysis, please refer to the Stormwater section of the Staff Report below.

17.15.020(A)(2). The proposed subdivision results in a net density that is equal to or less than the allowable maximum density established by the zoning regulations, and is greater than or equal to any applicable minimum density requirement;

The allowable maximum density for MPD properties is set forth in BDMC 18.98.120(F), which allows a density of 18 units per gross acres, with multi-family housing at up to 30 units per gross acre. Sheet CV1 of the preliminary plat (Exhibit 1) contains a “Land Use Capacity” table which denotes a gross residential parcel density of 16.51 units/acre. The Village Towns Preliminary Plat is equal to or less than the allowable maximum density established by BDMC 18.98.120(F).

The applicable minimum density requirement is specified in BDMC Section 18.98.120(E), which is the base density designated in any applicable pre-annexation agreement or development agreement and in the absence of any such agreement, the minimum density designated in the comprehensive plan. The base density specified in the Black Diamond Comprehensive Plan for MPD properties is 4 units per gross acre; the density specified in the Black Diamond Urban Growth Area agreement is 4 units per acre. In addition, the Villages MPD Condition of Approval #131 (Exhibit C of TV DA) states that a minimum density of 4 du/per net acre for residential development shall be required for implementing projects, and shall be calculated for each development parcel using the boundaries of that parcel (or the portion thereof to be developed).

As shown on the Sheet CV1 “Land Use Capacity” table, the Village Towns Preliminary Plat proposes a gross residential density of 16.51 units per acre, and a net residential density of 20.00 units per acre; both of which are equal to or greater than the applicable minimum density requirements specified in the BDUGAA, the Comprehensive Plan, and MPD Permit Condition No. 131. Therefore, the plat density is consistent with the applicable minimum and maximum density requirements.

17.15.020(A)(3). The public use and interest is served by the establishment of the subdivision and dedication. In considering this criteria, it shall be determined if appropriate provisions are made for all relevant matters, including, but not limited to, the public health, safety and general welfare, open spaces, storm drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, sites for schools and school grounds;

The following table describes how the Village Preliminary Plat, as designed, provides adequate water service, sewer service, stormwater management, street design, site grading, fire access, parks and open space, and school mitigation.

Water

The Village Town submittal has been reviewed in accordance with City Codes and standards and for compliance with all previously approved plats, and applicable land use applications (including conditions imposed through land use hearings and approvals). The Preliminary Plat review was completed to ensure that there is sufficient capacity to

meet the potable water system demands imposed on the City water system by this application in compliance with the applicable city, state, and federal standards. The preliminary plat drawings are not intended to be, or substitute for, engineering design plans which will be submitted and reviewed after preliminary plat approval. In this regard, there may be water service details that are not identified or resolved through this preliminary plat review process and which are left to identify and resolve during utility permit review (which is normal and appropriate). This review is limited to the work necessary to comply with City requirements for preliminary plat processing.

With the conditions noted below, the Preliminary Plat for Village Towns makes adequate provision for potable water supply to and within the proposed plat, and complies with the Development Agreement, applicable City codes, and the MPD conditions of approval.

Water service availability is checked using the following procedure:

- Equalizing storage is computed using the number of existing potable water connections (including in-process and vested connections) and the number of proposed connections (25 ERU) in this application. The number of connections is converted to a total equalizing storage requirement (using the existing Comprehensive Water System Plan criteria) and then compared to the equalizing storage available in the City's existing reservoir.
- Standby storage is computed using the number of existing potable water connections (including in-process and vested connections) and the number of proposed connections in this application. The number of connections is converted to a total standby storage requirement (using the existing Comprehensive Water System Plan criteria), deducting the applicable redundant supply source capacity, and then comparing the standby storage required to the storage available in the City's existing reservoir.
- Fire flow is calculated by simulating the flows through the existing and proposed piping networks using computerized hydraulic analysis. Fire flow is sufficient when the required fire flow can be provided during maximum day demands without causing less than a 20-psi pressure residual at any point in the water system or velocities in excess of ten feet per second. Fire flow rates are based on information contained on Sheet UA1 and are 2,500gpm for 120 minutes.
- Potable water supply is calculated by simulating demands from existing and proposed customers (both peak day demands and peak hour demands) and comparing the required maximum flow rates to the supply flow rates from the supply sources (assuming the largest source of supply is out of service).

Using this procedure there is sufficient capacity for the existing customers, vested development, and the demand proposed in this application.

Water service is available via connections to the existing city-owned water mains that are located adjacent to the Preliminary Plat in SE Fir Street and Hemlock Ave SE. A dual 750-zone connection is proposed at the intersection of Alley A and SE Fir Street. This dual pipe connection does not meet the City's requirements for reliable and robust pipe looping and a second point of connection must be made to piping in Hemlock Ave SE. The connection can be made between lots 2 and 3 or by extending the piping in Alley A to the north (Recommended Condition of Approval #15).

The remaining network of pipes proposed in the application meet the City's requirements for reliability, redundancy, pressure, and flow.

The preliminary plat application is located within the 750-pressure zone. Pressures at the water meters (for properties within the 750-pressure zone) will average 82 psi. All existing water mains must remain in-service during construction (Recommended Condition of Approval #16).

The existing City water system is supplied by springs near the Green River and by wholesale water supply connections to the City of Tacoma's regional water supply system. Equalizing, fire flow, and standby storage are provided by the existing city-owned 850-zone reservoir and delivered to the 750-zone through existing pipelines and pressure-reducing stations. There is sufficient capacity in the 850 reservoir and in the city-wide water distribution system to support the uses shown in this application: namely 43 ERU. Previous plat applications have referenced restrictions in the existing City-owned and operated spring source near the Green River and there have been references to several water system improvement projects needed to ensure continued supply from the Green River source. These previous references to source supply limitations are no longer applicable and this plat application is not dependent on supply from the existing Green River source nor on any planned improvements being pursued at the Green River source. The City has a contract with the City of Tacoma to use water from the regional Tacoma water supply system (which runs through the City) and there is sufficient capacity in the Tacoma supply system to meet the needs of this plat application (and the entire city). No improvements are necessary outside of the Preliminary Plat application to provide the required water service.

The on-site water distribution system is generally composed of a loop of 8-inch diameter pipe proposed to be located within the completed rights-of-way and on public easements. With the conditions noted above, the pipes are looped for redundancy and reliability and are equipped with strategically located valves and interconnections so that short-term failures can be isolated and repaired with a minimum of service disruptions.

The water conveyance system as shown in the submittal is consistent with City standards and requirements. All elevations within the project can be served, including the highest anticipated finished floor elevations within future structures, without booster pump stations. Water mains are sized to provide the required flow rates during maximum fire flow conditions while meeting the minimum pressure criteria. All water mains must be located in public rights of way or within utility easements that provide a minimum of 15' of unobstructed space for access and maintenance (Recommended Condition of Approval #17).

Required fire flows are estimated to be 2,500 gpm (see Exhibit 1 Sheet UA1). The mains have been sized and configured to provide the fire flow listed on page UA1 of the Preliminary Plat. Fire hydrants will be provided in rights-of-way. In some locations, the hydrants are shown in proximity to driveway cuts or driveway aprons and these should be located as far as possible from the potential turning arc of any vehicles entering the driveway. This will be administered during utility permit approval.

All water meters will be located within the right-of-way or in public utility easements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system.

The Villages MPD Permit Condition #58, and TV DA Section 7.2.5, set forth water conservation and monitoring requirements. The water conservation plan requirements applicable to water fixtures will be applied during future building permit review and

approval; the monitoring requirements will be implemented by the Designated Official, per Section 7.2.5 of TV DA.

The application shows a schematic of the pipelines and in some cases details about connections and pipe routing. These should be considered schematic and representative of the general location and configuration of potable water mains. The actual location, pipe sizes, interconnections, valves, meters, and the details of construction will be identified in subsequent Utility Permits and will likely differ from the schematic configuration shown in this application.

Sewer

The Village Town Preliminary Plat submittal has been reviewed in accordance with City Codes and standards and for compliance with all previously approved plats, and applicable land use applications (including conditions imposed through land use hearings and approvals). The Village Towns Preliminary Plat review was completed to ensure that there is sufficient capacity to collect, convey and discharge the sanitary sewer generated by this application in compliance with the applicable city, state, and federal standards. The preliminary plat drawings are not intended to be, or substitute for, engineering design plans which will be submitted and reviewed after preliminary plat approval. In this regard, there may be sewer service details that are not identified or resolved through this preliminary plat review process and which are left to identify and resolve during utility permit review (which is normal and appropriate). This review is limited to the work necessary to comply with City requirements for preliminary plat processing.

With the conditions noted below, the Village Towns Preliminary Plat makes adequate provision for sanitary sewer service and complies with TV DA, applicable Codes, and The Villages MPD Permit conditions of approval.

Sewer service for this preliminary plat relies on both “local” and “regional” sewer facilities for service. “Local” facilities include parts of the existing and proposed sewer facilities that are owned by the city and are within and outside the Ten Trails development but within the existing city limits. “Regional” facilities include sewer pipelines and facilities which are outside the existing city limits and owned by other agencies (namely King County). Local facilities are owned and controlled by the city and access is enabled by city land use processes, specifically this preliminary plat application and approval. Regional facilities are owned by other agencies and access and use are enabled by existing interlocal agreements and contracts with those agencies for service.

Local and regional sewer service is available via connections to the proposed public sewer mains in SE Fir Street. All existing off-site sewer mains must remain in-service during construction.

There is sufficient capacity in the local and regional sewer systems for sewage from this preliminary plat, namely 43 ERUs. Local service is provided by some collection pipes that were installed during previous platting activities and that were sized to accommodate this plat. Local service is also provided by a city-owned sewage lift station and force main that was installed during previous platting activities and that were sized to accommodate flows from this plat. In combination with the collection pipelines shown in this preliminary plat application (which will be built in conjunction with plat development), there is sufficient capacity in the existing City sewage system for all previously approved plats and this preliminary plat.

The city-owned sanitary sewage collection system discharges to regional sewer facilities that are owned and operated by King County and King County conveys the city's sewage through regional pipes and facilities to the Monster Road treatment plant in Renton. The City has an agreement with King County to accept, treat and process all the sewage generated by the City (both now and in the future).

It should be noted that sewage from this preliminary plat does not flow through or use any of the City's offsite sewage collection pipelines, even though there have been historical references to the use of piping that discharges to the Jones Lake Pump Station and a requirement to identify and ensure that those pipelines have sufficient capacity for the anticipated flows. That requirement, and the potential use of existing city pipelines near the Jones Lake Pump Station, have been superseded by the completion of the regional pump station and force main in the Ten Trails development and all previous discussions and requirements regarding this condition are no longer applicable.

The Village Towns Preliminary Plat shows a schematic of the proposed sewer pipelines (Exhibit 1, Sheet SW1); these should be considered only representative of the general location and configuration of the sanitary sewer collection system. The actual location, pipe sizes, and details of construction will be specified in subsequent Utility Permits and may differ from the schematic configuration shown in this application.

As a part of its routine review and approval system, the City tracks the impacts of utilities on the local and regional utility systems. This tracking system allows the City MDRT to identify if and when utility capacity has been reached or exceeded and allows for the orderly and efficient provision of utility service in compliance with City codes and standards. In order to facilitate tracking of sewage capacity and assist the City in maintaining the tracking system the applicant shall identify, on the face of each plan set, the following as applicable; the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF), and the Peak Wet Weather Flow (PWWF) associated with the improvements in that application. The information must be in tabular form.

Stormwater

The Village Towns Preliminary Plat submittal has been reviewed in accordance with City Codes and standards and for compliance with all previously approved plats, and applicable land use applications (including conditions imposed through land use hearings and approvals). The Village Towns Preliminary Plat review was intended to ensure that there is sufficient capacity to collect, convey, treat, and discharge the stormwater generated by this application in compliance with the applicable city, state, and federal standards. The preliminary plat drawings are not intended to be, or substitute for, engineering design plans which will be submitted and reviewed after preliminary plat approval. In this regard, there may be stormwater collection, conveyance, and treatment details which are not identified or resolved through this preliminary plat review process and which are left to identify and resolve during utility permit review. This review is limited to the work necessary to comply with City requirements for preliminary plat processing.

With the conditions noted below, the Village Towns Preliminary Plat makes appropriate provisions for stormwater drainage and complies with TV DA, applicable Codes, and The Villages MPD Permit conditions of approval.

Stormwater service for this preliminary plat relies on "local" stormwater facilities for service and no off-site discharges are anticipated or proposed. "Local" facilities include

parts of the existing and proposed stormwater facilities that are owned by the city or the Ten Trails HOA and are within the Ten Trails development. Some stormwater facilities will be constructed in conjunction with the preliminary plat application and some stormwater facilities already exist and are outside of this preliminary plat application, but within the City's stormwater service area and within the Ten Trails development.

All stormwater facilities have been sized and built to accommodate the impacts of this preliminary plat including all previously approved plats and all proposed plats that will eventually use the facilities. In other words, there is capacity within the existing and proposed pipelines and treatment facilities to accommodate all of the stormwater from the submittal, not just the stormwater from this preliminary plat application. In that regard, at any particular point in time, there may be excess and unused capacity in the completed infrastructure.

Stormwater within the plat is used to recharge the local aquifer or discharged off-site to the regional stormwater facilities (which infiltrate). In general, the stormwater design process is intended to ensure that aquifer recharge is the highest design priority, wherein, the recharge needs of Horseshoe Lake are calculated and the stormwater system needed to match predevelopment hydrology is provided. Any stormwater in excess of that needed to match predevelopment conditions is discharged to the Phase 1A Regional Stormwater Facilities.

The plat makes extensive use of small-scale local rain gardens and infiltration basins serving small impervious areas. This technique meets the Development Agreement objectives and matches predevelopment hydrology in Horseshoe Lake. There is reason to believe that some of the rain garden/infiltration facilities may be located in areas that will not ultimately meet the infiltration requirements or the groundwater recharge requirements in the Drainage Report. We believe it is prudent to provide flexibility in the ability to field-locate some facilities that might not provide adequate infiltration capability. As a condition of approval, any utility permits must show alternative locations for each infiltration facility so that field relocation during construction is practical and effective (Recommended Condition of Approval #18).

Previous challenges to preliminary plats in the Ten Trails development have suggested that preliminary plats should include design-level details about the stormwater system, however, that is neither required by code nor is it prudent land use processing. The preliminary plat process allows for some deviation in the constructed environment (building roof sizes for example) and the extent of these deviations and the attendant impact on the amount of stormwater generated from pollution-generating impervious surfaces is not known until after the utility permit phase or the building permit phase. It is, therefore, necessary to identify the maximum and minimum possible impacts from the completed stormwater system and to ensure that the proposed stormwater system in the preliminary plat has the capacity to mitigate the actual stormwater impacts and meet the required codes and standards. Some design-level details are appropriately left to the utility and building permit phase of the project to ensure proper compliance with applicable city, state, and federal requirements. This preliminary plat has been reviewed with the objective to ensure that both the maximum and minimum possible impacts can be accommodated and mitigated by the proposed collection, conveyance, detention, treatment, and discharge facilities.

Stormwater treatment and infiltration systems are, in some cases, shown within the roadway system. Access to these facilities (the access manholes and maintenance

manholes and covers) must not be located in the driving surface where maintenance activities might hinder fire access (Recommended Condition of Approval #19).

Stormwater facilities have been sized in accordance with City codes and standards and applicable Ecology criteria (using the 2005 Ecology Manual as required by the Development Agreement and previous conditions of approval). All on-site stormwater facilities (except stormwater pipelines in the right of way) are owned by the applicant and will remain privately owned and operated. Stormwater pipelines within the roadway rights of way (including catch basins) are owned, operated, and maintained by the city. There may be instances where privately-owned stormwater facilities that discharge into the city-owned pipelines have operational or maintenance impacts on the city (for example the discharge of turbid stormwater) and the Development Agreement and HOA documents include the means and methods to manage and mitigate those impacts.

The TV DA obligates the applicant to apply Low Impact Development techniques where feasible and this will be enforced with Utility Permits (Recommended Condition of Approval #20).

Streets

The Village Towns Preliminary Plat makes adequate provisions for streets and complies with TV DA, applicable Codes, and The Villages MPD Permit conditions of approval.

The street layout generally consists of a looped internal road/alley network with access from SE Fir Street. Fire access is provided within the roadway loop and also from adjacent streets. The proposed alley and driveway sections (Exhibit 1, Sheet RD1) will require an approved deviation in order to meet a minimum 20-foot all-weather surface section for emergency vehicle access. The standard section for alleys and driveways contained in the Black Diamond Engineering Design and Construction Standards (BDEDCS) do not provide a 20-foot-wide all-weather surface section. The requirement for an approved deviation is included as Recommended Condition of Approval #26.

Although not specifically shown on the application, streetlights will be required at intersections, pedestrian crossings, and other prominent street features consistent with City standards. Streetlight locations, spacing, pole height, and fixture type will be reviewed and approved as part of subsequent Utility Permit review.

In summary, the Village Towns Preliminary Plat makes appropriate provision for streets and complies with The Villages MPD Permit conditions of approval, TV DA, and applicable codes.

Grading

Grading within Village Towns Preliminary Plat complies with TV DA and the MPD conditions of approval.

Mass grading has already been completed within the plat in conjunction with earlier permitting activities. Minor grading is proposed within the Preliminary Plat to provide suitable development and building areas and to meet City utility standards.

MPD Approval Condition #110 requires that the overall cut (material removed from the site) is within 20% of the overall fill (material imported to the site). As proposed, Village Towns complies with MPD Approval Condition #110.

Fire

The Fire Department reviewed the proposed subdivision and provided the following Recommended Conditions of Approval (#3-6):

- All alley widths shall meet the minimum width requirements for fire access.
- All intersection turning radii shall meet the minimum radius requirements.
- All hydrant spacing meets the minimum City Code requirements, with minor location changes and additions.
- All house addresses shall be viewable from a fire accessible and compliant roadway.

In addition to the Fire Department's Recommended Conditions of Approval identified above, City Staff also has the following Recommended Conditions of Approval (#7-9) that have been successfully implemented for other plats within the MPD to ensure site development occurs in a safe manner:

- At the time of building permit application, structures will be required to either have required fire flow available or to have a fire sprinkler system installed to allow for a reduction in required fire flow.
- All alleys shall be posted "No-Parking" with signage according to the International Fire Code; provisions for enforcement of these no parking zones must be made.
- The fire hydrant and water supply system shall meet IFC Requirements, and shall be installed prior to the beginning of combustible construction materials being placed on site. Construction materials refers to the lumber (framing) packages and not to a job shack.

Parks and Open Space

Sheet CV3 contains information on open space and landscape tracts and shows that there is a total of 0.59 acres of open space that will be set aside in parks, trails, pedestrian access, landscape, and utility tracts located throughout the plat boundary. This subdivision makes connections to future trail alignments and parks via pedestrian access tracts for all residential parcels within the Village Towns Preliminary Plat. The proposed park and open space, network also provides connections to the existing recreation opportunities provided throughout the developed portions of the MPD.

Schools

Per Section 13.3 of TV DA, school mitigation is accomplished through the CSMA, which requires payment of a school mitigation fee for single-family and multi-family dwelling units. The mitigation fee is based on the Enumclaw School District's calculations concerning the expected student generation rate of The Villages MPD and the anticipated cost of new school facilities. Section 3.1 of the CSMA provides that the Agreement "constitutes full, total, complete and sufficient mitigation of the impact of full build out of The Villages MPD on school facilities of the District." Therefore, the Village Towns Preliminary Plat makes adequate provisions for sites for schools and school grounds.

BDMC 17.15.020(A)(4). The physical characteristics of the proposed subdivision site, as conditioned, do not increase the risk of flood or inundation conditions on- or off-site;

The physical site characteristics of the Village Towns Preliminary Plat allows for the utilization of appropriate storm water facilities designed in accordance with the requirements established in the Development Agreement. Stormwater service for this preliminary plat relies on “local” stormwater facilities for service and no off-site discharges are anticipated or proposed. “Local” facilities include parts of the existing and proposed stormwater facilities that are owned by the city or the Ten Trails HOA and are within the Ten Trails development. All stormwater facilities have been sized and built to accommodate the impacts of this preliminary plat including all previously approved plats and all proposed plats that will eventually use the facilities. In other words, there is capacity within the existing and proposed pipelines and treatment facilities to accommodate all of the stormwater from the submittal. The Village Towns Preliminary Plat will not increase the risk of flood or inundation, either on-site or off-site (except for storms larger than a 100-year event, which are not required to be regulated).

BDMC 17.15.020(A)(5). Applicable city development standards are met or exceeded;

The Village Towns Preliminary Plat has been reviewed for consistency with applicable portions of Title 17 (Divisions of Land), Title 18 (Zoning), and Title 19 (Environment), plus TV DA and The Villages MPD Permit conditions of approval. All development standards or TV DA conditions are met or exceeded.

BDMC 17.15.020(A)(6). All environmental impacts have been addressed consistent with the public health, safety and welfare and city goals and policies;

A SEPA Determination of Non-Significance (DNS) (Exhibit 3) was issued by the City for this proposal. The SEPA DNS reviewed potential environmental impacts resulting from this Village Towns Preliminary Plat proposal specifically. The City (as the lead agency) has determined this proposal will not have a probable significant adverse impact on the environment. The environmental review for this proposal was processed under City File Number PLN24-0010.

BDMC 17.15.020(A)(7). Concurrency exists for all utilities and transportation system improvements prior to occupancy of any structures;

Following completion of the improvements listed in the Village Towns Preliminary Plat application and, in accordance with the conditions of approval in the staff report, concurrency exists for the City’s water, sewer, and stormwater systems. In addition, the information provided is sufficient to demonstrate compliance with the City’s transportation concurrency requirements, the Development Agreement, and conditions of approval for the project. See Section 4.10 (Developer Improvements) of TV DA. Based on this information, this requirement is met.

BDMC 17.15.020(A)(8). If the proposal is in an approved MPD, the proposed subdivision shall be consistent with the approved MPD, the MPD conditions of approval, the MPD design standards, and the MPD development agreement;

The proposal is within the approved The Villages Master Planned Development. Analysis of consistency with the MPD conditions and the MPD development agreement is contained within Section IV (Analysis) of this Staff Report. Analysis of consistency with the MPD design standards is contained within Section IV of this Report under BDMC Section 17.15.020(A)1 (Approval Criteria) and under consistency with TV DA Exhibits H and I. This code requirement is met.

BDMC 17.15.020(A)(9). There shall be connectivity of motorized and nonmotorized transportation routes, open spaces and wildlife corridors with existing or proposed routes or corridors on adjacent properties;

Connectivity of transportation routes and wildlife corridors has already been addressed within the boundaries of The Villages MPD. There are no identified wildlife corridors within the Village

Towns Preliminary Plat. As detailed in the Streets section above, the roadway network is generally looped and connects to SE Fir Street, creating an access route and connectivity to adjacent current and future development sites. Pedestrian facilities (e.g. sidewalks) are provided at the perimeter of the project site. Bike lanes are provided on Ten Trails Parkway SE, located less than a quarter mile from the proposed Village Towns Plat. Sidewalks and pedestrian access tracts, within the plat provide accessibility and connectivity between open spaces.

BDMC 17.15.020(A)(10). The use of cul-de-sacs and other dead-end streets shall be minimized to the fullest extent possible;

The Village Towns Preliminary Plat includes two dead end alley alignments (Driveway A and Driveway B) and no cul-de-sacs. Driveway A, as shown on Sheet RS1, is proposing a dead-end alley at its terminus at the eastern plat boundary. Driveway B, as shown on Sheet RS1, is proposing a dead-end alley at its terminus at the northeastern plat boundary. The dead-end alleys will provide a pedestrian connection to sidewalks via Tracts 901 and 902. Based on the looped alley connection proposed in the plat, which provides access to residential uses within the plat, the City would approve dead-end streets in this location.

BDMC 17.15.020(A)(11). Appropriate provision has been made for the dedication of land to any public body, and provision of public improvements has been made as necessary to serve the subdivision. This shall include appropriate provision for payment of any impact fees imposed in accordance with the provisions of RCW 82.02.050 through 82.02.090, and applicable city codes and regulations. Dedications shall clearly be shown on the final plat;

6 tracts are proposed for landscape, access (pedestrian and general), park, and utilities; see the Tract Table on Sheet CV3. Per Section 6.5 of TV DA, all street right-of-way will be dedicated to, owned and maintained by the City except for private streets which include alleys and autocourts serving less than 20 dwelling units. A recommended condition of approval will require all easements to be shown on the final plat (Recommended Condition of Approval #10).

With respect to other impact fees, Section 4.10 of TV DA provides:

“As designed and with full implementation of all the mitigation measures, The Villages MPD build-out will fully and adequately mitigate the probable significant adverse environmental impacts of The Villages MPD and, that through such mitigation measures, provisions will be made for: (i) the facilities needed to serve new growth as a result of The Villages MPD within the City and (ii) the Master Developer to construct or pay a proportionate share of the cost of completing certain system improvements. Unless otherwise provided elsewhere in this Agreement or in the MPD Permit Approval, the mitigation measures listed this Agreement and in Exhibit “C” are in lieu of the payment of any impact fees that the City has the authority to impose pursuant to RCW 82.02.050 et seq., including any amendments thereto, such that no impact fees shall be imposed on any Implementing Project during the term of this Agreement except for those impact fees explicitly allowed in this Agreement.”

Section 13.4 of TV DA addresses fire mitigation, which includes payment of a fire mitigation fee in addition to construction and equipping of a satellite fire station.

Section 13.9 of TV DA addresses general government facilities mitigation, which includes payment of a general government facilities mitigation fee and/or dedication of land and/or construction of general government facilities. A general government facilities mitigation fee was never approved by the City Council, and therefore, has no impact on this plat application.

Given the above, and subject to the recommended condition of approval, this code requirement is met.

BDMC 17.15.020(A)(12). The streetscape and public open space amenities shall be compatible with any adjacent project that has been developed or approved for development as an MPD;

The Village Towns Preliminary Plat is compatible with the adjacent MPD streetscape and open space plans, as shown on Sheet CV3. Non-motorized connections are provided throughout the plat and a similar design of small public open spaces are distributed throughout the plat. There is a total of 0.59 acres of open space that will be set aside in park and landscape tracts located throughout the plat boundary.

BDMC 17.15.020(A)(13). The proposed subdivision provides safe walking conditions for students who walk to and from school; and

The proposed subdivision will contain pedestrian access tracts and marked crosswalks, which will provide safe walking conditions for students who walk to and from future school sites. This same pedestrian access network can be used by students to safely walk to school bus stops, which will be needed to transport secondary school students and (until the elementary school is constructed) elementary school students.

BDMC 17.15.020(A)(14). The proposed subdivision provides for tree preservation consistent with the provisions of chapter 19.30.

The Villages MPD is vested to the Tree Removal Ordinance 08-866, pursuant to TV DA. Significant tree removal activities will not be permitted until a Level II Tree Permit is issued in accordance with BDMC 19.30. The Village Towns Preliminary Plat complies with the Approval Criteria set forth in BDMC Section 17.15.020(A). There are no significant trees located in the Village Towns Preliminary Plat.

BDMC Chapter 18.98 Consistency Analysis

18.98.005 - MPD zoning district created.

The master plan development (MPD) zoning district is created. No development activity may occur, or any application accepted for processing, on property subject to an MPD zoning designation, or for which the submittal of an MPD is required by a development agreement, unless it is done in accordance with the terms and conditions of a valid MPD permit or consistent with this chapter. Development activity shall include, but not be limited to, grading, clearing, filling, tree harvesting, platting, short platting, building or any other activity for which a city permit or other approval is required.

The plat properties are zoned MPD and are subject to The Villages MPD Permit. The Village Towns Preliminary Plat has been prepared in accordance with the terms and conditions of The Villages MPD Permit, as explained in this staff report.

18.98.110 - MPD standards—Design review required.

B. Design review process.

2. Implementing permits or approvals—Residential subdivisions. Each residential subdivision that is part of an approved MPD shall be reviewed at the time of preliminary plat review for compliance with the city's MPD design standards. This review shall include typical elevations, and exterior material samples for the single-family residences

and other structures to be built on the subdivided lots. This review shall be merged with the hearing examiner's review of the preliminary plat.

The review and approval of design standards for individual residential structures will occur at the building permit stage. Analysis of consistency with the MPD design standards is contained within Section IV of this Report (BDMC Section 17.15.020.A.1 - Approval Criteria) for consistency with TV DA Exhibits H and I. The MPD design standards are primarily intended for application at the stage of overall MPD design, but maintain some applicability during review of implementing projects. Compliance with applicable MPD design standards is detailed below.

MPD Framework Design Standards & Guidelines (MPD FDSG) Consistency Analysis

Note: These standards and guidelines are primarily intended for application at the stage of overall MPD design, but maintain some applicability during review of implementing projects.

MPD FDSG: GENERAL PRINCIPLES AND SITE PLANNING

MPD FDSG General Principles and Site Planning Section A: Environmentally Sustainable - Guidelines

MPD FDSG General Principles and Site Planning A(1):

Implement a construction waste management plan to reduce construction waste. Consider life-cycle environmental impacts of building materials.

Exhibit J of TV DA contains the Construction Waste Management Plan. Section 13.1 of TV DA requires the Master Developer to comply with this plan.

MPD FDSG General Principles and Site Planning A(2):

Incorporate energy saving techniques into all aspects of building's design and operation.

This guideline is not applicable to the Village Towns Preliminary Plat. This guideline will be evaluated at the time of individual building permit applications. The scope of this preliminary plat application would not preclude or prohibit incorporating energy saving techniques on subsequent building permit applications.

MPD FDSG General Principles and Site Planning A(3):

Maximize water conservation by maintaining or restoring pre-development hydrology with regard to temperature, rate, volume and duration of flow; use native species in landscaping; recycle water for on-site irrigation use.

Section 7.2.5 of TV DA contains the Water Conservation and Monitoring Plan. Section 7.4 of TV DA contains Stormwater Management Standards and Section 5.5 contains Landscape Standards applicable to the plat.

MPD FDSG General Principles and Site Planning A(4):

Use measures that can mitigate the effects of potential indoor air quality contaminants through controlling the source, diluting the source, and capturing the source through filtration.

This guideline is not applicable to the Village Towns Preliminary Plat. This guideline will be addressed at the time of future building permit applications.

MPD FDSG General Principles and Site Planning A(5):

Reduce overall community impacts by providing connectivity from the project to the community; by incorporating best management practices for stormwater management; by creating useable public spaces such as plazas and parks; and by protecting important community-identified viewsheds and scenic areas.

Section 11.6 of TV DA addresses the connecting sidewalk and safe pedestrian connection along Roberts Drive. There are existing pedestrian access improvements on SE Fir Street. Tracts 900, 901, and 902 are identified as pedestrian access tracts around the perimeter of Village Towns. Sidewalks are provided on roads along SE Fir Street that connect to the rest of the Ten Trails community. Section 7.4 of TV DA contains Stormwater Management Standards. Refer to the Open Space section above and Sheet CV3 for more information regarding parks, open spaces, and pedestrian connectivity throughout the plat. This proposal will not block viewsheds of Mt. Rainier. Views of Mt. Rainier are visible along the Roberts Drive frontage and will likely be visible from Ten Trails Parkway SE, and residential units will be reviewed for design guidelines compliance at the time of building permit submittal. The alignment of Ten Trails Parkway SE provides an excellent view of Mount Rainier at its intersection with Roberts Drive.

MPD FDSG General Principles and Site Planning A(6):

Grading plans shall incorporate best management practices with phased grading to minimize surface disturbance and to maintain significant natural contours.

Sections 12.8.1.C and 13.2 of TV DA address clearing, grading, and forest practices. Site grading will be limited to that necessary to install utility services and construct building foundations. The Village Towns Preliminary Plat has already been cleared and graded in association with the underlying Phase 1A Plat. This guideline is met.

MPD FDSG General Principles and Site Planning Section B: Using Open Space as an Organizing Element - Guidelines

MPD FDSG General Principles and Site Planning B(1):

All master planned developments shall include a wide range of open spaces, including the following: (a). Sensitive environmental features and their buffers; (b). Greenbelts; (c). Village greens; (d). Parks and school playgrounds; (e). Public squares; (f). Multi-purpose trails.

These features should be deliberately planned to organize the pattern of development and serve as center pieces to development cluster, not merely as “leftover” spaces.

Sheet CV3 contains information on open space and landscape tracts and shows that there are a total of 0.59 acres of open space that will be set aside in parks, open space, trails, pedestrian access, and landscape tracts located throughout the plat boundary. (a) There are no sensitive area tracts or associated buffers provided in the preliminary plat application. (d) A 12,444 square foot pocket park is proposed within Tract 903 at the center of Village towns. The subdivision makes connections to future trails and parks via pedestrian access tracts for

all residential parcels within the Village Towns Preliminary Plat and sidewalks around the perimeter of Village Towns. Based on the preceding information, staff finds that the proposal meets these guidelines.
MPD FDSG General Principles and Site Planning B(2): Open spaces shall be linked into an overall non-motorized network through sidewalks, trails and parkways. The overall network shall be delineated at initial MPD approval and implanted through subsequent plats and permit approvals.
Figure 9.2 of The Villages Development Agreement delineates the overall network of park and trails within The Villages MPD. Pedestrian access is provided by sidewalks around the perimeter of Village Towns. Bike lanes are provided on Ten Trails Parkway SE, located less than a quarter mile from Village Towns. Pedestrian access tracts within the plat provide accessibility and connectivity between open spaces and other phases of the MPD. Staff finds that the proposal meets this guideline.
MPD FDSG General Principles and Site Planning B(3): Stands of trees as an element of open space. Due to the propensity of severe wind events in the Black Diamond area, an MPD should incorporate the preservation of larger rather than smaller stands of native trees.
Following previously approved development activities on Development Parcel V12 (namely the Phase 1A Plat), there are no significant trees on the project site.
<u>MPD FDSG General Principles and Site Planning Section C. Integrating Development with Open Spaces - Guidelines</u>
MPD FDSG General Principles and Site Planning C(1): Use of conventional, suburban-style subdivision design that provides little common open space shall be avoided.
The preliminary plat emphasizes small lots and common open space as opposed to larger lots with large, private yards. As shown on Sheet CV3 of the preliminary plat (Exhibit 1), open space tracts include park, landscape, and pedestrian connection uses. A 12,444 square foot pocket park is proposed in Tract 903 at the center of Village Towns. Staff finds that the proposal meets this guideline.
MPD FDSG General Principles and Site Planning C(2): Groupings of primarily residential development of approximately 400-600 units should be contained generally within a quarter mile radius to support walking, bicycling and future transit service. Development clusters shall be surrounded by a network of open space with a variety of recreational uses (including trails) to provide connections between clusters.
This guideline is met. All residential lots are within a quarter mile of the parks or open spaces within the Village Towns Preliminary Plat and are connected via sidewalks along SE Fir St. to larger open spaces, bike routes, and future transit connections throughout the MPD.

MPD FDSG General Principles and Site Planning C(3): Methodology for Planning Development in Clusters

(a). environmentally sensitive areas to be protected (including streams, wetlands, steep slopes, wildlife corridors, and their buffers) shall be identified, mapped and used as an organizing element for design; (b). areas for development of housing and commercial development shall be indicated; (c). streets and public spaces (as well as sites for public facilities such as schools, fire stations and other civic structures) shall be identified; (d). lots and groups of lots with various ownerships (i.e. fee simple by occupant, condominium, single ownership apartments, etc) shall be integrated with one another throughout all phases of a project; (e). views of Mt. Rainier and other desirable territorial views shall be identified and integrated into site planning to maximize viewing from public spaces (streets, trails, parks, plazas, etc.).

As shown on the plat sheets, this guideline is met, as follows: (a) there are no sensitive areas and associated buffers identified within the plat application; (b) there are two commercial lots (Lots 1 and 2) proposed in this application and 53 residential lots (Lots 3-55) that are identified on Sheet CV1; (c) streets and public spaces are identified on the plat, including open space tracts on Sheet CV3; (d) this plat provides a range of lot sizes that can accommodate attached single-family development and multi-family development types; and (e) views of Mt. Rainier are visible along the Roberts Drive frontage and will likely be visible along the southern boundary of the project and residential units will be reviewed for design guidelines compliance at the time of building permit submittal.

MPD FDSG General Principles and Site Planning Section D: Ensuring Connectivity - Guidelines

MPD FDSG General Principles and Site Planning D(1): Pedestrian Connectivity

a. Similar to a traditional small town, services and common spaces shall be easily accessible to residents on foot. Off-street pedestrian trails are to be provided as a network throughout the development. Pedestrian connections shall be provided where cul-de-sacs or other dead-end streets are used.

As shown on the plat sheets and discussed above, staff finds that the proposal meets this guideline. Pedestrian access is provided by sidewalks around the perimeter of Village Towns. The pedestrian network, including sidewalks, connects to the commercial and retail services located within the Village Towns Preliminary Plat and MPD Phases 1A and 1B. Pedestrian connectivity is enhanced throughout the plat with dedicated pedestrian access tracts (900, 901, and 902), similar to those found throughout the rest of the MPD.

MPD FDSG General Principles and Site Planning D(2): Street Connectivity

(a). The system of streets shall demonstrate a high degree of both vehicular and pedestrian connectivity, allowing residents and visitors multiple choices of movement. Isolated and dead-end pockets of development are not desired; (b). Cul-de-sacs shall be avoided unless there are no other alternatives.

As shown on the plat sheets, this guideline is met. The Village Towns Preliminary Plat provides pedestrian connectivity through multiple pedestrian access tracts and trail alignments. Vehicular connectivity is provided along SE Fir Street. The Village Towns Preliminary Plat includes two dead end streets (Driveway A and Driveway B) and no cul-de-

sacs. The Village Towns Preliminary Plat is proposing a dead-end street at its terminus at the eastern plat boundary – Driveway A – as shown on Sheet RS1. The Village Towns Preliminary Plat is proposing a dead-end street at its terminus at the northeastern plat boundary – Driveway B – as shown on Sheet RS1. The dead-end alleys will provide a pedestrian connection to sidewalks via Tracts 900, 901, and 902. Based on the pedestrian access at the terminus of the proposed driveways the City would approve dead-end streets in this location

MPD FDSG General Principles and Site Planning Section E: Mixing of Housing - Guidelines

MPD FDSG General Principles and Site Planning E(1):

MPD's shall include various types of housing, such as: a. Single Family, detached, on various sized lots; b. Single Family, attached: duplexes, townhouses (semi-attached), row houses (attached, common walls), courtyard houses; c. Cottage housing; d. Apartments; e. Accessory Dwelling Units

The Village Towns Preliminary Plat has been designed to provide residential lot sizes that can accommodate attached single-family housing (up to 4 units) or multi-family housing (5+ units). Additionally, a variation in types of housing is provided throughout the MPD – including larger single-family lots, duplexes, and multi-family structures. Since this guideline is meant to be assessed at the MPD Permit level, this plat proposal complies with this guideline.

MPD FDSG General Principles and Site Planning E(2):

Each cluster of development shall include a variety of unit types and densities.

This design standard is more applicable to MPD phases rather than individual plats. The gross residential density is 16.51 du/ac in Development Parcel V12.

MPD FDSG General Principles and Site Planning E(3):

For Single Family developments, alley access to garages is desired. Direct driveway access to streets should only occur if there are no other alternatives.

Based on the Lot Summary table on Sheet CV3 (Exhibit 1), it is anticipated that Lots 9 through 11 and 41 through 44 will be provided access via adjacent driveways. The remaining residential lots, which are anticipated for attached single family residential or multi-family residential, and commercial lots are accessed from a looping private alley network (Lots 1-8; 12-40; 45-53). There are no driveways with direct access to streets proposed in the Village Towns Preliminary Plat.

MPD FDSG General Principles and Site Planning E(4):

Large apartment complexes and other repetitive housing types are discouraged. Apartments should replicate features found in Single Family Residential areas (i.e. garages associated with individual units, individual outdoor entries, internal driveway systems that resemble standard streets, etc.).

All multi-family structures proposed subsequent to this preliminary plat application will be reviewed at the time of building permit submittal for compliance with applicable design standards and guidelines.

MPD FDSG General Principles and Site Planning Section F: Creating Neighborhood Civic/Commercial Centers – Guidelines

1. Civic/Commercial Centers shall be located to serve groupings of clusters as well as pass-by traffic in order to support an array of shops and services.
2. Such centers shall be anchored by a public green space and, ideally, a public building such as a school or meeting hall.
3. Upper story housing above retail or commercial space is strongly encouraged within Civic/Commercial Centers.

There are no civic uses identified within this plat application. The Village Towns Preliminary Plat proposes two commercial lots (Lots 1 and 2) that are located within a quarter mile of all residential lots in this plat application. A 12,444 square foot pocket park is proposed on Tract 903 in the center of Village Towns. No upper story housing above retail is being proposed within this application.

MPD FDSG General Principles and Site Planning Section G: Interface with Adjoining Development - Guidelines

MPD FDSG General Principles and Site Planning G(2):

Multi-family and non-residential land uses should include a minimum 25 ft wide dense vegetative buffer when located along the boundary of an MPD.

Village Towns Preliminary Plat is not located at the boundary of the MPD. Therefore, this standard is not applicable to this application.

MPD FDSG General Principles and Site Planning G(3):

When there is no intervening development proposed, a minimum 25 ft wide dense vegetative buffer should be provided between main entrance or access routes into an MPD and any adjoining residential development.

There is no existing non-MPD residential development located along any proposed access routes into the Village Towns Preliminary Plat. Therefore, this standard is not applicable to this application.

MPD FDSG: CIRCULATION

MPD FDSG Circulation Section A: Streets - Guidelines

MPD FDSG Circulation A(1): Connectivity

- a. The street layout shall create a network that promotes convenient and efficient traffic circulation and is well connected to other existing City streets.

The street layout generally consists of one looped network that ties into SE Fir Street:

- Alley A extends from SE Fir Street to serve a looped roadway that provides access to 46 residential lots. Alley A connects to Driveways A and B.
- Driveway A provides access to 3 residential lots.
- Driveway B provides access to 4 residential lots.

MPD FDSG Circulation A(2): Design

(a). The layout of streets should relate to a community-wide focal point; (b). A consistent overall landscape theme should be utilized, with variations provided to indicate passage through areas of different use, densities, topography, etc; (c). Limit the use of backyard fences or solid walls along arterial streets.

This guideline is met. (a) The street design provides for connections to SE Fir Street. SE Fir Street connects to the arterial Ten Trails Parkway SE, which will serve as the primary north/south traffic route for the MPD as development continues; (b) This guideline is not applicable to review of a preliminary plat. Landscaping details will be evaluated during Utility Permit review, in which the Development Agreement requires specific landscape development standards; (c) This guideline is not applicable to review because the preliminary plat does not border an arterial street.

MPD FDSG Circulation A(3): Reduced Pavement Widths

a. Pavement widths should be minimized to slow vehicular speeds and maintain an area friendly to pedestrians and non-motorized users.

This guideline is met. Pavement widths have been reduced to the minimum allowed by International Fire Code. Section 6.3 of TV DA establishes the standard lane width as 10 feet.

MPD FDSG Circulation A(4): Low-Impact Design

a. Stormwater runoff should be reduced through “natural” techniques: flush curbs, bio-filtration swales, use of drought-tolerant vegetation within medians and planting strips, etc.

Low impact design (LID) elements required by TV DA, such as minimizing impervious coverage for roadway sections and providing drought-tolerant vegetation and bio-infiltration swales, have been incorporated into the stormwater management design and will be examined at the Utility Permit stage and provided where feasible. This guideline is met.

MPD FDSG Circulation A(5):

Traffic calming methods should include: Roundabouts, Traffic Circles, Chicanes, Corner bulbs.

MPD Condition of Approval #24 addresses traffic calming methods. Proposed roads within the plat utilize narrow vehicle lanes and create an interconnected street grid with adjoining developments. Additionally, proposed roads include marked pedestrian facilities and pedestrian crossing bump-outs (curb extensions) with the intent to promote traffic calming. Therefore, this guideline is met.

<p>MPD FDSG Circulation A(6): Lanes and Alleys</p> <p>a. Access to rear residential garages and commercial loading and service areas shall be available through lanes and alleys.</p>
<p>Based on the Lot Summary Table shown on the Sheets CV1 (Exhibit 1), it is anticipated that Lots 9 through 11 and 41 through 45 will be provided access via adjacent driveways. There are two commercial lots (Lot 1 and 2) proposed in this application. Evaluation of the building footprint, commercial loading, and services areas will be completed during subsequent building permit review applications. Lots 1 and 2 have adequate frontage along Alley A to provide access from the alleyway.</p>
<p>MPD FDSG Circulation A(7): Non-motorized Circulation</p> <p>a. All streets shall include either sidewalks or trails on at least one side of the street. Design streets to be “bicycle” friendly.</p>
<p>Pedestrian access is provided along the perimeter of the MPD project site on SE Fir Street. Pedestrian access will not be provided along alleyways; however, pedestrian access is provided through the interior of the site via Tract 903 and along the perimeter of Village Towns in Tracts 900, 901, and 902. Bike lanes are provided within the roadway section of Ten Trails Parkway SE. This guideline is met.</p>
<p>MPD FDSG Circulation A(8): Street Landscaping</p> <p>a. All streets shall include native and/or drought-tolerant vegetation (trees, shrubs and groundcover) planted within a strip abutting the curb or edge of pavement. Native and/or drought-tolerant vegetation shall also be used within all medians.</p>
<p>There are no streets subject to this requirement within the application. Low-Impact Design elements such as bio-infiltration swales will be included as feasible. Native and low-water use planting palettes will be reviewed in association with subsequent utility permitting pursuant to the requirements to TV DA 5.5.</p>
<p>MPD FDSG Circulation A(9): On-Street Parking</p> <p>a. Curbside parallel parking shall be included along residential streets. Parallel or angle parking should be included within non-residential areas.</p>
<p>On-street parking is proposed within Tract 905 identified in the Village Towns Preliminary Plat, as shown on Sheet RD1 (Exhibit 1). Non-residential parking layout, including minimum requirements, will be reviewed at the time of site development permitting for those uses on Commercial Lots 1 and 2.</p>
<p><u>MPD FDSG Circulation Section B: Sidewalks - Guidelines</u></p>
<p>MPD FDSG Circulation B(1): Width</p> <p>a. The minimum clear pathway shall generally be between 5 ft and 8 ft, depending upon adjacent land uses and anticipated activity levels.</p>

All proposed sidewalks as identified on Sheet RS1 are a minimum of 5 ft in width. Compliance with this standard will also be reviewed at the time of Utility Permit review for Village Towns.

MPD FDSG Circulation B(2): Lighting

a. All lighting shall be shielded from the sky and surrounding development and shall be of a consistent design throughout various clusters of the development.

Compliance with this standard will be required at the time of Utility Permit and/or Building Permit review for development within Village Towns. All proposed lighting from development activities within the plat will be required to comply with the Lighting/Dark Sky provisions established by BDMC 18.70.

MPD FDSG Circulation B(3): Furnishings

(a). Street furnishings including seating, bike racks, and waste receptacles shall be located along main streets in Civic/Commercial areas; (b). Furnishings serving specific businesses (outdoor seating) will require a building setback and shall maintain a minimum passable width of the sidewalk; (c). Mailbox stations shall be designed to be architecturally compatible with the development in which they are located.

Street furnishings appropriate for the proposed commercial, attached residential, and multi-family development will be reviewed in association with subsequent Building Permit submittal and, for commercial uses, site plan review applications.

MPD FDSG Circulation Section C: Walkways and Trails - Guidelines

MPD FDSG Circulation C(1): Location

a. Walkways and trails shall be integrated with the overall open space network as well as provide access from individual properties. Trail routes shall lead to major community activity centers such as schools, parks and shopping areas.

pedestrian access tracts provide accessibility and connectivity between open spaces in Village Towns. Tracts 900, 901, and 902 around the perimeter of Village Towns and will be located adjacent to and provide access to other mixed-use products as Parcel V12 continues to develop. This system allows for convenient walking throughout the project, providing connections to the features noted above.

MPD FDSG Circulation C(2): Width

a. Not less than 8 feet wide to allow for multiple modes of use.

There are no multimodal trail alignments proposed within the Village Towns Preliminary Plat.

MPD FDSG Circulation C(3): Materials

(a). Walkways connecting buildings and hardscaped common spaces shall have a paved surface; (b). Trails throughout the development and connecting to larger landscaped common spaces shall be of at least a semi-permeable material.

Pedestrian access tracts connect the residential uses to open spaces (including the park within the plat in Tract 903) and future trail alignments located outside of Village Towns
<u>MPD FDSG: SITE DESIGN</u>
<u>MPD FDSG Site Design Section A: Cluster Development - Guidelines</u>
MPD FDSG Site Design A(1): Larger groupings of development should be divided into smaller neighborhood clusters of approximately 50 dwelling units that are defined by open space.
Staff finds that the proposal meets this guideline as shown on Sheet CV3. Rows of residential lots are broken up by landscape, parks, trails, utility, or pedestrian access tracts throughout the Village Towns Preliminary Plat.
MPD FDSG Site Design A(2): Clustering Within projects, higher density residential development shall be designed to have a village-like configuration. This includes elements such as: (a). Houses of varying sizes, styles, and form; (b). The maximum number of attached units shall not be more than twelve within a single structure.
Section 5 and Exhibits H and I of TV DA address design standards for residential and commercial development. Those requirements and guidelines, along with these criteria, will be applied at the building permit stage.
<u>MPD FDSG Site Design Section B: Neighborhood Common Space - Guidelines</u>
MPD FDSG Site Design B(1): Amount a. In general, within higher density residential and commercial development, a minimum of 1% of the lot area plus 1% of the building area should be the amount of area set aside for common space, exclusive of other required landscaping.
As detailed on Sheet CV1 (Exhibit 1), the Village Towns Preliminary Plat provides a net residential development area of 2.65 acres and provides 0.59 acres of open space in a variety of park, landscape, utility and pedestrian access tracts.
MPD FDSG Site Design B(2): Location a. Common open space shall be accessible and visible to users, as well as integrated into the overall project through connections and trails.
Sheet CV3 demonstrates that a central, common open space of 12,444 square feet is provided within the project, and pedestrian connections to the adjacent phases of the MPD are provided. Staff finds that the Village Towns Preliminary Plat meets this guideline.
MPD FDSG Site Design B(3): Landscaping/Hardscaping (a). Commercial areas shall provide common space in the form of plazas, courtyards, and/or seating areas including some of the additional features noted below; (b). Higher density residential areas shall have usable outdoor spaces that provide at

<p>least four of the following features to accommodate a variety of ages and activities: Site furnishings (benches, tables), Picnic areas, Patios or courtyards, Gardens, Open lawn with trees, Playfields, Special interest landscape, Public art, Water features, Sports courts (tennis, basketball, volleyball)</p>
<p>(a) All commercial development that occurs subsequent to this preliminary plat application will be required to undergo the Site Plan Review process, in which compliance with design standards and guidelines will be applied. Two commercial lots are proposed within this plat application (Lots 1 and 2). (b) A pocket park is proposed in the center of the Village Towns Preliminary Plat. Specific amenities within the proposed pocket park will be reviewed in association with landscape plans for tracts within the plat, which are processed as separate Utility Permits.</p>
<p>MPD FDSG Site Design B(4): Lighting</p> <p>a. Pedestrian scale, bollard, or other accent lighting may be incorporated into the design of open space.</p>
<p>To the extent such lighting is proposed, it will be addressed during Utility Permit review.</p>
<p><u>MPD FDSG Site Design Section C: Landscaping & Planting Design - Guidelines</u></p>
<p>Compliance with these guidelines will be required during Utility Permit review, which includes the review of landscape plans, minimum native landscaping material thresholds, and visual screening/buffering.</p>
<p><u>MPD FDSG Site Design Section D: Stormwater Detention/Retention Ponds - Guidelines</u></p>
<p>MPD FDSG Site Design D(1): Location</p> <p>a. Use natural site topography plus low-impact development methods to determine appropriate locations, which is to be integrated into the overall project design.</p> <p>MPD FDSG Site Design D(2): Landscaping</p> <p>a. Where possible, provide facilities that are site amenities, in order to reduce need for fencing. In general, public access to stormwater facilities should be included within design.</p> <p>MPD FDSG Site Design D(3): Fencing</p> <p>a. Chain link fencing shall not be allowed. Other forms of non-obscuring fencing may be permitted when ponds exceed a safe slope. However, it is generally expected that ponds will be gently integrated into the design of the site with slopes that are safe to traverse on foot (less than 7% grade).</p>
<p>There are no stormwater detention/retention ponds proposed within the Village Towns Preliminary Plat.</p>
<p><u>MPD FDSG: BUILDING DESIGN</u></p>
<p>MPD FDSG Building Design Section (A)(1-10) are not listed individually here.</p>

Section 5 and Exhibits H and I of TV DA address design standards for development. Those requirements and guidelines along with these criteria will be applied at the building permit stage. In light of the above analysis, the proposed preliminary plat is consistent with the Black Diamond design standards and guidelines, including the Master Planned Development Framework Design Guidelines, where applicable.

The Villages MPD Development Agreement Section & Exhibit Consistency Analysis

1.0 Definitions and Consistency

The Village Towns Preliminary Plat complies with Section 1.0 of TV DA.

2.0 Project Description

Sheet CV1 shows the boundary of the plat compared to the areas shown in Exhibits B and U of TV DA (Section 2.1). The preliminary plat sheets were prepared by a licensed surveyor (Section 2.3.1). The Village Towns Preliminary Plat complies with Section 2.0 of TV DA.

3.0 Prior Agreements

This plat does not include expansion parcels (Section 3.1). The Village Towns Preliminary Plat complies with Section 3.0 of TV DA.

4.0 Land Use and Project Elements

The Village Towns Preliminary Plat is consistent with the provisions of Section 4 of TV DA. The Village Towns Preliminary Plat is not subject to the interface with adjoining development design guidelines established by MPD Design Guidelines item G (as detailed above), and is therefore consistent with Section 4.5 of TV DA. This plat does not include expansion parcels, and so is consistent with Section 4.6 of TV DA. The number of ADUs is not determined at the time of preliminary or final plat since ADUs require a building permit; therefore, the Village Towns Preliminary Plat is consistent with Section 4.7.3.

Based on the proposed scope of development within this preliminary plat application and the base density allocated to Phase 1 (as established in TV DA Table 4-9), this application will require 53 TDRs (Transfer of Development Rights). Refer to Finding #17 above and the Transfer of Development Rights (TDR) Information table on Sheet CV3 of the preliminary plat drawings (Exhibit 1) for additional information. The requirement to acquire the necessary TDRs are addressed in Recommended Conditions of Approval #23 and #24. The Village Towns Preliminary Plat complies with Section 4.0 of TV DA.

5.0 Additional Bulk, Landscape and Sign Standards

The Village Towns Preliminary Plat is consistent with the MPD Framework Design Standards & Guidelines, as explained above. Consistency with Exhibits H and I of TV DA will be addressed at the site plan review and building permit level, once building and site plan details are known (Section 5.0). The majority of Section 5.0 of TV DA will be applied during building permit, Utility Permit, and/or site plan review. The Village Towns Preliminary Plat complies with Section 5.0 of TV DA.

6.0 Internal Street Standards Within The Villages MPD

There are no proposed road sections subject to the road standards established by TV DA 6.3. Proposed alley sections are being designed pursuant to BDEDCS.

The street alignment in the plat is consistent with the street alignment shown in Figure 3.1 of TV DA, as required by Section 6.3. No connection to King County road stubs located to the west of the plat is proposed with this project (Section 6.4). In light of the above, the Village Towns Preliminary Plat complies with Section 6.0 of TV DA.

7.0 Water, Sewer and Stormwater Utility Standards

The majority of this section dictates provision of utilities. See previous discussion on utilities for required capacity and recommended conditions of approval. For the duration of construction for the Village Towns Plat, the Master Developer is responsible for paying 60% of all costs from the King County Lake Stewardship Program, per Section 7.4.4.A.7. The Village Towns Preliminary Plat complies with Section 7.0 of TV DA.

8.0 Sensitive Area Standards

There are no wetlands and/or associated buffers located within the Village Towns Preliminary Plat application. The Village Towns Preliminary Plat complies with Section 8.0 of TV DA.

9.0 Parks, Open Space and Trail Standards

As shown on Sheet CV3 (Exhibit 1), the parks and trails are consistent with Figure 9.2 of TV DA (Section 9.2). Sheet CV3 contains information on open space and landscape tracts and shows that there is a total of 0.59 acres of open space that will be set aside in park, pedestrian access, utility, and landscape tracts located throughout the plat boundary. The subdivision makes connections to future trails and parks via pedestrian access for all residential parcels within the Village Towns Plat. The Village Towns Preliminary Plat complies with Section 9.0 of TV DA.

10.0 Determinations, Amendments & Expansion Parcel Review Process

No Expansion Parcels are included as part of this application. The Village Towns Preliminary Plat complies with Section 10.0 of TV DA.

11.0 Project Phasing

This preliminary plat includes Development Parcel V12. A detailed implementation schedule for the Phase 1A regional infrastructure improvements has been approved by the City and is provided in association with this application (Exhibit 5 and Section 11 Tables of TV DA). The capacity of the existing transportation, water, sewer, stormwater, and park systems was evaluated during the staff review of this plat. See the portion of this report related to provision of utilities for further details. The Village Towns Preliminary Plat complies with Section 11.0 of TV DA.

12.0 Development Review Process

The majority of this section describes application review procedures. Notice of Application was issued pursuant to Section 12.6.1. Work hours are stipulated in Section 12.8.13. Recommended conditions of approval include a requirement that the applicant comply with Exhibits Q and R of TV DA (Sections 12.10 & 12.11) (Recommended Conditions of Approval #12 and #13). With those conditions, the Village Towns Preliminary Plat complies with Section 12.0 of TV DA.

13.0 Miscellaneous Additional Standards and Requirements

See response to BDMC Section 17.15.020(A)(11) regarding schools, fire mitigation and general government facilities (TV DA Sections 13.3, 13.4 & 13.9). There are no identified mine hazard areas within the Village Town Plat, per Exhibit G (Constraint Maps) of TV DA (Section 13.5). The fiscal analysis required by Section 13.6, showing no fiscal shortfall, has been approved by the City (Exhibit 6). The Village Towns Preliminary Plat complies with Section 13.0 of TV DA.

14.0 Definitions

This section contains definitions of terms used in TV DA; also see Section 1.1 of TV DA. For clarification purposes, many of the terms defined in Section 14 of TV DA are used in this staff report, but may not necessarily be capitalized in the same manner as in Section 14 of TV DA. The Village Towns Preliminary Plat complies with Section 14.0 of TV DA.

15.0 General Provisions

This section contains general provisions of TV DA, many of which do not need further discussion with regard to the Village Towns Plat. The Village Towns Preliminary Plat complies with Section 15.0 of TV DA.

Exhibit “A” – Removed. Please see Exhibit “U”.

This Exhibit was removed – refer to Exhibit U.

Exhibit “B” – Legal Description and Parcel Map

Sheets CV1 and CV2 of the Plat drawings (Exhibit 1) provides a legal description, existing parcel numbers, and a parcel map for the Village Towns Preliminary Plat application. The Village Towns Preliminary Plat complies with Exhibit B of TV DA.

Exhibit “C” – MPD Permit Approval

Exhibit C of TV DA pertains to Ordinance No. 10-946 and contains The Villages MPD Conditions of Approval; a consistency analysis is contained in another section of this staff report. The Village Towns Preliminary Plat complies with Exhibit C of TV DA.

Exhibit “D” – Summary of Prior Agreements

This exhibit details the purpose, intent, and status of prior agreements affecting The Villages MPD. The Village Towns Preliminary Plat complies with Exhibit D of TV DA.

Exhibit “E” – City of Black Diamond Municipal Code & Other City Standards

Exhibit E of TV DA contains a copy of the Black Diamond Municipal Code current through September 20, 2010, and other city documents, including the Black Diamond Design Guidelines for Master Planned Development Framework Design Standards and Guidelines. The Village Towns Preliminary Plat has been reviewed and found to be consistent with the applicable documents listed in Exhibit E of TV DA; the analysis for which is contained in various parts of this staff report. Consistency with the EDCS will be fully analyzed upon submittal of Utility Permits. The Village Towns Preliminary Plat complies with Exhibit E of TV DA.

Exhibit “F” – Traffic Monitoring Plan

The traffic monitoring plan that was approved for Phase 1A of the MPD included transportation impacts that were to be anticipated by the development of this Village Towns preliminary plat application, which lies within the Phase 1A scope of analysis. Refer to the Traffic Impact Study prepared for this proposal (Exhibit 4) for additional traffic analysis and monitoring information specific to the scope of this application, including applied findings from the MPD Phase 1A Mid-Point Traffic Monitoring Plan. The Village Towns Preliminary Plat complies with Exhibit F of TV DA.

Exhibit “G” – Constraint Maps

There are no wetlands and/or associated buffers located within the Village Towns Preliminary Plat application, as detailed in Finding #13 above. The Village Towns Preliminary Plat complies with Exhibit G of TV DA.

Exhibit “H” – MPD Project Specific Design Standards and Guidelines

Chapter 4 of Exhibit H of TV DA details residential design standards and guidelines. The Village Towns Preliminary Plat design is consistent with the general guidelines of the Site Design section in Chapter 4. The remainder of Chapter 4 is more appropriately applied at the building permit/site plan review level when these types of details are known.

Chapter 5 addresses parks, open space, and trails. Sheet CV3 contains information on open space and landscape tracts and shows that there is a total of 0.59 acres of open space that will be set aside in parks, trails, utility, pedestrian access, and landscape tracts located throughout the plat boundary. The subdivision makes connections to future trails and parks via sidewalks and pedestrian access tracts for all residential parcels within the Village Towns Preliminary Plat. Chapter 6 is dedicated to signage and wayfinding and is more appropriately applied at the building permit/site plan review level when these types of details are known. The Village Towns Preliminary Plat complies with Exhibit H of TV DA.

Exhibit “I” – High Density Residential Supplemental Design Standards and Guidelines

This exhibit contains additional design guidelines for high density residential development (18-30 du/ac). With a proposed gross residential density of 16.51 du/ac, this application is not subject to this exhibit.

Exhibit “J” – Construction Waste Management Plan

This project is required to comply with the Construction Waste Management Plan. The Village Towns Preliminary Plat complies with Exhibit J of TV DA.

Exhibit “K” – MPD Phasing Plan

This plat falls within Phase 1A, as shown on the MPD Phasing Plan (Figure 9-1). A detailed implementation schedule for the Phase 1A regional infrastructure improvements has been approved by the City and was submitted in association with this application (Exhibit 5). Section 11 of TV DA contains additional detail regarding phasing and the provision of on-site and off-site infrastructure improvements. Exhibit K of TV DA incorporates the Phasing Plan from the MPD Permit submittal. The applicant will be constructing all improvements depicted in the table, as applicable to the ERUs developed at time of issuance of building permits following the final platting of Village Towns. The Village Towns Preliminary Plat complies with Exhibit K of TV DA.

Exhibit “L” – Excerpts from Chapter 3 of MPD Permit Application

This exhibit contains portions of Chapter 3 of the MPD Permit Application included for reference. The Village Towns Preliminary Plat complies with Exhibit L of TV DA.

Exhibit “M” – Mine Hazard Release Form

There are no mine hazard areas within the Village Towns Preliminary Plat, per Exhibit G (Constraint Maps) of TV DA. The use of this form is not anticipated for lots within the Village Towns area. The Village Towns Preliminary Plat complies with Exhibit M of TV DA.

Exhibit “N” – MPD Funding Agreement

This exhibit contains the MPD Funding Agreement, which has no bearing on an individual plat application. The Village Towns Preliminary Plat complies with Exhibit N of TV DA.

Exhibit “O” – Stormwater Monitoring

This exhibit concerns water quality and Lake Sawyer. The Village Towns Preliminary Plat does not drain to Lake Sawyer. This exhibit has more applicability in future phases of the MPD. The Village Towns Preliminary Plat complies with Exhibit O of TV DA.

Exhibit “P” – Green Valley Road Measures

Exhibit P of TV DA requires that, prior to the conclusion of construction in Phase 1A, the Master Developer shall submit to King County permit applications for any Traffic Calming Measures for Green Valley Road as chosen by the committee. Phase 1A is still under construction. The Village Towns Preliminary Plat complies with Exhibit P of TV DA.

Exhibit “Q” – Maple Valley Transportation Mitigation Agreement

Exhibit Q of TV DA is an agreement between the City of Maple Valley, BD Villages Partners, LP and BD Lawson Partners, LP. A recommended condition of approval is that the applicant complies with Exhibit Q of TV DA (Recommended Condition of Approval #12). With that condition, the Village Towns Preliminary Plat complies with Exhibit Q of TV DA.

Exhibit “R” – Covington Transportation Mitigation Agreement

Exhibit R of TV DA is an agreement between the City of Covington, BD Villages Partners, LP and BD Lawson Partners, LP. A recommended condition of approval is that the applicant complies with Exhibit R of TV DA (Recommended Condition of Approval #13). With that condition, the Village Towns Preliminary Plat complies with Exhibit R of TV DA.

Exhibit “S” – Potential Expansion Areas

The Village Towns Preliminary Plat does not contain any potential expansion areas shown in this Exhibit. The Village Towns Preliminary Plat complies with Exhibit S of TV DA.

Exhibit “T” – Impact Fees for Fire Protection Facilities dated 1-13-2011

Exhibit T of is provided in TV DA for reference. Section 13.4 of TV DA addresses fire mitigation, which includes payment of a fire mitigation fee and a satellite fire station. The City Council has adopted a City-wide fire impact fee. The impact fee amount is consistent with the mitigation fee contained within TV DA, as modified by subsequent City Council adjustments to adopted impact fees. Fire Mitigation provisions are established in Section 13.4 of TV DA. The Village Towns Preliminary Plat complies with Exhibit T of TV DA.

Exhibit “U” – Updated MPD Site Plan

Exhibit U of TV DA is addressed in Section 4.1 of TV DA; it is the updated MPD Site Plan. As noted above, the plat includes a variety of lot sizes, in conjunction with Exhibits L and U of TV DA. There are no minor amendments associated with the Village Towns Preliminary Plat or underlying Development Parcel. The Village Towns Preliminary Plat complies with Exhibit U of TV DA.

The Villages MPD Permit Conditions of Approval Consistency Analysis

Note: The full text of the conditions of approval is contained within Exhibit C of TV DA.

The Villages MPD Permit was approved by the City Council in September 2010 (Ordinance No. 10-946) subject to 164 conditions of approval. A significant majority of the conditions on the MPD Permit were requirements to be incorporated into The Villages Development Agreement (TV DA). TV DA was approved by the City Council in December 2011 (Ordinance No. 11-970), addressing applicable MPD Permit Conditions. For the sake of brevity of this Staff Report, individual conditions of approval of the MPD Permit are not listed. All applicable requirements have been addressed above in the analysis of this preliminary plat application. Please refer to Findings #4 and #5 above regarding the MPD Permit and Development Agreement. A complete list of the MPD Permit conditions of approval is contained within Exhibit C of TV DA.

VI. CONCLUSION

The proposed Village Towns Preliminary Plat, as conditioned, satisfies the criteria of BDMC Section 17.15.020 (Preliminary Plat Approval Criteria), the MPD Framework Design Standards & Guidelines, The Villages MPD Conditions of Approval, and The Villages MPD Development Agreement.

VII. STAFF RECOMMENDATION

Staff recommends the Village Towns Preliminary Plat (PLN24-0009) be approved, subject to the following conditions:

1. The proponent shall maintain operation of the noise control “hotline” to allow neighbors affected by noise to contact both the City and the construction contractor to ask questions or to report violations of the noise reduction program per Condition of Approval #41 of The Villages MPD permit.
2. Infrastructure improvements shall be constructed as required by The Villages Development Agreement Section 11: Project Phasing, applicable implementing project conditions of approval, applicable previous MPD conditions of approval, and applicable SEPA Mitigation Measures.
3. All alley widths shall meet the minimum width requirements for fire access. This condition will be enforced during Utility Permit review.
4. All intersection turning radii shall meet the minimum radius requirements. This condition will be enforced during Utility Permit review.
5. All hydrant spacing shall meet the minimum City Code requirements, with minor location changes and additions. This condition will be enforced during Utility Permit review.
6. All house addresses shall be viewable from a fire accessible and compliant roadway. This condition will be enforced during Building Permit review.
7. At the time of building permit application, structures will be required to either have required fire flow available or to have a fire sprinkler system installed to allow for a reduction in required fire flow.
8. All alleys shall be posted “No-Parking” with signage according to the International Fire Code. Provisions for enforcement of these no parking zones shall be defined and accepted by the Designated Official prior to final plat approval.
9. The fire hydrant and water supply system shall meet IFC Requirements and shall be installed prior to the beginning of combustible construction materials being placed on site. Construction materials refers to the lumber (framing) packages and not to a job shack.
10. All easements shall be shown on the final plat.
11. Prior to final plat approval, the applicant shall submit Covenants, Conditions and Restrictions (CCRs) for review and approval by the Designated Official.
12. The Master Developer shall comply with Exhibit Q (Maple Valley Transportation Mitigation Agreement) of TV DA.
13. The Master Developer shall comply with Exhibit R (Covington Transportation Mitigation Agreement) of TV DA.
14. Tracts 900-905 shall be owned and maintained by the Master Developer (M.D.) or Applicable Owners Association (A.O.A.).

15. A second watermain connection must be made to the piping network in Hemlock Ave SE in the vicinity of Lots 2 and 3 or by extending the piping network to the north of Alley A through Driveway B. This second connection can eliminate one of the dual pipe connections at Alley A and SE Fir Street. This condition will be enforced during Utility Permit review.
16. All existing in-service water mains must remain in service during construction. This condition will be enforced during Utility Permit review.
17. All public pipelines shall be located in public rights of way or within utility easements that provide a minimum of 15' of unobstructed width for access and maintenance. This condition will be applied during Utility Permit review.
18. Utility permitting must show alternative locations for each rain garden/infiltration facility using unencumbered property within the same infiltration subbasin as the primary location. The alternative locations must not displace street trees, streetlights, or other public amenities. This condition will be enforced during Utility Permit review.
19. Access to stormwater treatment and infiltration facilities (the access manholes and maintenance manholes and covers) must not be located in roadways or in the driving surface where maintenance activities might hinder fire access. This condition will be enforced during Utility Permit review.
20. The project must implement Low Impact Development techniques where feasible. This condition will be enforced during Utility Permit review.
21. On the face of all permit submittals that enable building construction, the following sewer information must be presented in tabular format; the total building square footage included in that application, the number of fixture units in that application, the Average Dry Weather Flow (ADWF), and the Peak Wet Weather Flow (PWWF). This condition will be enforced during utility permit review and approval.
22. Pursuant to TV DA Section 5.2.1(A), the minimum lot size for Detached Single-Family residential development is 2,200 square feet. Residential lots with an area less than 2,200 square feet will be required to provide either attached single-family residential development or multi-family residential development.
23. A total of 53 Transfer of Development Rights (TDRs) are required for this application. Pursuant to TV DA 4.9, the City will not issue utility permits for any road or stormwater improvements for any Division exceeding the Base Density of Phase 1A (established in TV DA Table 4-9) until the Master Developer has demonstrated ownership of TDRs needed for the requested density of that Division.
24. A total of 53 Transfer of Development Rights (TDRs) are required for this application. Pursuant to TV DA 4.9, no final plats exceeding the Base Density of Phase 1A (established in TV DA Table 4-9) will be processed or approved until the Master Developer has acquired title to the needed TDRs and they have been assigned by the Master Developer to applicable Divisions of the plat.
25. Pursuant to BDMC Chapter 12.08, the authority to develop and administer a street naming and addressing policy guide rests with the Community Development Department. Accordingly, street and/or alley names will be formally assigned in association with final plat submittal and review.
26. The proposed Alley and Driveway Sections (as identified on Sheet RD1 of Exhibit 1) require approved deviations prior to approval of Utility Permitting associated with this plat.

IX. EXHIBITS

- Exhibit 1 - Ten Trails Village Towns Preliminary Plat Planset – prepared by David Evans and Associates, Inc. on behalf of Oakpointe LLC, submitted April 4, 2024; Revision #1 on title block dated 4/2/2024
- Exhibit 2 - Public Comments Received during Notice of Application Period – submitted by four (4) public commenters on various dates
- Exhibit 3 - SEPA Determination of Non-Significance (DNS) for the Ten Trails MPD Village Towns Preliminary Plat – prepared by the City of Black Diamond, dated April 15, 2024
- Exhibit 4 - Traffic Impact Study for Ten Trails MPD Village Towns Preliminary Plat – prepared by TranspoGroup on behalf of Oakpointe LLC, dated March 29, 2024
- Exhibit 5 - Phase 1A Detailed Implementation Schedule for Regional Infrastructure Improvements Approval – prepared by the City of Black Diamond, dated August 27, 2012
- Exhibit 6 - Ten Trails MPD Phase 1A Fiscal Impact Analysis Approval – prepared by the City of Black Diamond, dated September 21, 2021

THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009

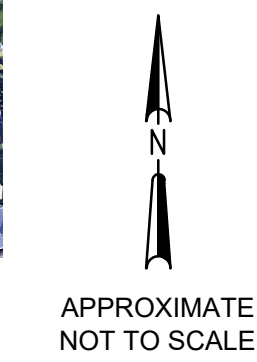
EXHIBIT 1

TITLE: The Village Towns Preliminary Plat Planset

PREPARED BY: David Evans and Associates, Inc. on behalf of
Oakpointe, LLC.

DATE: Submitted April 4, 2024; Revision #1 on title block dated
April 2, 2024

PROJECT NUMBER PLN24-0009

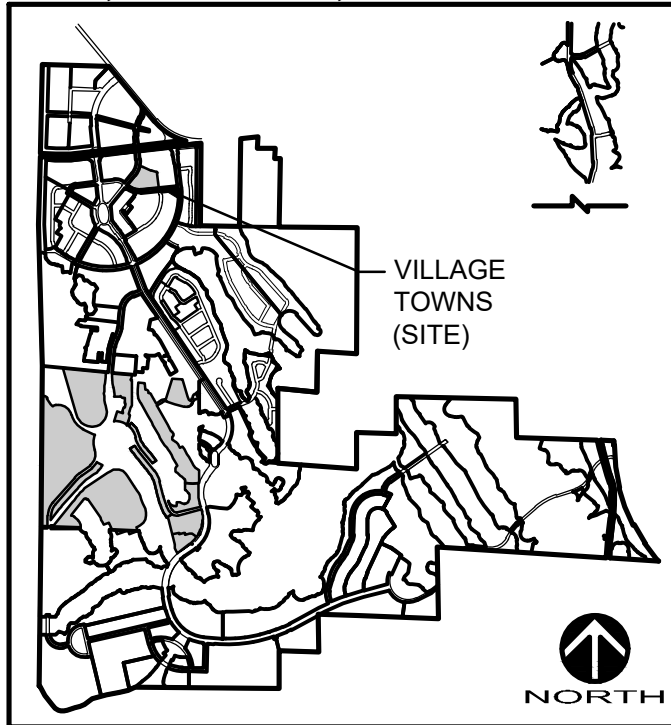
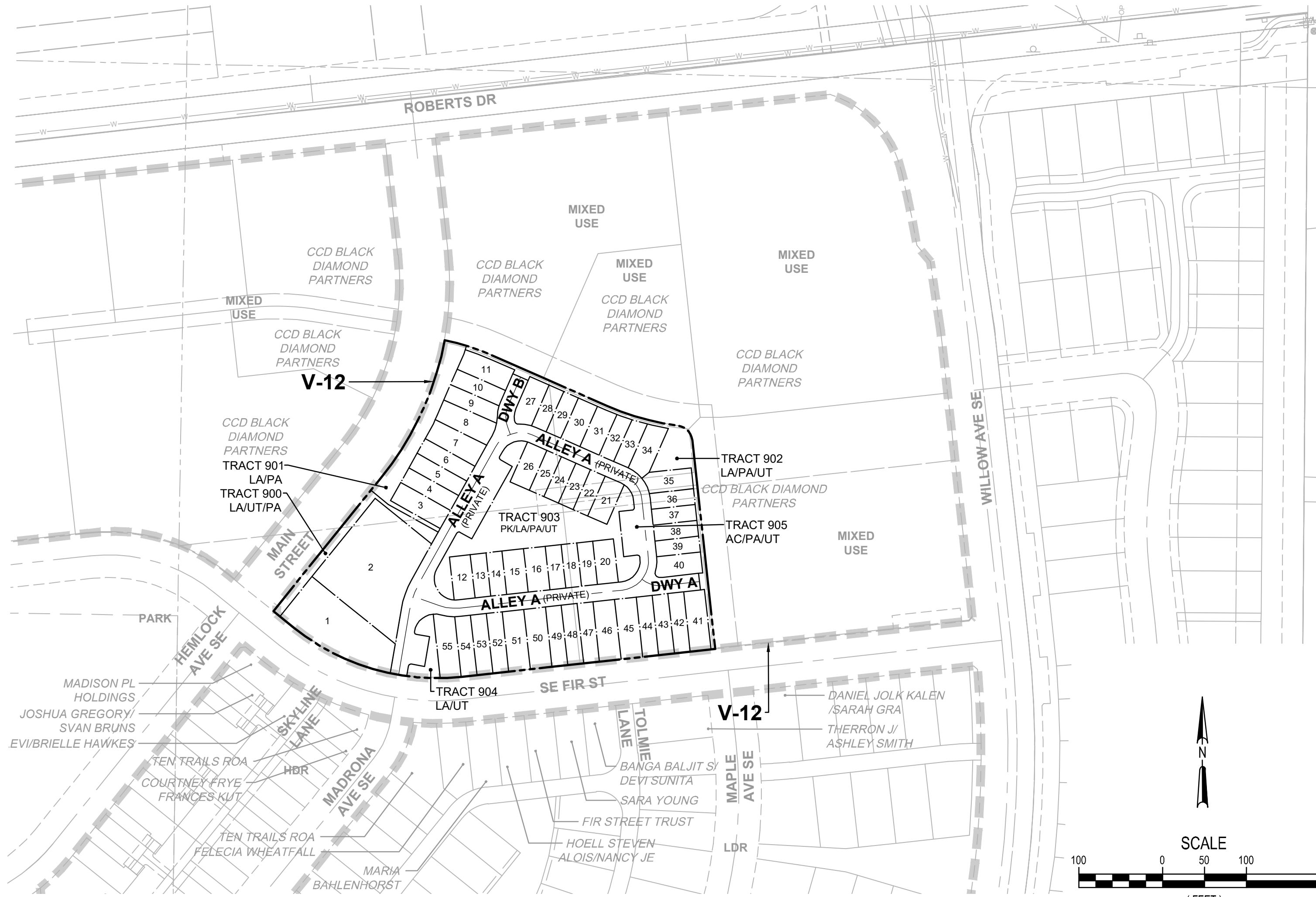


CV0	PRELIMINARY PLAT COVER
CV1	COVER SHEET
CV2	BOUNDARY SURVEY
CV3	TRACT AND OPEN SPACE EXHIBIT
PP1	PRELIMINARY PLAT PLAN
UA1	UTILITY AVAILABILITY
RS1	ROAD STORM DRAINAGE AND GRADING PLAN
RD1	ROAD SECTION AND ACCESS EXHIBIT
SW1	SANITARY SEWER AND WATER PLAN
EA1	EASEMENT PLAN

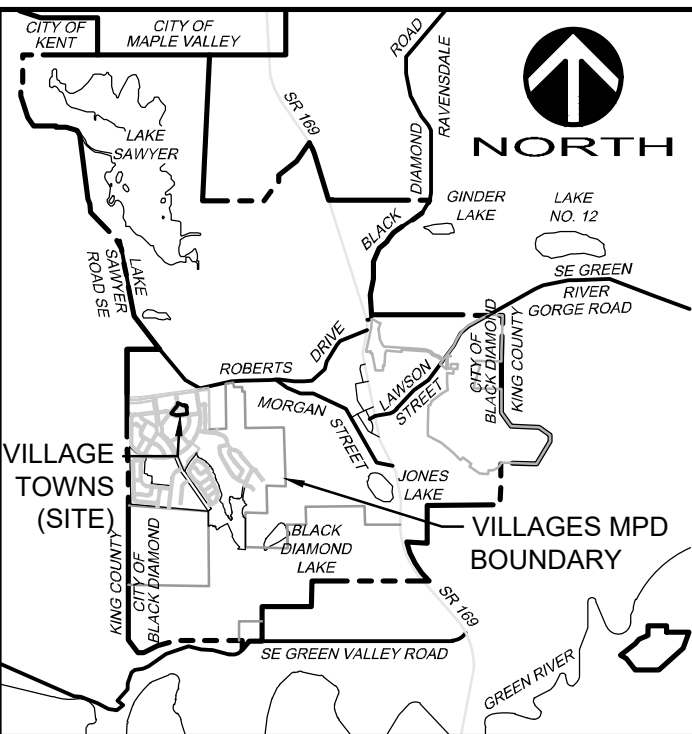
NOTE: These plans are not approved for filing or construction unless all signature spaces are signed below	
Approved (Mayor)	(date)
Approved (MDRT Director)	(date)
Approved (Planning)	(date)
Approved (Public Works)	(date)
Approved (Master Developer)	(date)

TEN TRAILS VILLAGE TOWNS

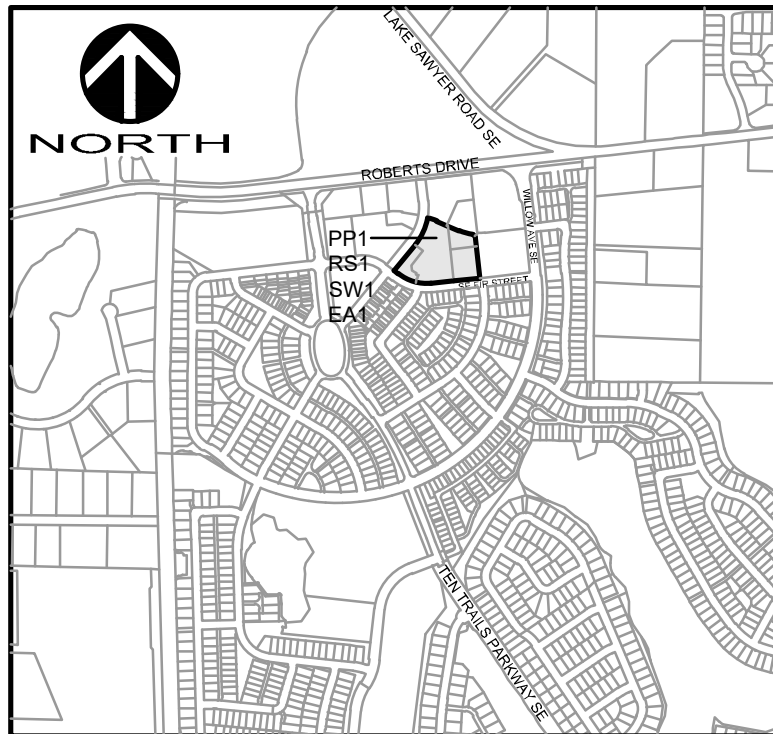
PORTION OF THE NW 1/4 SECTION 15, TWN 21 N., RGE 6 E., W.M.



KEY MAP-VILLAGES MPD



VICINITY MAP



SHEET INDEX

GENERAL NOTES

- UNLESS OTHERWISE NOTED IN THIS PRELIMINARY PLAT, THE WATER, SEWER AND STORMWATER SYSTEMS NECESSARY TO SERVE THE DIVISION OF THIS PRELIMINARY PLAT AND/OR WHEN ANY APPLICABLE UNIT THRESHOLD FOR SUCH SYSTEMS HAS BEEN TRIGGERED, MUST BE COMPLETED PRIOR TO FINAL PLAT APPROVAL OF SUCH DIVISION OR SUCH UNIT. WATER, SEWER, AND STORMWATER FACILITIES, HOWEVER, MAY BE BONDED IN ACCORDANCE WITH SECTION 7.1.4 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT.
- UNLESS OTHERWISE NOTED WITHIN THIS PRELIMINARY PLAT, ALL WATER AND SEWER PIPELINES WILL BE PUBLICLY OWNED AND OPERATED AND WILL BE WITHIN DEDICATED EASEMENT OR RIGHT OF WAY. STORMWATER PIPELINES MAY BE PRIVATELY OWNED AS LONG AS THE AREA SERVED BY THE PIPELINE IS ENTITLED BY EASEMENT AND OWNED BY THE APPLICABLE OWNERS ASSOCIATION.
- WATER CAPITAL FACILITY CHARGES AND SEWER CAPITAL FACILITY CHARGES SHALL NOT BE IMPOSED FOR DEVELOPMENT IN THIS PRELIMINARY PLAT.
- ALL UTILITIES SHALL BE IN COMPLIANCE WITH THE APPLICABLE CITY OF BLACK DIAMOND CODES AND STANDARDS SET FORTH IN EXHIBIT E OF THE VILLAGES MPD DEVELOPMENT AGREEMENT.
- WATER SUPPLY IS AVAILABLE FOR AN ADDITIONAL 44 ERU IN ACCORDANCE WITH SECTION 7.2.1 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT.
- ALL STORMWATER TREATMENT SYSTEMS SHALL BE OWNED BY THE APPLICABLE OWNERS ASSOCIATION.
- IMPROVEMENTS SHOWN IN VARIOUS TRACTS THROUGHOUT THIS PRELIMINARY PLAT ARE SCHEMATIC ONLY AND NOT APPROVED IN THIS APPLICATION.
- PEDESTRIAN CROSSING FACILITIES SHALL BE PROVIDED AT ALL LEGS OF ALL INTERSECTIONS PURSUANT TO THE CITY'S ENGINEERING DESIGN AND CONSTRUCTION STANDARDS (EDCS) (EXHIBIT E TO THE VILLAGES MPD DEVELOPMENT AGREEMENT) UNLESS A MODIFICATION TO THE CITY'S EDCS IS SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL CONSISTENT WITH SECTION 6.2 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT AND SECTION 1.3 OF THE EDCS. FACILITIES SHOWN ON THIS PRELIMINARY PLAT ARE SCHEMATIC AND NOT APPROVED IN THIS APPLICATION.
- THE FOLLOWING NOTE SHALL BE PLACED ON THE FINAL PLAT: "SCHOOL MITIGATION FEES SHALL BE DUE PRIOR TO BUILDING PERMIT ISSUANCE FOR EACH SINGLE FAMILY AND MULTI-FAMILY DWELLING UNIT. DURING THE FIRST FIVE YEARS FOLLOWING JANUARY 24, 2011, THE SCHOOL MITIGATION FEES SHALL BE \$4,670.00 PER SINGLE FAMILY UNIT AND \$1,501.00 PER MULTI-FAMILY UNIT. THEREAFTER, THE MITIGATION FEE SHALL BE THE RATE ADOPTED BY THE CITY OF BLACK DIAMOND SCHOOL IMPACT FEE OR SCHOOL MITIGATION FEE ORDINANCE, IF ANY, PROVIDED THAT THE MAXIMUM SCHOOL MITIGATION FEE DUE FOR EACH DWELLING UNIT SHALL BE \$12,453 PER SINGLE FAMILY DWELLING UNIT AND \$4,003 PER MULTI-FAMILY DWELLING UNIT, AS APPLICABLE, BUT IN NO EVENT, EVEN IN THE ABSENCE OF A SCHOOL IMPACT FEE OR MITIGATION FEE ORDINANCE, SHALL THE MITIGATION FEES BE LESS THAN \$7,783.00 PER SINGLE FAMILY DWELLING UNIT AND \$2,502.00 PER MULTI-FAMILY DWELLING UNIT.
- THE CITY SHALL NOT ISSUE UTILITY PERMITS FOR ANY ROAD OR STORMWATER IMPROVEMENTS WITHIN A DIVISION OF THIS PLAT UNTIL CCD BLACK DIAMOND PARTNERS LLC OR ITS SUCCESSOR OR ASSIGN HAS DEMONSTRATED OWNERSHIP OF ANY TDRS NEEDED FOR THAT SPECIFIC DIVISION.
- IN THE EVENT THAT THE APPLICABLE OWNERS ASSOCIATION FAILS TO PERFORM ANY MAINTENANCE OF PRIVATE ALLEY, AUTO COURT OR PUBLIC STREET-SIDE LANDSCAPING FEATURE AS REQUIRED BY SECTION 5.5.7 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT AND, AS A RESULT, THE CITY OF BLACK DIAMOND PERFORMS SAID MAINTENANCE, THE LOT OWNERS OF THE PLAT ACKNOWLEDGE AND AGREE ON BEHALF OF THEMSELVES AND ALL SUCCESSORS AND ASSIGNS THAT, IF NOT PAID WITHIN THIRTY (30) DAYS OF INVOICING BY THE CITY, THE CITY'S TOTAL COST ARISING FROM THE CITY'S PERFORMANCE OF SAID REQUIRED LANDSCAPING MAINTENANCE PLUS ANY PENALTIES AND INTEREST THEREON AS PROVIDED BY THE VILLAGES MPD DEVELOPMENT AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 20120130006655 SHALL BE A LIEN AGAINST ALL PROPERTY, INCLUDING INDIVIDUAL LOTS, WITHIN THIS PLAT, AND SAID LIEN MAY BE FORECLOSED IN THE SAME MANNER PROVIDED FOR THE FORECLOSURE OF LIENS FOR UNPAID SEWER RATES AND CHARGES SET FORTH IN RCW 35.67.220 - 280, AS AMENDED.
- IN THE EVENT THAT THE APPLICABLE OWNERS ASSOCIATION FAILS TO PERFORM ANY MAINTENANCE OF PRIVATE STREET, ALLEY, OR AUTO COURT AS REQUIRED BY SECTION 6.5 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT RECORDED UNDER KING COUNTY RECORDING NO. 20120130006655 AND, AS A RESULT, THE CITY OF BLACK DIAMOND PERFORMS SAID REQUIRED MAINTENANCE, THE LOT OWNERS OF THE PLAT ACKNOWLEDGE AND AGREE ON BEHALF OF THEMSELVES AND ALL SUCCESSORS AND ASSIGNS THAT, IF NOT PAID WITHIN THIRTY (30) DAYS OF INVOICING BY THE CITY, THE CITY'S TOTAL COST ARISING FROM THE CITY'S PERFORMANCE OF SAID REQUIRED PRIVATE STREET MAINTENANCE PLUS ANY PENALTIES AND INTEREST THEREON AS PROVIDED BY THE VILLAGES MPD DEVELOPMENT AGREEMENT SHALL BE A LIEN AGAINST ALL PROPERTY, INCLUDING INDIVIDUAL LOTS, WITHIN THIS PLAT, AND SAID LIEN MAY BE FORECLOSED IN THE SAME MANNER PROVIDED FOR THE FORECLOSURE OF LIENS FOR UNPAID SEWER RATES AND CHARGES SET FORTH IN RCW 35.67.220 - 280, AS AMENDED.
- PURSUANT TO SECTION 6.5(B) OF THE VILLAGES MPD DEVELOPMENT AGREEMENT, THE MASTER DEVELOPER SHALL MAINTAIN ALL PRIVATE STREETS, ALLEYS, AND AUTO COURTS SERVING 20 UNITS OR LESS FOR A PERIOD OF THREE YEARS FROM RECORDING OF FINAL PLAT OR OTHER IMPLEMENTING APPROVAL. THE MASTER DEVELOPER, IN ITS SOLE DISCRETION, MAY ELECT TO TRANSFER THE PRIVATE STREET MAINTENANCE OBLIGATION TO AN APPLICABLE OWNERS ASSOCIATION OR OTHER ACCEPTABLE ENTITY FOLLOWING ITS INITIAL THREE YEAR OBLIGATION.
- PERMANENT PUBLIC ACCESS EASEMENTS CONSISTENT WITH SECTION 9.9.3 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT SHALL BE PROVIDED FOR ALL PARKS AND TRAILS ON THE FINAL PLAT.
- THE MASTER DEVELOPER SHALL COMPLY WITH EXHIBIT Q ("MAPLE VALLEY TRANSPORTATION MITIGATION AGREEMENT") OF THE VILLAGES DEVELOPMENT AGREEMENT.

LAND USE CAPACITY TABLE NOTES

- GROSS RESIDENTIAL PARCEL DENSITY = RESIDENTIAL UNITS / GROSS DEVELOPMENT PARCEL AREA
- NET RESIDENTIAL PARCEL DENSITY = RESIDENTIAL UNITS / NET DEVELOPMENT PARCEL AREA (EXCLUDES STREETS, ROADS, AND ALLEYS, PUBLIC OR PRIVATE)*

VILLAGE TOWNS GROSS RESIDENTIAL PARCEL DENSITY = 16.51 UNITS/ACRE (53 UNITS / 3.21)

VILLAGE TOWNS NET RESIDENTIAL PARCEL DENSITY = 20.00 UNITS/ACRE (53 UNITS / 2.65)

VILLAGE TOWNS AND THE REMAINDER OF PP1A GROSS RESIDENTIAL PARCEL DENSITY = 11.46 UNITS/ACRE (691 UNITS / 60.32)

VILLAGE TOWNS AND THE REMAINDER OF PP1A NET RESIDENTIAL PARCEL DENSITY = 13.72 UNITS/ACRE (691 UNITS / 50.36)

*AREA IN STREETS, ROADS AND ALLEYS (PUBLIC OR PRIVATE) (WITHIN THE VILLAGE TOWNS PORTION OF PP1A = 0.56 AC

**RANGE OF RESIDENTIAL UNITS SHOWN IS FOR THE PP1A PORTION (EXCLUDING THE VILLAGE TOWNS PORTION OF PP1A) AND IS BASED ON THE PARTIAL ACREAGE WITHIN PP1A

***RANGE OF RESIDENTIAL UNITS SHOWN IS FOR THE VILLAGE TOWNS PORTION OF PP1A IS BASED ON THE PARTIAL ACREAGE WITHIN PP1A

**** COMMERCIAL ADDED FOR VILLAGE TOWNS = 11,834 SF (190,000 ENTITLED WITH PP1A)

LAND USE CAPACITY TABLE

	GROSS DEVELOPMENT PARCEL AREA (ACRES)	NET DEVELOPMENT PARCEL AREA (ACRES)	MPD ZONING	RANGE OF RESIDENTIAL UNITS FOR PARCEL	SQUARE FEET RANGE FOR COMMERCIAL / OFFICE / RETAIL PARCEL	MULTI FAMILY RESIDENTIAL (UNITS)	SINGLEFAMILY RESIDENTIAL (UNITS)	COMMERCIAL / OFFICE / RETAIL SQUARE FOOTAGE	GROSS RESIDENTIAL PARCEL DENSITY	NET RESIDENTIAL PARCEL DENSITY
AUTHORIZED BY THE VILLAGES MPD PERMIT AND DEVELOPMENT AGREEMENT						1200	3600	775,000		
PREVIOUS PLATS/PROJECTS										
PHASE 1A (EXCLUDING VILLAGE TOWNS)	57.11	47.82				245	455	190,000		
V12 (EXCLUDING VILLAGE TOWNS)	6.34	6.34	MIXED USE	63-114**						
PHASE 2 PLAT A						0	211	0		
PHASE 2 PLAT C						0	201	0		
PHASE 2 PLAT E						0	43	0		
PHASE 2 PLAT 2 D						0	232	0		
PHASE 1B PLAT A (MOUNTAIN VIEW)						25	233	205,000		
PHASE 2 PLAT F						42	81	0		
TOTAL PREVIOUS PLATS/PROJECTS						312	1456	395,000		
CURRENTLY REMAINING VILLAGES MPD						888	2,144	380,000		
CURRENT APPLICATION										
VILLAGE TOWNS (MIXED USE 10-18 DU/AC)	3.21	2.65	MIXED USE	32-58**		37	16	11,834****	16.51	20.00
TOTAL PHASE 1A	60.32	50.47				282	471	201,834	12.48	14.92
TOTAL RESIDENTIAL DEVELOPMENT PARCEL AREAS (VILLAGE TOWNS)	3.21	2.65				37	16	11,834	16.51	20.00
REMAINING VILLAGES MPD						851	2,128	368,166		

SEE LAND USE CAPACITY NOTES TO RIGHT

SITE INFORMATION

GROSS SITE AREA	139,794 SF/3.21 AC
GROSS RESIDENTIAL DENSITY	16.51 UNITS/ACRE (53UNITS/3.21)
NET RESIDENTIAL DENSITY	20.00 UNITS/ACRE (53 UNITS/2.65)
DENSITY FROM TDRS	53
LAND USE DESIGNATIONS	V-PARCEL # : DESIGNATION: MASTER PLANNED DEVELOPMENT MIXED USE (LOTS 63-66) 10-18 DU/ACRE

PROJECT INFORMATION

DEVELOPER:	CCD BLACK DIAMOND PARTNERS LLC 3025 112TH AVENUE NE, SUITE 100 BELLEVUE, WA 98004 (425) 898-2100 CONTACT: JUSTIN WORTMAN
SURVEYOR/ENGINEER/ PLANNER:	DAVID EVANS AND ASSOCIATES, INC. 20300 WOODINVILLE SNOHOMISH ROAD, NE WOODINVILLE, WA 98072 (425) 415-2000 CONTACT: ADAM STRICKER, P.E.

PARCEL NUMBERS:	8576000730, 8576000740, 8576000750, 8576000760
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LOT SIZE INFORMATION

SINGLE/MULTI FAMILY RESIDENTIAL LOT INFORMATION	
MINIMUM PROPOSED LOT SIZE (SINGLE/MULTI FAMILY ATTACHED)	988 SF
MAXIMUM PROPOSED LOT SIZE (SINGLE FAMILY ATTACHED)	1,895 SF
AVERAGE LOT SIZE (SINGLE/MULTI FAMILY ATTACHED)	1,696 SF (89,864 SF/53 RESIDENTIAL LOTS)

LOT SUMMARY

LOT NUMBERS	LOTS	UNITS	PRODUCT TYPE	GARAGE
1-2	2	0	COMMERCIAL	NOT APPLICABLE
3-7	5	5	MULTIFAMILY	ALLEY
8-15	8	8	SF ATTACHED	ALLEY
16-26	11	11	MULTIFAMILY	ALLEY
27-34	8	8	SF ATTACHED	ALLEY
35-55	21	21	MULTIFAMILY	ALLEY
TOTAL	55	53		

HORIZONTAL DATUM

NAD '83/91, WASHINGTON NORTH ZONE

VERTICAL DATUM

NAVD 88

ORIGINAL BENCHMARK - WGS SURVEY DATA WAREHOUSE, SURVEY CONTROL POINT DESIGNATION "Z253", DATABASE POINT ID #43270. BENCHMARK IS A USC & GS BRASS DISK, STAMPED "CGS Z 253 1944", SET IN A DRILL HOLE IN THE CONCRETE BASE OF THE RAILROAD OVERPASS PIER, LOCATED ALONG THE BURLINGTON-NORTHERN RAILROAD LINE, APPROXIMATELY 1/4 MILE SOUTH OF THE INTERSECTION OF SE 280TH STREET AND STATE HIGHWAY 169. THE RAILROAD OVERPASS PIER IS 3 RAILS NORTHWEST OF STATE HIGHWAY 169 AND THE BRASS DISK IS APPROXIMATELY 5.9 FEET HIGHER THAN THE RAILROAD TRACK. ELEVATION = 568.227 FEET

BASIS OF BEARING

NORTH 01°24'33" EAST BEING THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M. AS SHOWN ON THE PLAT OF TEN TRAILS PPIA DIVISIONS 3-5 AND 8 FILED IN VOLUME 286 OF PLATS, AT PAGES 20 THROUGH 39, INCLUSIVE, AND RECORDED UNDER RECORDING NO. 20181205000364, RECORDS OF KING COUNTY, WASHINGTON.

NOTES

THE PROPERTY BOUNDARIES SHOWN OUTSIDE OF THE PRELIMINARY PLAT BOUNDARY HAVE BEEN COMPILED FROM THE KING COUNTY ASSESSOR'S MAPS FOR SECTION 15 AND THE NORTHWEST AND NORTHEAST QUARTERS OF SECTION 22, ALL IN TOWNSHIP 21 NORTH, RANGE 6 EAST, W.M. THEY ARE SHOWN HEREON TO AID IN THE INTERPRETATION OF THE MAP.

THE CONTOURS WEST OF THE PRELIMINARY PLAT BOUNDARY WERE INTERPOLATED FROM PUBLIC DOMAIN AIRBORNE LIDAR DATA ACQUIRED IN 2003 BY THE PUGET SOUND LIDAR CONSORTIUM (PSLC) AND BLENDED WITH THE ONSITE GROUND TOPOGRAPHIC SURVEY. LIDAR HAS DEMONSTRATED ADVANTAGES IN DEFINING GROUND SURFACES IN SHADOWED AREAS BUT MAY NOT ADEQUATELY DEFINE THE GROUND IN OBSCURED AREAS. THE ACCURACY OF THE CONTOURS AND DIGITAL TERRAIN MODEL IS CONTINGENT ON THE ACCURACY OF THE PSLC DATA. IT IS NOT EXPECTED THAT THESE CONTOURS CONFORM TO NATIONAL STANDARDS FOR SPATIAL DATA ACCURACY. THIS DATA IS INTENDED FOR PRELIMINARY SITE EVALUATION ONLY.



PORTION OF THE NW 1/4 SECTION 15, TWN 21 N., RGE 6 E., W.M.

LEGAL DESCRIPTION

PARCEL 1:

LOTS A AND B, CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO. PLN 23-0071, RECORDED UNDER RECORDING NUMBER 20231227900008, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL 2:

LOTS 7 AND 8, CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO. PLN 22-0033, RECORDED UNDER RECORDING NUMBER 20221228900001, RECORDS OF KING COUNTY, WASHINGTON.

CONTAINING A TOTAL AREA OF 139,795 SF OR 3.21 AC

TITLE NOTES CORRESPONDING TO SCHEDULE B EXCEPTIONS

(TITLE NOTES CORRESPONDING TO PARAGRAPH NUMBERS FROM SCHEDULE B EXCEPTIONS, PER SUBDIVISION GUARANTEE PROVIDED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, SUBDIVISION GUARANTEE CERTIFICATE NO. 24000011-SG, DATED DECEMBER 19, 2023 AT 8:00 AM)

1. ANY INTEREST IN ANY OIL, GAS AND/OR MINERALS, AS DISCLOSED BY DOCUMENT:

ENTITLED: DEED TO PLUM CREEK TIMBER COMPANY, L.P.
RECORDING DATE: JULY 7, 1989
RECORDING NO.: 8907070390

THE PRESENT OWNERSHIP OR ANY OTHER MATTERS AFFECTING SAID OIL, GAS AND/OR MINERALS ARE NOT SHOWN HEREIN.

SAID DEED WAS CORRECTED BY DEED RECORDED UNDER RECORDING NUMBER 9301152402.

THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CONVEYANCE OF OIL AND GAS RESERVED UNDER DEED TO PLUM CREEK TIMBER COMPANY, L.P." RECORDED JULY 7, 1989 AS 8907070392.

THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL WAIVER OF SURFACE USE RIGHTS" RECORDED JUNE 23, 1992 AS 9206230401.

NOTE: THE "RESERVED MINERALS" RESERVED BY PCTC, INC. IN THE DEED RECORDED UNDER RECORDING NUMBER 8907070390 AND CONVEYED TO MERIDIAN MINERAL COMPANY UNDER DEED RECORDED UNDER RECORDING NUMBER 8907070391 WERE CONVEYED TO MERIDIAN MINERAL COMPANY TO PLUM CREEK TIMBER COMPANY DEED RECORDED UNDER RECORDING NUMBER 9112301747. PLUM CREEK TIMBER COMPANY MERGED INTO PLUM CREEK LAND COMPANY AND THE "RESERVED MINERALS" MERGED INTO FEE OWNERSHIP OF THE REAL PROPERTY. PLUM CREEK LAND COMPANY CONVEYED THE ENTIRE FEE INCLUDING THE "RESERVED MINERALS" TO BD VILLAGE PARTNERS LP UNDER DEEDS RECORDED UNDER RECORDING NUMBERS 200905002201100, 200905002201172 AND 200905002202098 (REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: CONSERVATION
RECORDING DATE: MARCH 23, 2006
RECORDING NO.: 20060323001818

3. MITIGATION AGREEMENT

RECORDING DATE: APRIL 22, 2011
RECORDING NO.: 20110422000249

(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)

4. THE VILLAGE MASTER PLANNED DEVELOPMENT AGREEMENT

EXECUTED BY: CITY OF BLACK DIAMOND AND BD VILLAGE PARTNERS, L.P.
RECORDING DATE: JANUARY 30, 2012
RECORDING NO.: 20120130000655

AMENDED BY INSTRUMENT(S):
RECORDING DATE: SEPTEMBER 6, 2012, JANUARY 3, 2014, NOVEMBER 12, 2014, DECEMBER 6, 2017, OCTOBER 11, 2018, FEBRUARY 28, 2019 AND FEBRUARY 10, 2022

RECORDING NO.: 20120906000762, 20120906000763, 20140103000655, 20141112001375, 20171206000658, 20181011000280, 20181011000281, 20190228000492, 20190228000493 AND 20220210000586

(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)

6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PUGET SOUND ENERGY, INC.
PURPOSE: TRANSMISSION AND DISTRIBUTION OF GAS AND ELECTRICITY
RECORDING DATE: JANUARY 28, 2016
RECORDING NO.: 20160128000866

AFFECTS: PORTION OF SAID PREMISES
(THIS EASEMENT IS BASED ON THE LOCATION OF THE "AS-CONSTRUCTED" FACILITIES LYING WITHIN THE EASEMENT AREA DEFINED IN SAID DOCUMENT. SAID EASEMENT AREA AND OBSERVABLE SURFACE EVIDENCE OF AS-CONSTRUCTED FACILITIES HAVE BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.)

7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PUGET SOUND ENERGY, INC.
PURPOSE: TRANSMISSION AND DISTRIBUTION OF GAS AND ELECTRICITY
RECORDING DATE: AUGUST 12, 2016
RECORDING NO.: 20160812001925

AFFECTS: PORTION OF SAID PREMISES
(EASEMENT #2, AS DESCRIBED IN SAID EASEMENT DOCUMENT, HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON. EASEMENTS #1 AND #3, AS DESCRIBED IN SAID EASEMENT DOCUMENT, DO NOT PERTAIN TO THIS ALTA LAND TITLE SURVEY AT THIS TIME)

8. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT

RECORDING DATE: VOLUME 280, PAGES 1-8 (RECORDING NO. 20171107001311)
AMENDED BY INSTRUMENT(S): PLAT ALTERATION
RECORDING DATE: NOVEMBER 28, 2018
RECORDING NO.: VOLUME 285 OF PLATS, PAGES 92-94 (RECORDING NO. 20181128000835)

(EASEMENTS FROM SAID PLAT AND SAID PLAT ALTERATION HAVE BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.)

9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT

RECORDING DATE: NOVEMBER 7, 2017
RECORDING NO.: 20171107001312
AMENDED BY INSTRUMENT(S):
RECORDING NO.: 20171227000507, 20180619000316, 20180627001396, 20190822000857, 20191231001205, 20211209001073, 20230214000603, 20230531001470 AND 20231211000818

(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)

10. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT

RECORDING DATE: NOVEMBER 7, 2017
RECORDING NO.: 20171107001313
AMENDED BY INSTRUMENT(S):
RECORDING DATE: FEBRUARY 14, 2023 AND MAY 31, 2023
RECORDING NO.: 20230214000602 AND 20230531001469

(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. EASEMENTS RESERVED AS DEFINED WITHIN SAID DOCUMENT ARE BLANKET IN NATURE AND THEREFORE HAVE NOT BEEN GRAPHICALLY DEPICTED HEREON)

11. SIDEWALK AND CONCRETE BAND EASEMENT AGREEMENT

RECORDING DATE: MAY 3, 2018
RECORDING NO.: 20180503000408
AFFECTS: LOTS 69, 75 AND 78
(THIS EASEMENT HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.)

12. ANY RIGHTS, INTERESTS, OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING MATTERS DISCLOSED BY SURVEY:

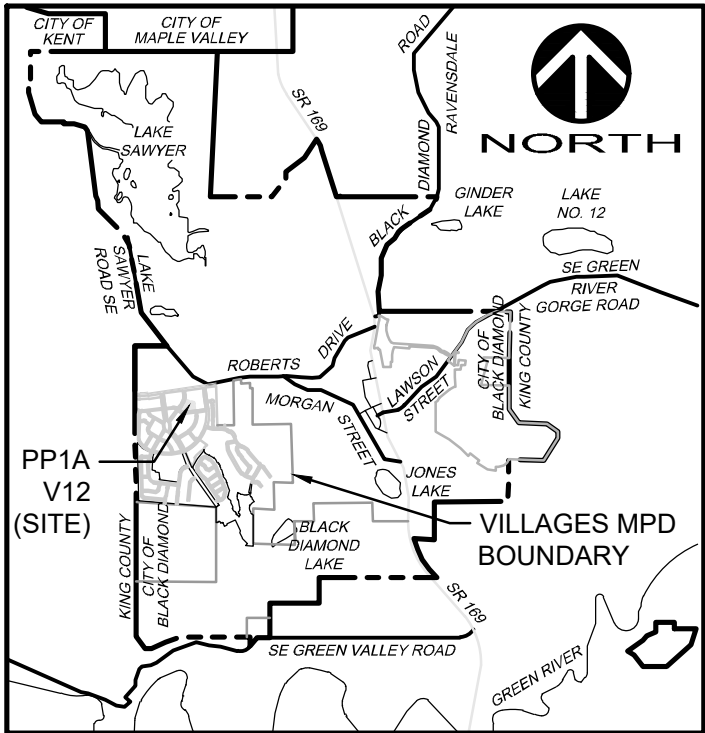
RECORDING DATE: JULY 8, 2022
RECORDING NO.: 220708900001
MATTERS SHOWN: TEMPORARY CHAIN LINK FENCE ON BOUNDARIES DOES NOT ACCURATELY DEPICT THE PROPERTY LINES

13. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO. PLN 22-0033:

RECORDING DATE: DECEMBER 28, 2022
RECORDING NO.: 20221228900001

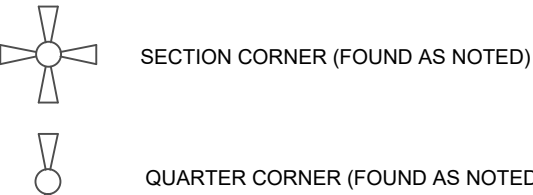
14. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON CITY OF BLACK DIAMOND LOT LINE ADJUSTMENT NO. PLN 23-0071:

RECORDING DATE: DECEMBER 27, 2023
RECORDING NO.: 20231227900008



VICINITY MAP

SYMBOL LEGEND

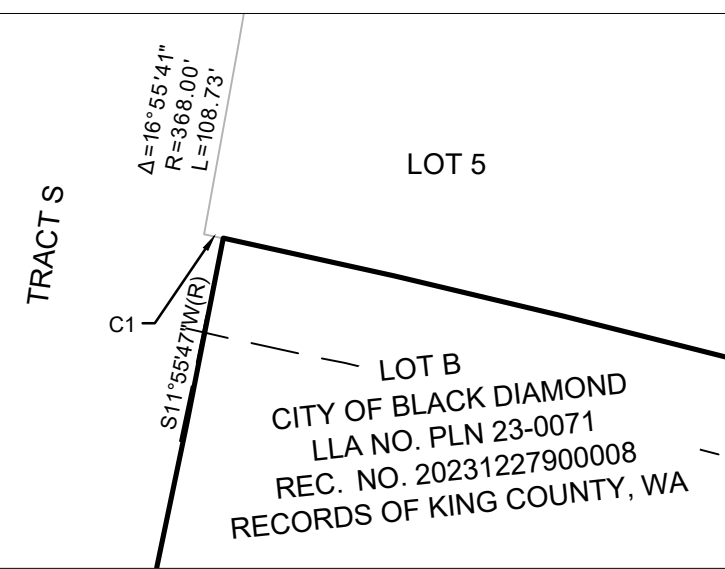


CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C1	$\Delta=0^{\circ}05'58''$	287.50'	0.50'

DETAIL

1"=5'



REVIEWED BY:	DATE:	BY:	OK
DATE REVISION			
1	4/2/24	REVS 1ST CITY COMMENTS	

Plot Date: 4/2/2024 8:27 AM
Save Date: 4/12/2024 1:22 PM
By: Adam Stricker
File: P:\OAKPCBDP6001\0400\CAD\EC\PRELIMINARY\Ten_Trails\12_Sheet\CY1-F-OAKPCBDP6001-1\12.dwg

TEN TRAILS VILLAGE TOWNS

PORTION OF THE NW 1/4 SECTION 15, TWN 21 N., RGE 6 E., W.M.



TITLE NOTES CORRESPONDING TO SCHEDULE B EXCEPTIONS

- ANY INTEREST IN ANY OIL, GAS AND/OR MINERALS, AS DISCLOSED BY DOCUMENT:
ENTITLED: DEED TO PLUM CREEK TIMBER COMPANY, L.P.
RECORDING DATE: JULY 7, 1989
RECORDING NO.: 8907070390

THE PRESENT OWNERSHIP OR ANY OTHER MATTERS AFFECTING SAID OIL, GAS AND/OR MINERALS ARE NOT SHOWN HEREIN.

SAID DEED WAS CORRECTED BY DEED RECORDED UNDER RECORDING NUMBER 9301152402.

THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "CONVEYANCE OF OIL AND GAS RESERVED UNDER DEED TO PLUM CREEK TIMBER COMPANY, L.P." RECORDED JULY 7, 1989 AS RECORDING NUMBER 8907070392.
THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL WAIVER OF SURFACE USE RIGHTS" RECORDED JUNE 23, 1992 AS RECORDING NUMBER 9206230401.

NOTE: THE "RESERVED MINERALS" RESERVED BY PCTC, INC. IN THE DEED RECORDED UNDER RECORDING NUMBER 8907070390 AND CONVEYED TO MERIDIAN MINERAL COMPANY UNDER DEED RECORDED UNDER RECORDING NUMBER 8907070391 WERE CONVEYED TO MERIDIAN MINERAL COMPANY TO PLUM CREEK TIMBER COMPANY UNDER DEED RECORDED UNDER RECORDING NUMBER 9112301747. PLUM CREEK TIMBER COMPANY MERGED INTO PLUM CREEK LAND COMPANY AND THE "RESERVED MINERALS" MERGED INTO FEE OWNERSHIP OF THE REAL PROPERTY. PLUM CREEK LAND COMPANY CONVEYED THE ENTIRE FEE INCLUDING THE "RESERVED MINERALS" TO BD VILLAGE PARTNERS LP UNDER DEEDS RECORDED UNDER RECORDING NUMBER 200609222001106, RECORDING NUMBER 20090930002172 AND RECORDING NUMBER 20090930002098.
(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
IN FAVOR OF:
PURPOSE: CONSERVATION
RECORDING DATE: MARCH 23, 2006
RECORDING NO.: 20060323001818
(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)
- MITIGATION AGREEMENT
RECORDING DATE: APRIL 22, 2011
RECORDING NO.: 20110422000249
(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)
- THE VILLAGE MASTER PLANNED DEVELOPMENT AGREEMENT EXECUTED BY: CITY OF BLACK DIAMOND AND BD VILLAGE PARTNERS, L.P.
RECORDING DATE: JANUARY 30, 2012
RECORDING NO.: 20120130000655
AMENDED BY INSTRUMENT(S):
RECORDING DATE: SEPTEMBER 6, 2012, JANUARY 3, 2014, NOVEMBER 12, 2014, DECEMBER 6, 2017, OCTOBER 11, 2018, FEBRUARY 28, 2019 AND FEBRUARY 20, 2022

RECORDING NO.: 20120906000762
RECORDING NO.: 20120906000763
RECORDING NO.: 20140103000655
RECORDING NO.: 20141112001375
RECORDING NO.: 20171206000581
RECORDING NO.: 20181011000280
RECORDING NO.: 20181011000281
RECORDING NO.: 20190228000492
RECORDING NO.: 20190228000493
RECORDING NO.: 20220210000586
(REFER TO SAID INSTRUMENT FOR ITS FULL PARTICULARS. NO EASEMENTS HAVE BEEN CREATED BY SAID DOCUMENT)
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUGET SOUND ENERGY, INC.
PURPOSE: TRANSMISSION AND DISTRIBUTION OF GAS AND ELECTRICITY
RECORDING DATE: JANUARY 28, 2016
RECORDING NO.: 20160128000866
AFFECTS: PORTION OF SAID PREMISES
(THIS EASEMENT IS BASED ON THE LOCATION OF THE "AS-CONSTRUCTED" FACILITIES LYING WITHIN THE EASEMENT AREA. DEFINED IN SAID DOCUMENT. SAID EASEMENT AREA AND OBSERVABLE SURFACE EVIDENCE OF AS-CONSTRUCTED FACILITIES HAVE BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.)
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUGET SOUND ENERGY, INC.
PURPOSE: TRANSMISSION AND DISTRIBUTION OF GAS AND ELECTRICITY
RECORDING DATE: AUGUST 12, 2016
RECORDING NO.: 20160812001925
AFFECTS: PORTION OF SAID PREMISES
(EASEMENT #2, AS DESCRIBED IN SAID EASEMENT DOCUMENT, HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON. EASEMENTS #1 AND #3, AS DESCRIBED IN SAID EASEMENT DOCUMENT, DO NOT PERTAIN TO THIS ALTA LAND TITLE SURVEY AT THIS TIME)

OPEN SPACE TRACT TABLE*

TRACT	USE**	SIZE (SF)	PARK TYPE	OWNERSHIP	MAINTENANCE	CONSERVATION DEED CATEGORY PER SECTION 2.3
TRACT 900	LA/UT/PA	2,621		T.T.R.O.A.	T.T.R.O.A.	vii
TRACT 901	LA/PA	4,583		T.T.R.O.A.	T.T.R.O.A.	vii
TRACT 902	LA/PA/UT	4,630		T.T.R.O.A.	T.T.R.O.A.	vii
TRACT 903	PK/LA/PA/UT	12,444	POCKET PARK	T.T.R.O.A.	T.T.R.O.A.	v
TRACT 904	LA/UT	1,462		T.T.R.O.A.	T.T.R.O.A.	vii

TOTAL AREA IN OPEN SPACE TRACTS - 25,740 SF/0.59 AC

OPEN SPACE TRACT TABLE NOTES

TOTAL OPEN SPACE AREA = 25,740 SF/0.59 AC.

PERMANENT PUBLIC ACCESS EASEMENTS CONSISTENT WITH SECTION 9.9.3 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT SHALL BE PROVIDED FOR ALL PARKS AND TRAILS ON THE FINAL PLAT.

*OPEN SPACE, AS DEFINED IN SECTION 14 OF THE VILLAGES MPD DEVELOPMENT AGREEMENT IS COMPRISED OF LA (LANDSCAPE); PA (PEDESTRIAN ACCESS); PK (PARK); NL (NATURAL LANDSCAPE) AND SA (SENSITIVE AREA AND BUFFER).

**THESE ARE PROPOSED PRIMARY USES, BUT DOES NOT PRECLUDE UTILITIES AND ACCESS FROM BEING INSTALLED WHERE APPROPRIATE IN COMPLIANCE WITH THE SENSITIVE AREAS ORDINANCE AS FOUND IN EXHIBIT E OF THE VILLAGES MPD DEVELOPMENT AGREEMENT.

LEGEND

<div></div>	OPEN SPACE* TRACT/LOT DESIGNATIONS
<div></div>	LA - LANDSCAPE
<div></div>	PA - PEDESTRIAN ACCESS
<div></div>	PK - PARK
<div></div>	OTHER TRACT DESIGNATIONS
<div></div>	AC - ACCESS
<div></div>	FD - FUTURE DEVELOPMENT
<div></div>	UT - UTILITY
<div></div>	T.T.R.O.A. TEN TRAILS RESIDENTIAL OWNERS ASSOCIATION
<div></div>	SITE CONCRETE TRAIL

OPEN SPACE TABLE

VILLAGE TOWNS	GROSS ACRES	BDUGAA/OPEN SPACE REQUIREMENT	MPD REQUIREMENT (IF APPLICABLE)	REQUIRED OPEN SPACE	OPEN SPACE PREVIOUSLY RECORDED	REQUIRED OPEN SPACE LESS PREVIOUSLY RECORDED PLATS	OPEN SPACE PROVIDED IN THIS PLAT	REMAINING OPEN SPACE REQUIRED
WEST ANNEXATION AREA PARCEL C PARCEL D PARCEL G	54.62 225.99 8.06	63.30	0	63.3	21.59 (PASSIVE) 16.58 (ACTIVE) (PP1A, DIV.1) (PH2, PLAT C, DIV. 1) (PP1A, DIV. 2) (V-13) (PP1A DIVS. 3-5 AND 8) (PH2, PLAT C, DIV. 2) (V-24) (PLAT 2A, DIVS 1-3) (PLAT 2A, DIV 4) (PP1A, DIV. 6) (PLAT 2A, DIVS. 5) (PLAT 2E) (PLAT 2D, DIV.1-2) Phase 1B Plat A (Divs. 1-3, 7-9)	25.13	0.59 (PASSIVE) 0 (ACTIVE)	24.54
PARCEL E	151.15	0	75.58	75.58	95.73 (PASSIVE) 2.29 (ACTIVE) (PH2, PLAT C, DIV. 1) (PH2, PLAT C, DIV. 2) (PLAT 2E) (PLAT 2D, DIV.1-4)	0	0 (PASSIVE) 0 (ACTIVE)	0
PARCEL BDA	395.74	0	197.87	197.87	10.04 (PASSIVE) 0.95 (ACTIVE) (PLAT 2D, DIV.1-4)	186.88	0 (PASSIVE) 0 (ACTIVE)	186.88
TOTAL IN CITY/UGA MPD OPEN SPACE	1,196.40	145	336.4	481.4	127.36 (PASSIVE) 19.82 (ACTIVE)	334.22	0.59 (PASSIVE) 0 (ACTIVE)	333.63

MPD OPEN SPACE TABLE

	OPEN SPACE DEDICATED	PERCENTAGE OF BUILD OUT COMPLETED
OVERALL MPD TO DATE (RECORDED PLATS)	147.18	36%
OVERALL MPD UPON PROJECT APPROVAL OF VILLAGE TOWNS	147.18	36%
WEST ANNEXATION AREA (PARCEL C,D,G) TO DATE (RECORDED PLATS)	38.17	89%
WEST ANNEXATION AREA (PARCEL C,D,G) UPON PROJECT APPROVAL OF VILLAGE TOWNS	38.76	89%
PARCEL E TO DATE (RECORDED PLATS)	98.02	100%
PARCEL E UPON PROJECT APPROVAL OF VILLAGE TOWNS	98.02	100%
PARCEL BDA TO DATE (RECORDED PLATS)	10.99	6%
PARCEL BDA UPON PROJECT APPROVAL OF VILLAGE TOWNS	10.99	6%

TRANSFER OF DEVELOPMENT RIGHTS

PROJECT	ACTUAL UNIT COUNT	BASE DENSITY USED	TDR'S NEEDED
PHASE 1A	700	452	248*
VILLAGE TOWNS	53	0	53
TOTAL	753	452	301

*72 TDRS TRANSFERRED FROM KC PARCEL NO. 1521069088, 14 TDRS TRANSFERRED FROM KC PARCEL NO. 1521069074, 24 TDRS TRANSFERRED FROM KC PARCEL NO. 1321069017, 28 TDRS TRANSFERRED FROM KC PARCEL NO. 2321069001, 34 FROM RAVENSDALE RIDGE (KC PARCEL NOS. 3122079035 ET AL), 45 TDRS TRANSFERRED FROM KC PARCEL NO. 1121069051, AND 31 TDRS TRANSFERRED FROM KC PARCEL NO. 1121069050.

TRACT TABLE

TRACT	USE**	SIZE (SF)	OWNERSHIP	MAINTENANCE
TRACT 900	LA/UT/PA	2,621	T.T.R.O.A.	T.T.R.O.A.
TRACT 901	LA/PA	4,583	T.T.R.O.A.	T.T.R.O.A.
TRACT 902	LA/PA/UT	4,630	T.T.R.O.A.	T.T.R.O.A.
TRACT 903	PK/LA/PA/UT	12,444	T.T.R.O.A.	T.T.R.O.A.
TRACT 904	LA/UT	1,462	T.T.R.O.A.	T.T.R.O.A.
TRACT 905	AC/PA/UT	24,191	T.T.R.O.A.	T.T.R.O.A.

TOTAL AREA IN TRACTS - 49,931 SF/1.15 AC

IN-CITY OPEN SPACE IDENTIFICATION PURSUANT TO CONSERVATION EASEMENT DEED

IN ACCORDANCE WITH RECITAL 2.3 AND PARAGRAPH 4 OF EXHIBIT B OF THE CONSERVATION EASEMENT DEED BY AND BETWEEN BD VILLAGE PARTNERS, LP AND THE CITY OF BLACK DIAMOND RECORDED ON MARCH 23, 2006 UNDER KING COUNTY RECORDING NO. 20060323001818 (THE "CONSERVATION EASEMENT DEED"), CCD BLACK DIAMOND PARTNERS LLC PROPOSES, FOR THE AREA COVERED BY THIS PRELIMINARY PLAT APPLICATION, TO AMEND THE BOUNDARIES OF THE IN-CITY OPEN SPACE, AS DEFINED IN THE CONSERVATION EASEMENT DEED, TO INCLUDE ONLY TRACTS 900-904.

TRACT 903 IS LANDSCAPED AREA CONSISTING OF 12,444 SQUARE FEET. SAID TRACTS PRESERVE AND PROTECTS THE CONSERVATION VALUES, AS DEFINED IN THE CONSERVATION EASEMENT DEED, IDENTIFIED IN RECITAL 2.3 BY ENHANCING RECREATION OPPORTUNITIES (RECITAL 2.3(V)).

TRACTS 900-902 AND 904 ARE LANDSCAPED AREAS CONSISTING OF 13,295 SQUARE FEET. SAID TRACTS PRESERVE AND PROTECTS THE CONSERVATION VALUES, AS DEFINED IN THE CONSERVATION EASEMENT DEED, IDENTIFIED IN RECITAL 2.3 BY PRESERVING VISUAL QUALITY ALONG HIGHWAY, ROAD, AND STREET CORRIDORS OR SCENIC VISTAS (RECITAL 2.3(VII)).



REVIEWED BY:	DATE:	BY:	OK
DATE REVISION	1	4/2/24	REVS 1ST CITY COMMENTS

PRELIMINARY

CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

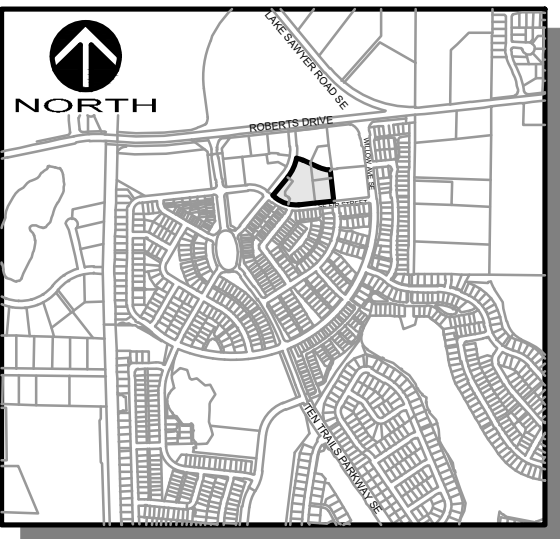
FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.

OAKPCBDP6001

SHEET NO.

CV3



KEY MAP
NOT TO SCALE



DAVID EVANS
AND ASSOCIATES INC.
20300 Woodinville Snohomish Rd NE
Woodinville Washington 98072
Phone: 425.415.2000

PRELIMINARY PLAT
PRELIMINARY PLAT PLAN

TEN TRAILS
VILLAGE TOWNS

WASHINGTON

CITY OF BLACK DIAMOND,

REVIEWED BY: DATE: BY: CK

DATE REVISION
NO. 1 4/2/24 REVS 1ST CITY COMMENTS

PRELIMINARY

CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

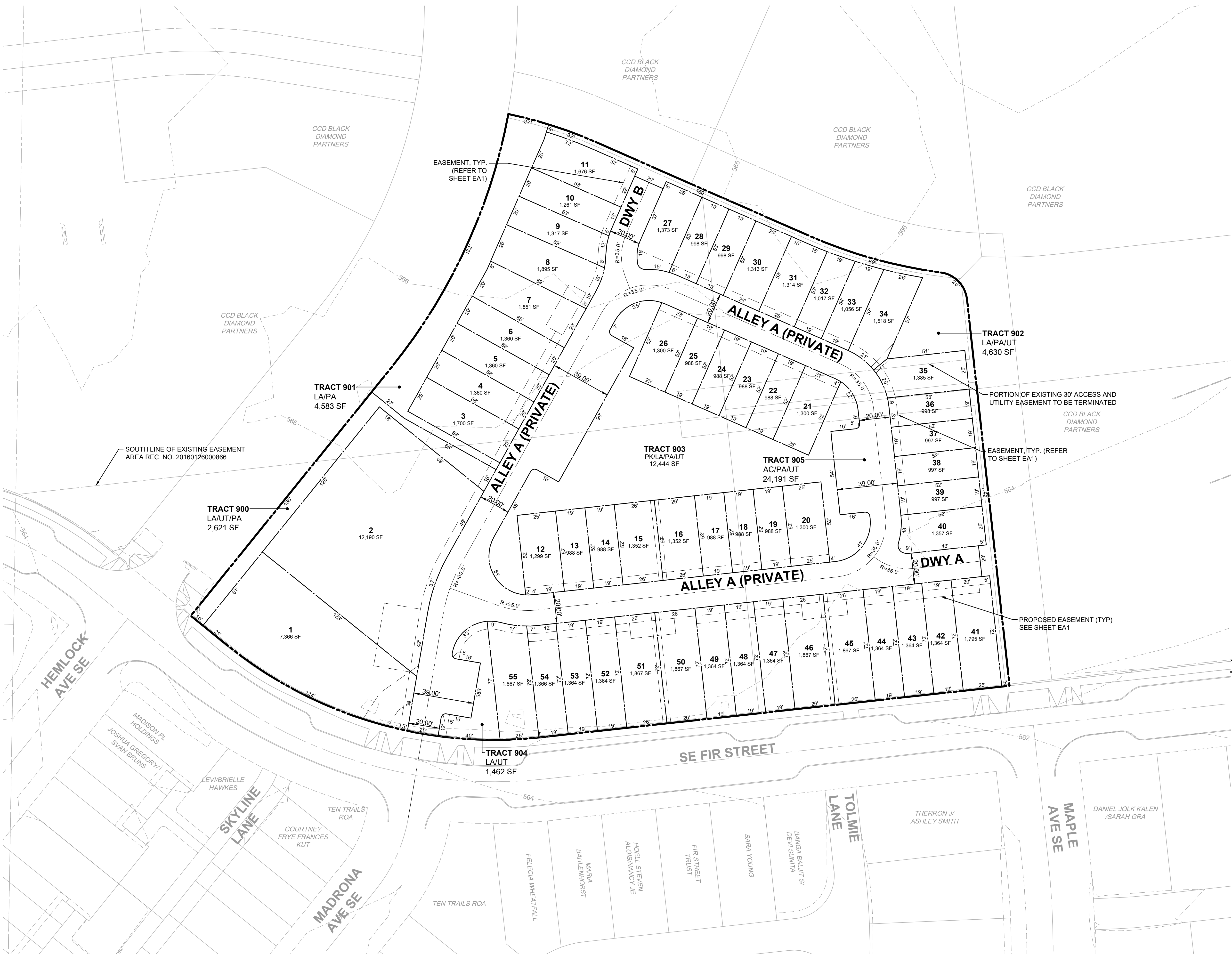
FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.

OAKPCBDP6001

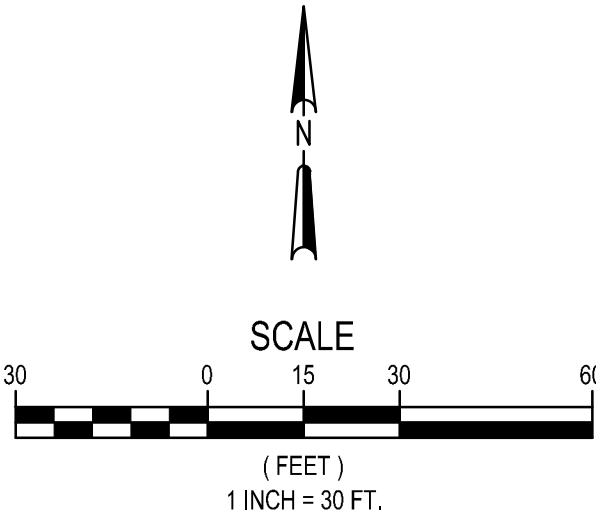
SHEET NO.

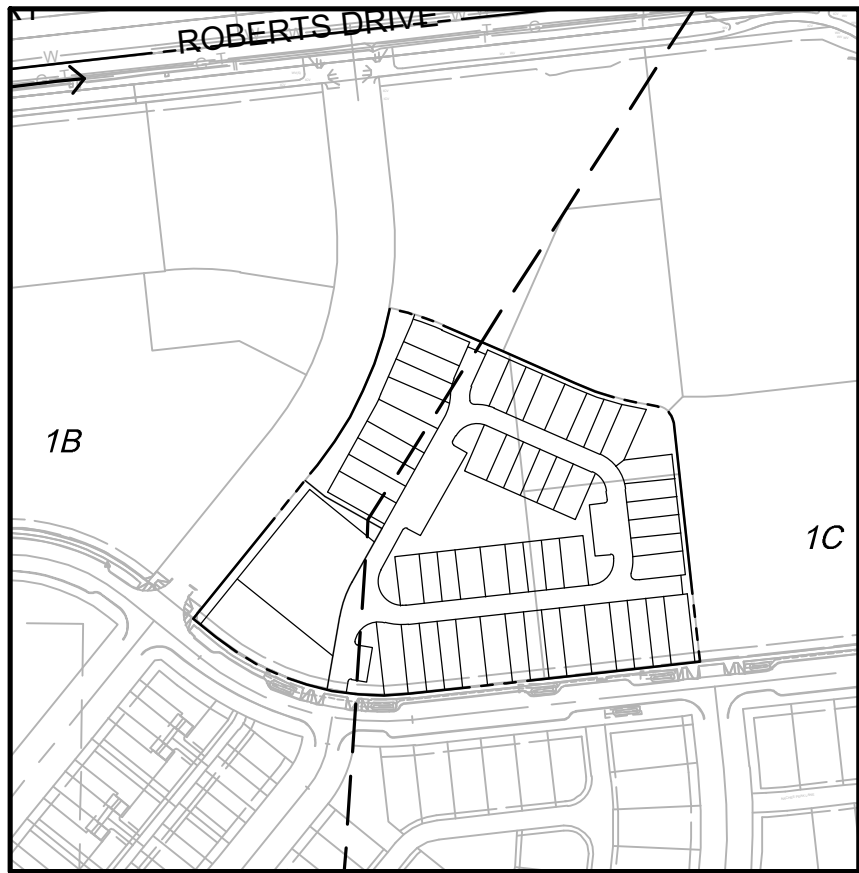
PP1



TRACT DESIGNATION LEGEND

AC - ACCESS
LA - LANDSCAPE
PA - PEDESTRIAN ACCESS
PK - PARK
UT - UTILITY





STORMWATER MANAGEMENT ZONES

1B HORSESHOE LAKE GROUNDWATER TRIBUTARY AREA - RUNOFF FROM PGIS OF COMM. AND MULTIFAMILY DEVELOPMENTS WITHIN ZONE 1B REQUIRES BASIC TREATMENT PRIOR TO INFILTRATION IN ACCORDANCE WITH VOLUME V, CHAPTER 3.4 OF THE 2005 DOE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON

1C AREA NOT TRIBUTARY TO HORSESHOE LAKE OR ROCK CREEK/LAKE SAWYER.



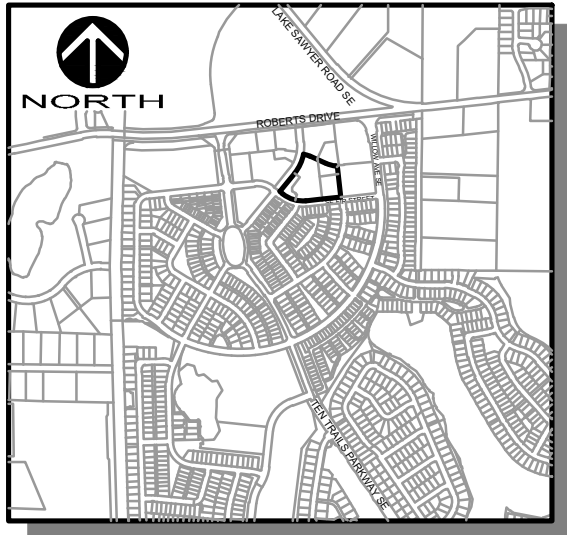
CAPACITY REQUIREMENTS



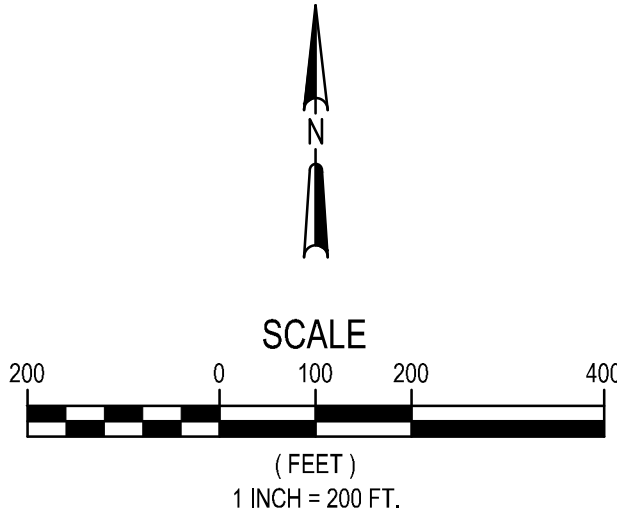
EMERGENCY OVERFLOW ROUTES



NO CRITICAL AREAS

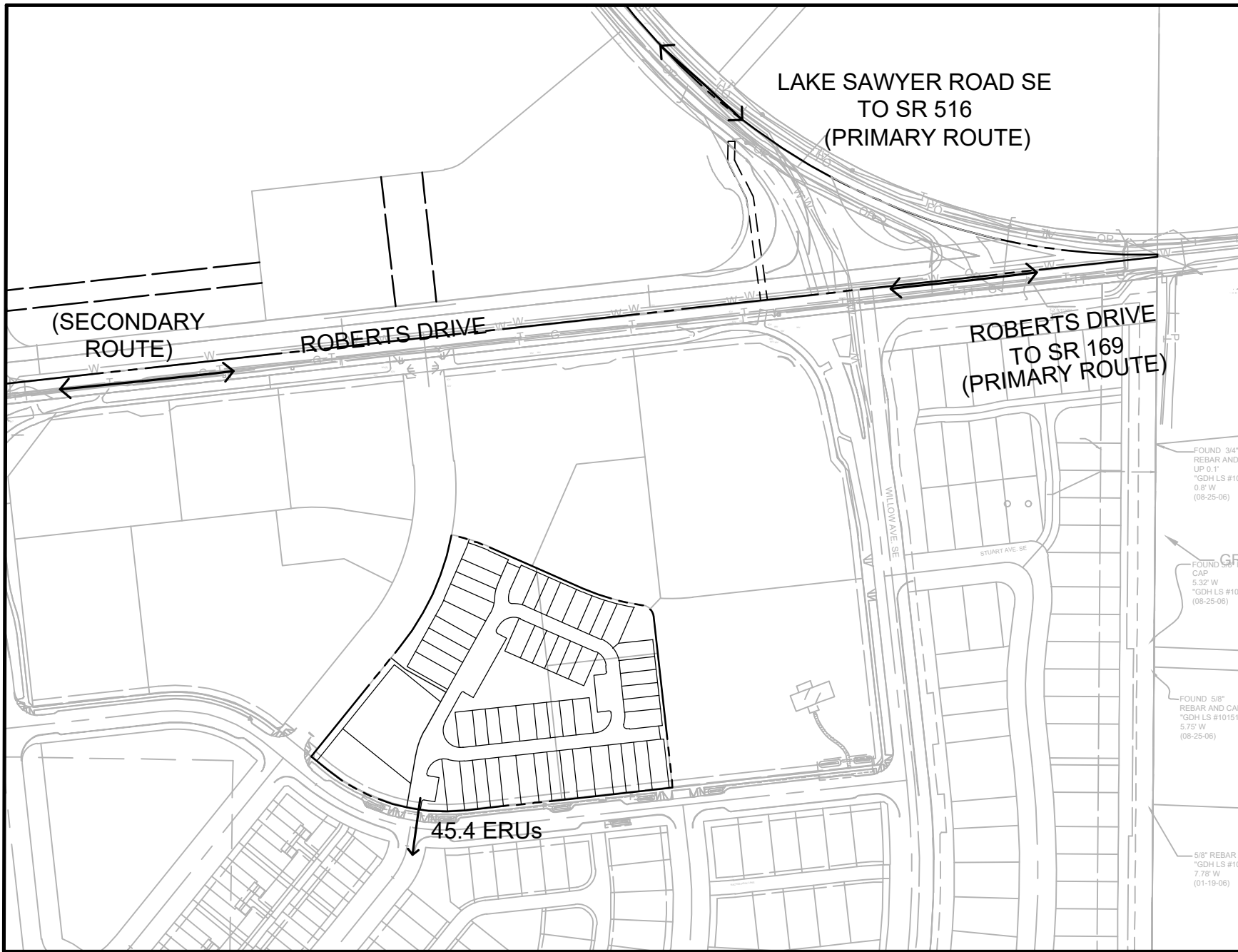


KEY MAP
NOT TO SCALE



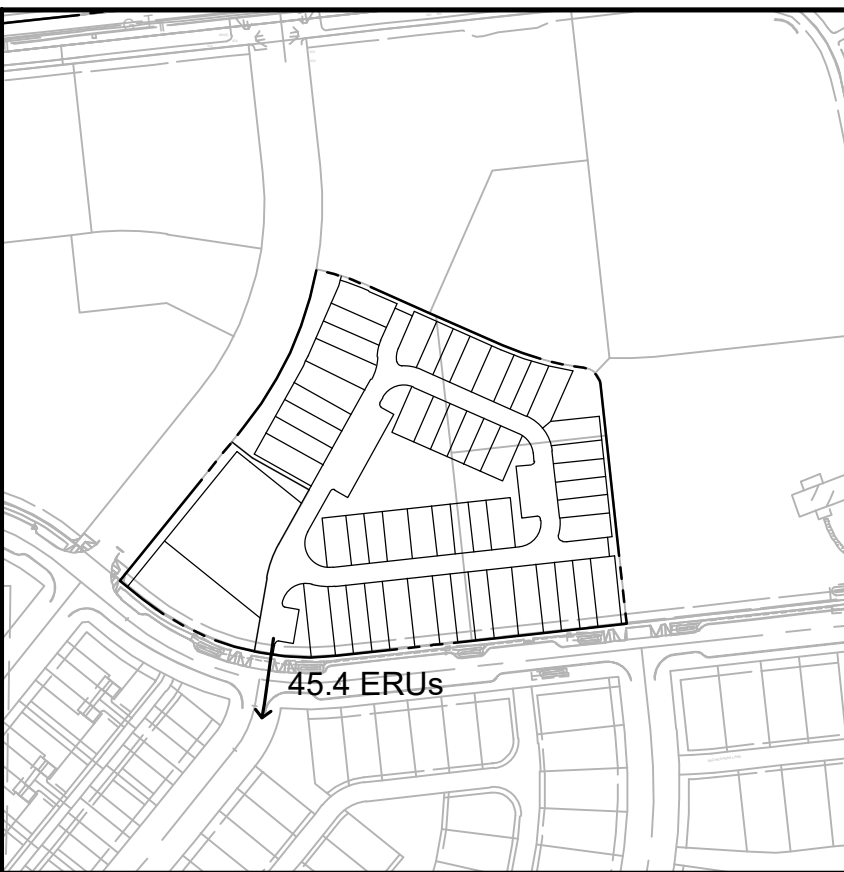
STORM AVAILABILITY

CRITICAL AREAS



- NOTES:
1. 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, SE GREEN VALLEY ROAD SHALL NOT BE USED AS A CONSTRUCTION HAUL ROUTE BY CONTRACTORS OR ITS AGENTS."
 2. CONSTRUCTION TRAFFIC CONTROL DESIGN WILL BE PROVIDED AS PART OF FINAL ENGINEERING PLANS FOR REVIEW AND APPROVAL BY THE CITY OF BLACK DIAMOND.

PRELIMINARY
HAUL ROUTE PLAN



SEWER CAPACITY REQUIREMENTS

WASTEWATER FLOW THIS PROJECT:
AVERAGE WET DAY FLOW: 175 GPD/ERU x 45.4 ERU = 7,945 GPD
TOTAL PEAK FLOW FOR PROJECT: 7,945 GPD (0.09 CFS)

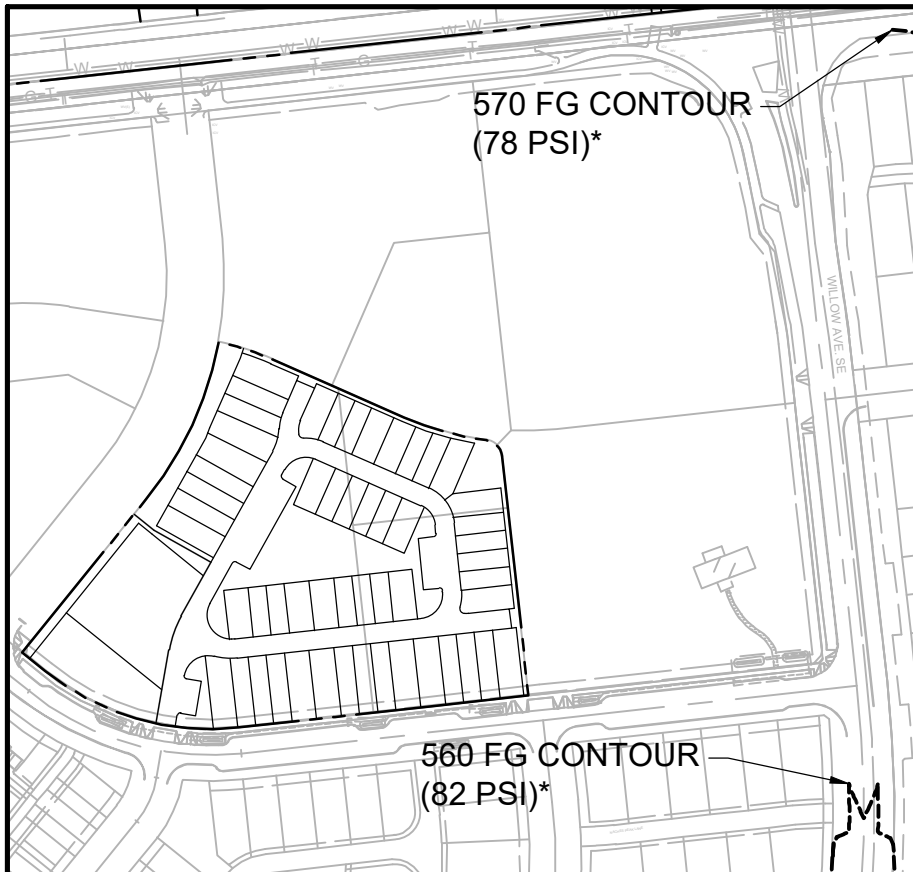


SEWER CONVEYANCE PIPE ROUTES
→ GRAVITY



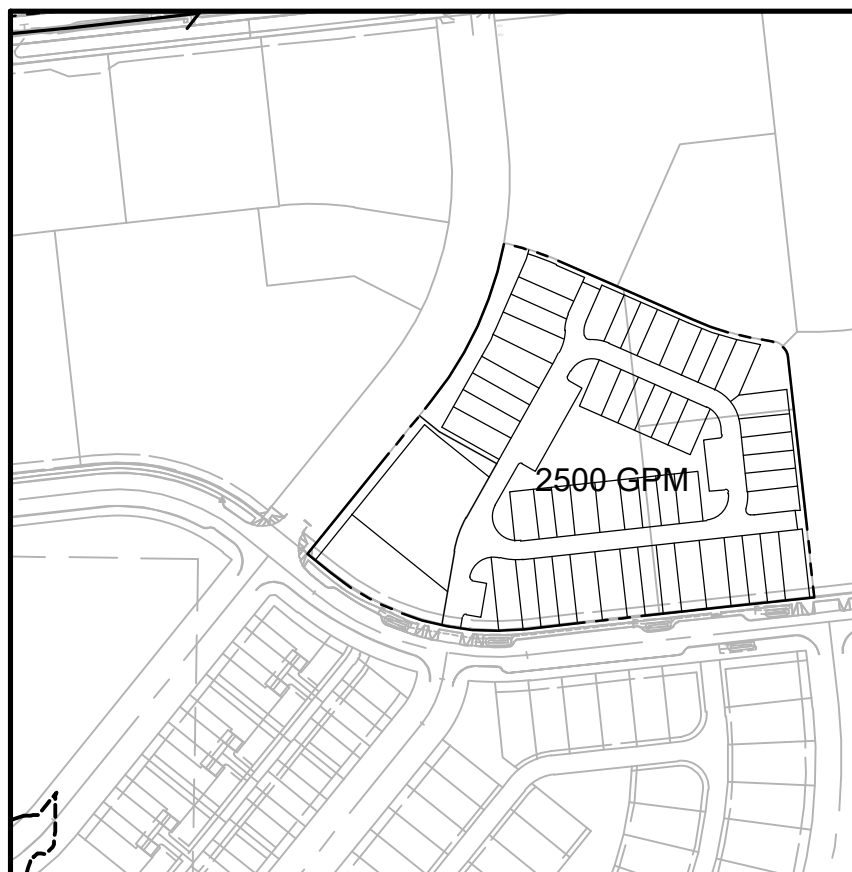
WATER CAPACITY REQUIREMENTS

WATER DEMAND THIS PROJECT:
AVERAGE DAILY DEMAND (ADD) = 187 GPD/ERU x 45.4 ERU = 8,490 GPD
MAXIMUM DAILY DEMAND (MDD) = 2.5(ADD) = 21,225 GPD



PRESSURE REQUIREMENTS

()' APPROXIMATE STATIC WATER
PRESSURE BASED ON 750 PRESSURE ZONE



FIREFLOW REQUIREMENTS

2500 GPM IS THE FIRE FLOW REQUIREMENT FOR MASTER PLANNED DEVELOPMENT OVERLAY PER BDECDS 6.1.05.4. THIS FIRE FLOW REQUIREMENT BY ZONING IS TO COVER ALLOWED USES WITHIN THE ZONING. BASED ON DISCUSSIONS WITH MORT STAFF THE FIRE FLOW REQUIREMENT WILL BE REDUCED TO 1500 GPM FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT WHEN PROPOSED LAND USE IS CONFIRMED. FIRE FLOW REQUIREMENTS FOR MULTIFAMILY AREA TO BE CONFIRMED BY FIRE MARSHAL.

UTILITY ERU CALCULATION

ASSUMPTIONS:
1 SFR = 1 ERU
1 MF = 0.67 ERU
COMM/OFFICE/RETAIL 1,200 SQ. FT = 1 ERU

53 MF (0.67 ERU) + 11,834 SQ. FT (1 ERU/1,200 SQ. FT) = 45.37 ERU

SEWER AVAILABILITY

SEWER AVAILABILITY IS PROVIDED IN SECTION 7.3.1 OF THE VILLAGES MASTER PLANNED DEVELOPMENT DEVELOPMENT AGREEMENT (DEVELOPMENT AGREEMENT). THE DEVELOPMENT AGREEMENT NOTES THAT ANY IMPLEMENTING PROJECT APPLICATION PROCESS THAT CALLS FOR A CERTIFICATE OF SEWER AVAILABILITY SHALL BE SATISFIED BY REFERENCE TO THE AGREEMENT.

WATER AVAILABILITY

WATER AVAILABILITY IS PROVIDED IN SECTION 7.2.1 OF THE VILLAGES MASTER PLANNED DEVELOPMENT DEVELOPMENT AGREEMENT (DEVELOPMENT AGREEMENT). THE DEVELOPMENT AGREEMENT NOTES THAT ANY IMPLEMENTING PROJECT APPLICATION PROCESS THAT CALLS FOR A CERTIFICATE OF WATER AVAILABILITY SHALL BE SATISFIED BY REFERENCE TO THE AGREEMENT.



DAVID EVANS
AND ASSOCIATES INC.
20300 Woodinville Snohomish Rd NE
Woodinville Washington 98072
Phone: 425.415.2000

PRELIMINARY PLAT
UTILITY AVAILABILITY

TEN TRAILS
VILLAGE TOWNS

CITY OF BLACK DIAMOND,

DATE: BY: CK

REVIEWED BY: NO. DATE REVISION
1 4/2/24 REVS 1ST CITY COMMENTS

PRELIMINARY

CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

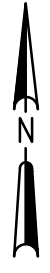
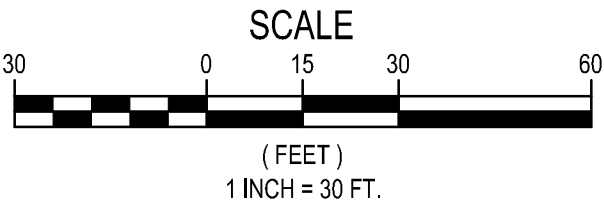
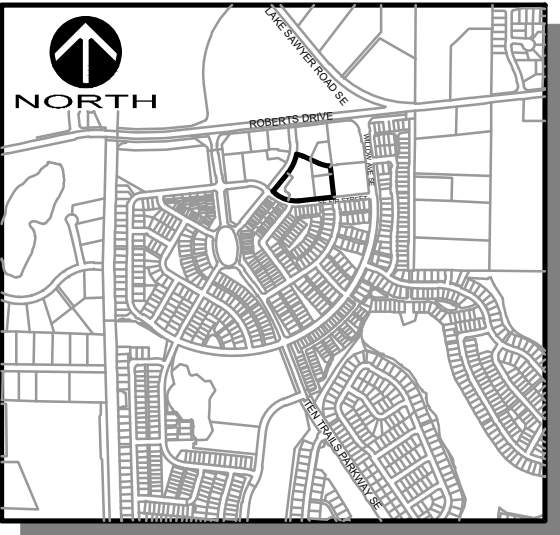
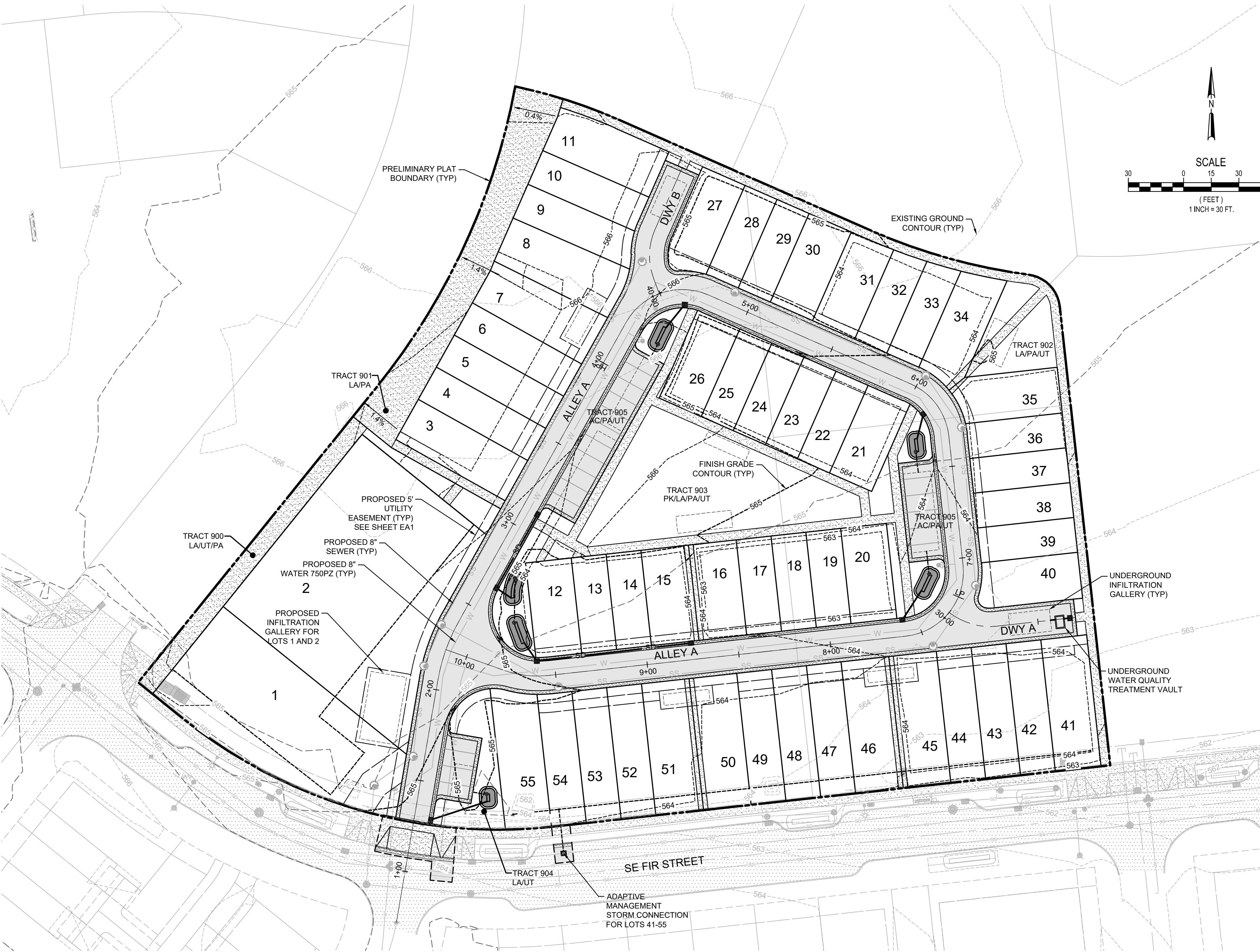
FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.
OAKPCBDP6001

SHEET NO.

UA1

PORTION OF THE NW 1/4 SECTION 15, TWN 21 N., RGE 6 E., W.M.



LEGEND			
ROAD, UTILITIES AND SITE			
	BOUNDARY		CURB RAMP
	LOT LINE		CURB RAMP (FLARED)
	2' WIDE CONC BAND		CATCH BASIN, TYPE I
	2' WIDE CONC BAND W/ GUTTER		CATCH BASIN, TYPE II
	CENTER LINE		OVERFLOW STRUCTURE
	EASEMENT		PIPE FLOW
	5' PROPOSED CONTOURS		INTAKE OR OUTFALL
	1' PROPOSED CONTOURS		SEWER MANHOLE
	SD - STORM DRAIN PIPE		PIPE FLOW
	SS - SEWER MAIN		FIRE HYDRANT
	W - WATER MAIN		PROPOSED INFILTRATION GALLERY
			PROPOSED BIO-RETENTION CELL
	EXISTING ASPHALT PAVEMENT		PROPOSED ASPHALT PAVEMENT
	EXISTING SIDEWALK		PROPOSED SIDEWALK
			PROPOSED CONCRETE DRIVEWAY

TRACT DESIGNATION LEGEND

AC - ACCESS
LA - LANDSCAPE
PA - PEDESTRIAN ACCESS
PK - PARK
UT - UTILITY

NOTES:
ALL ROAD SECTIONS TO BE PER THE TEN TRAIL (F.K.A. VILLAGES) MPD DEVELOPMENT AGREEMENT.
THE UTILITY LINE TYPES AND LOCATIONS SHOULD BE CONSIDERED SCHEMATIC AND ARE REPRESENTATIVE OF THE GENERAL PRESENCE OF THE UTILITY ONLY. THE LOCATION AND CONFIGURATION OF UTILITY PIPES IS NOT APPROVED IN THIS APPLICATION.

SEE SHEET RD1 FOR PROPOSED ROAD SECTIONS



DAVID EVANS AND ASSOCIATES INC.
20300 Woodinville Snohomish Rd NE
Woodinville Washington 98072
Phone: 425.415.2000

PRELIMINARY PLAT
ROAD STORM DRAINAGE AND GRADING PLAN

TEN TRAILS
VILLAGE TOWNS

WASHINGTON

CITY OF BLACK DIAMOND,

REVIEWED BY: DATE: BY: CK

DATE REVISION NO. 1 4/2/24 REVS 1ST CITY COMMENTS

PRELIMINARY

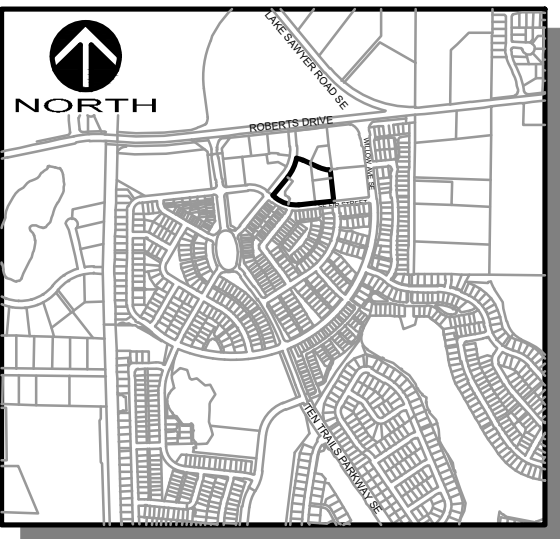
CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

FIRST SUBMITTAL DATE: 1/30/24

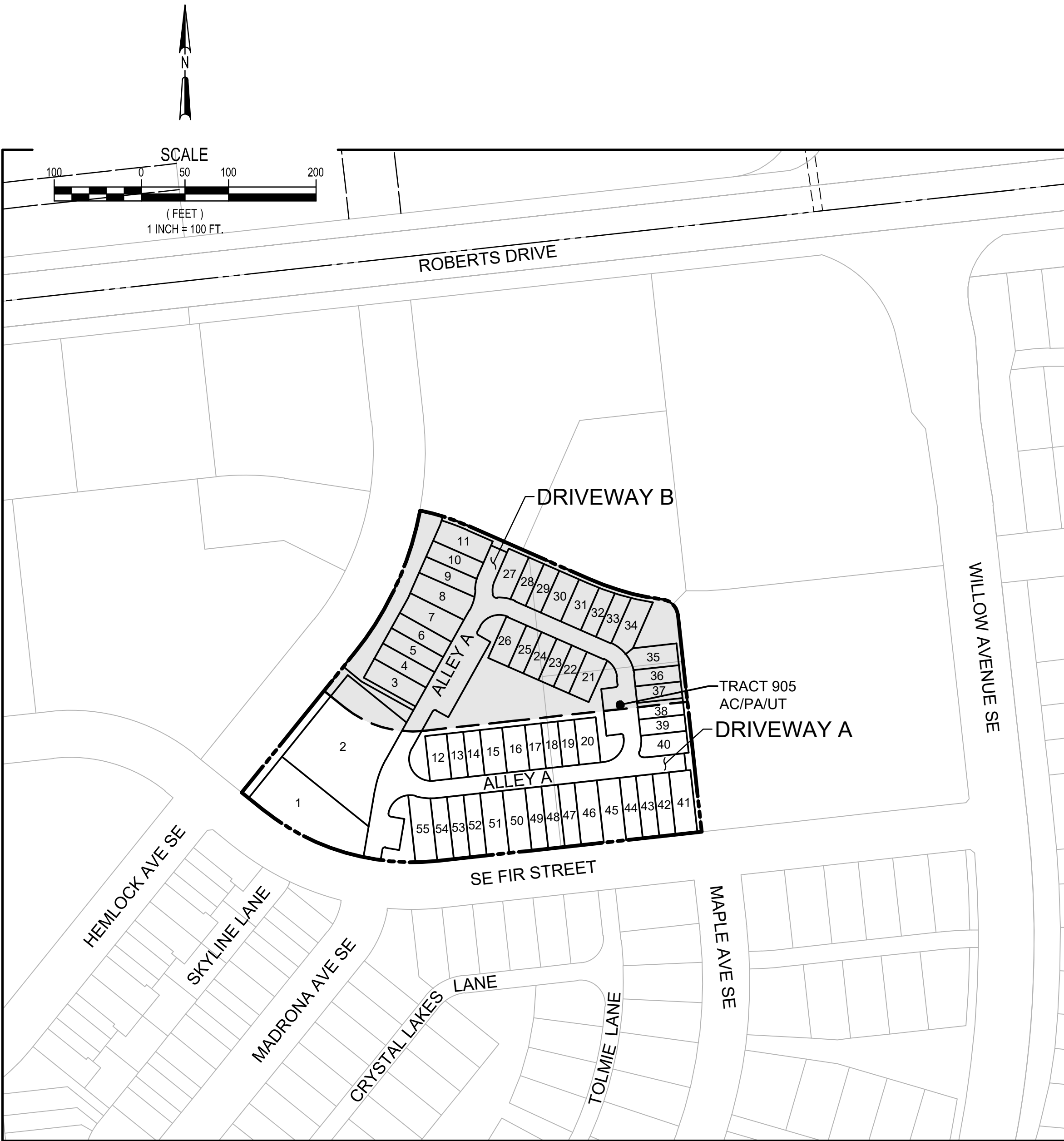
PROJECT NO.
OAKPCBDP6001

SHEET NO.

RS1

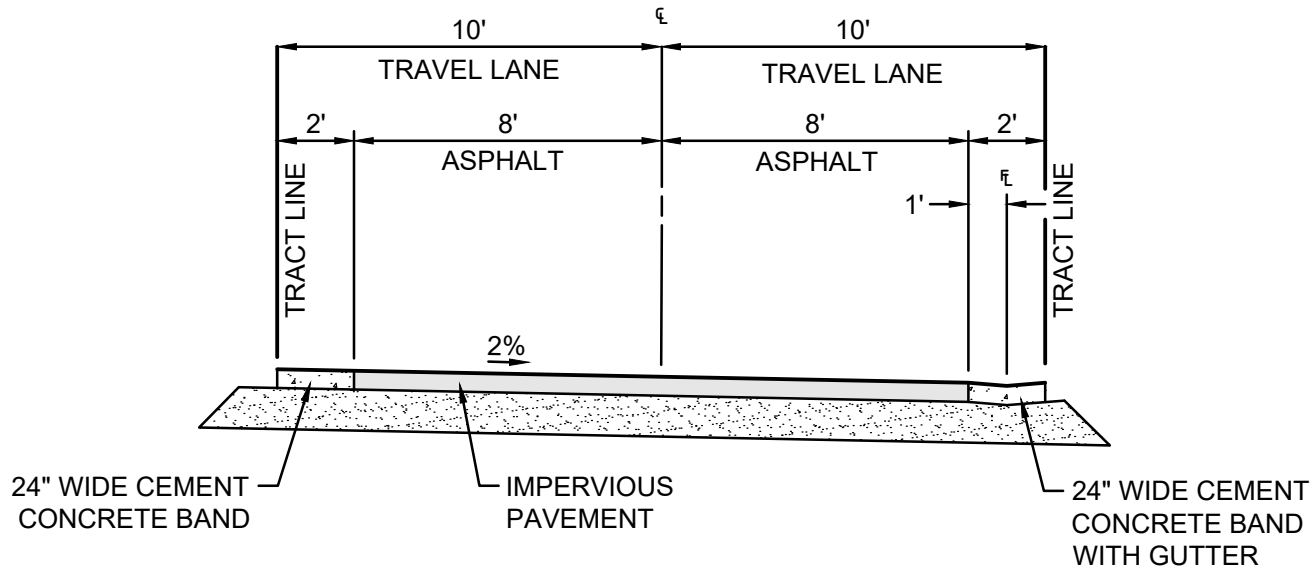


KEY MAP
NOT TO SCALE

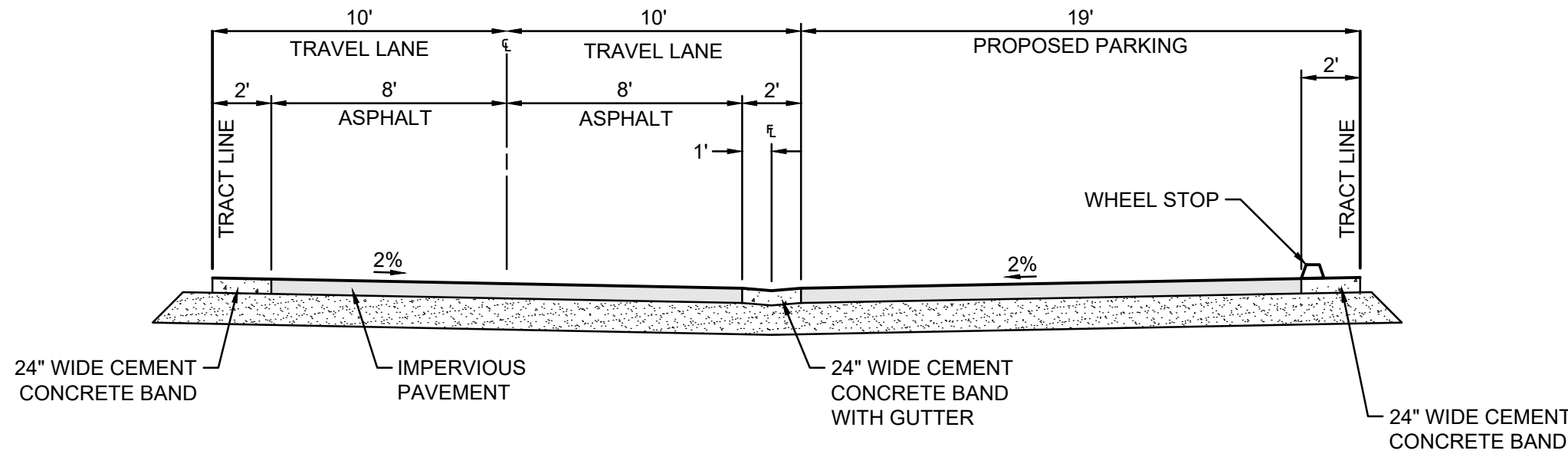


ACCESS EXHIBIT

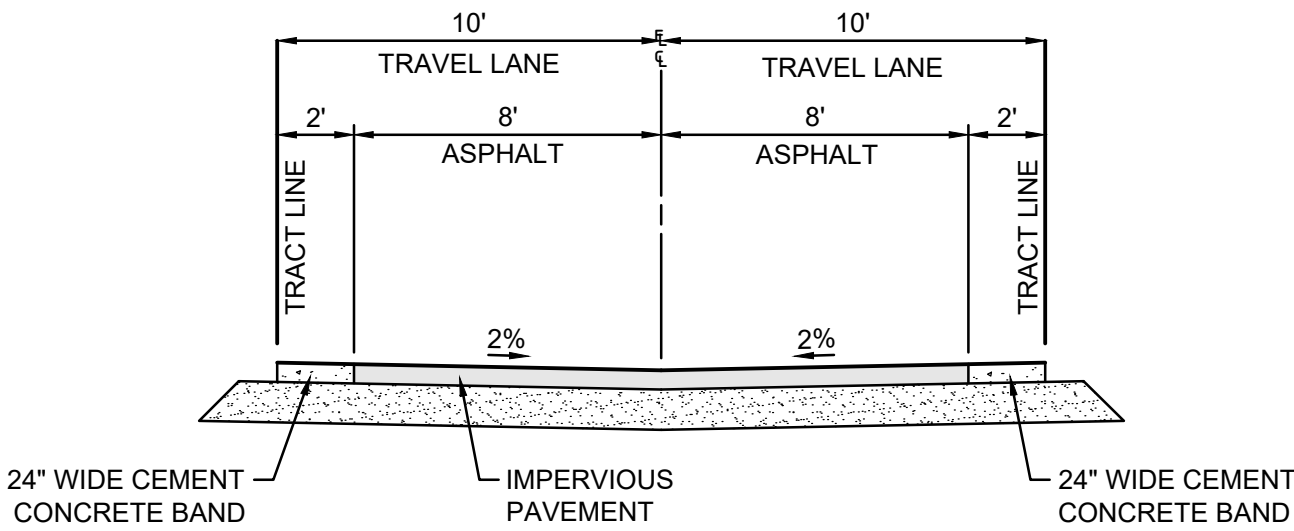
SHADED AREAS INDICATE AREAS THAT ARE MORE THAN 150' FROM A PUBLIC STREET



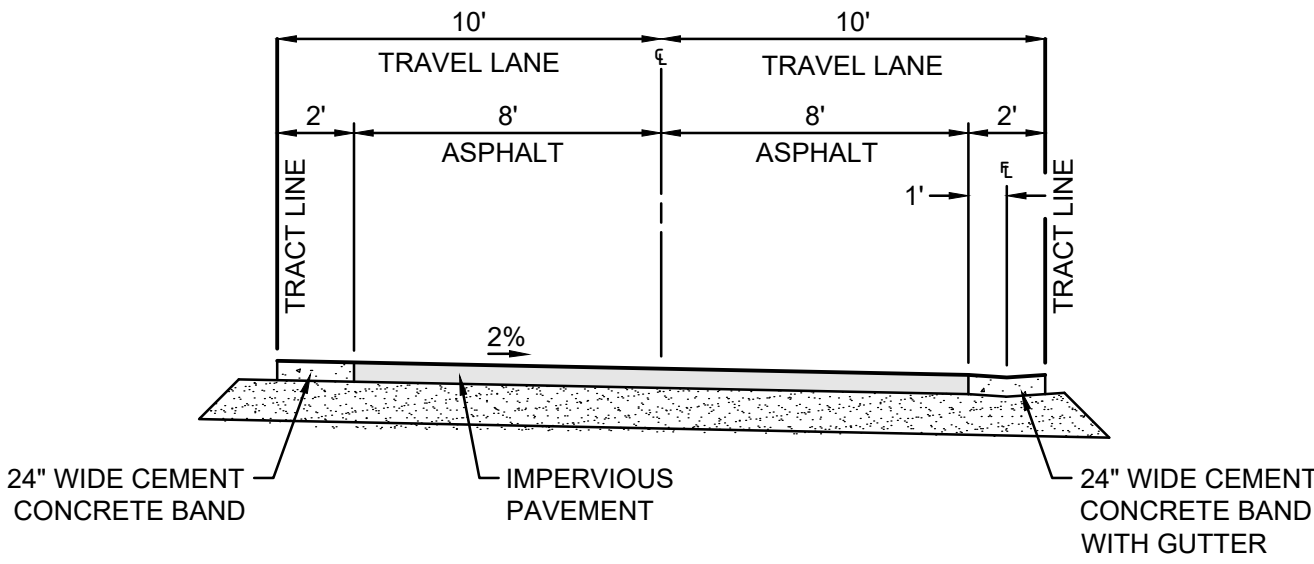
ALLEY A
(TRACT 905)
(WITHOUT PARKING)



ALLEY A
(TRACT 905)
(WITH PARKING)



DRIVEWAY A
(TRACT 905)



DRIVEWAY B
(TRACT 905)



DAVID EVANS
AND ASSOCIATES INC.
20300 Woodinville Snohomish Rd NE
Woodinville Washington 98072
Phone: 425.415.2000

PRELIMINARY PLAT
ROAD SECTION AND ACCESS EXHIBIT

TEN TRAILS
VILLAGE TOWNS

CITY OF BLACK DIAMOND,

WASHINGTON

REVIEWED BY:	DATE:	BY:	OK
DATE REVISION	NO.	4/2/24	REVS 1ST CITY COMMENTS
1			

PRELIMINARY

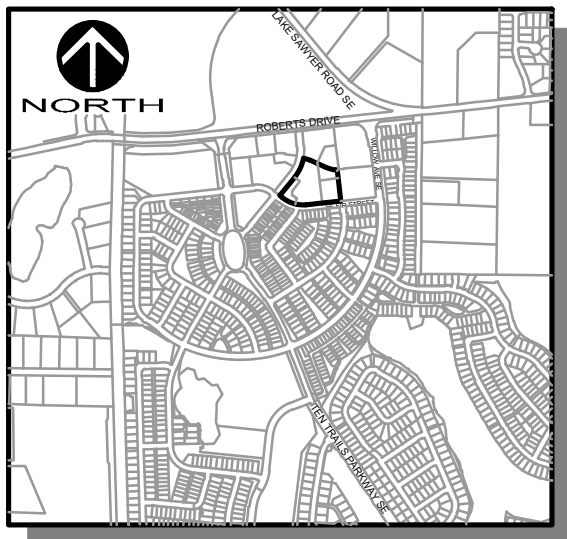
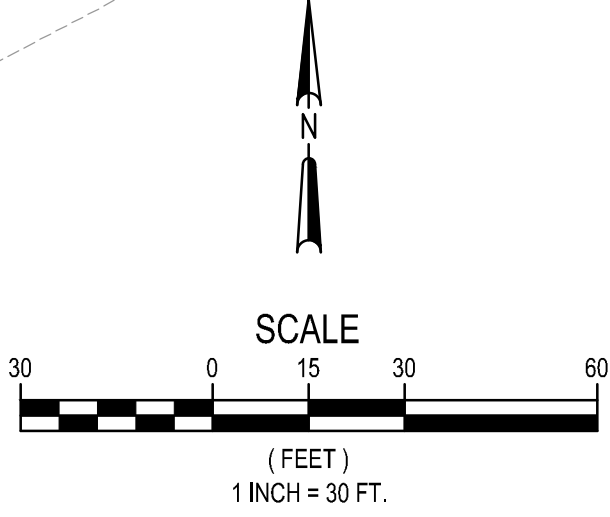
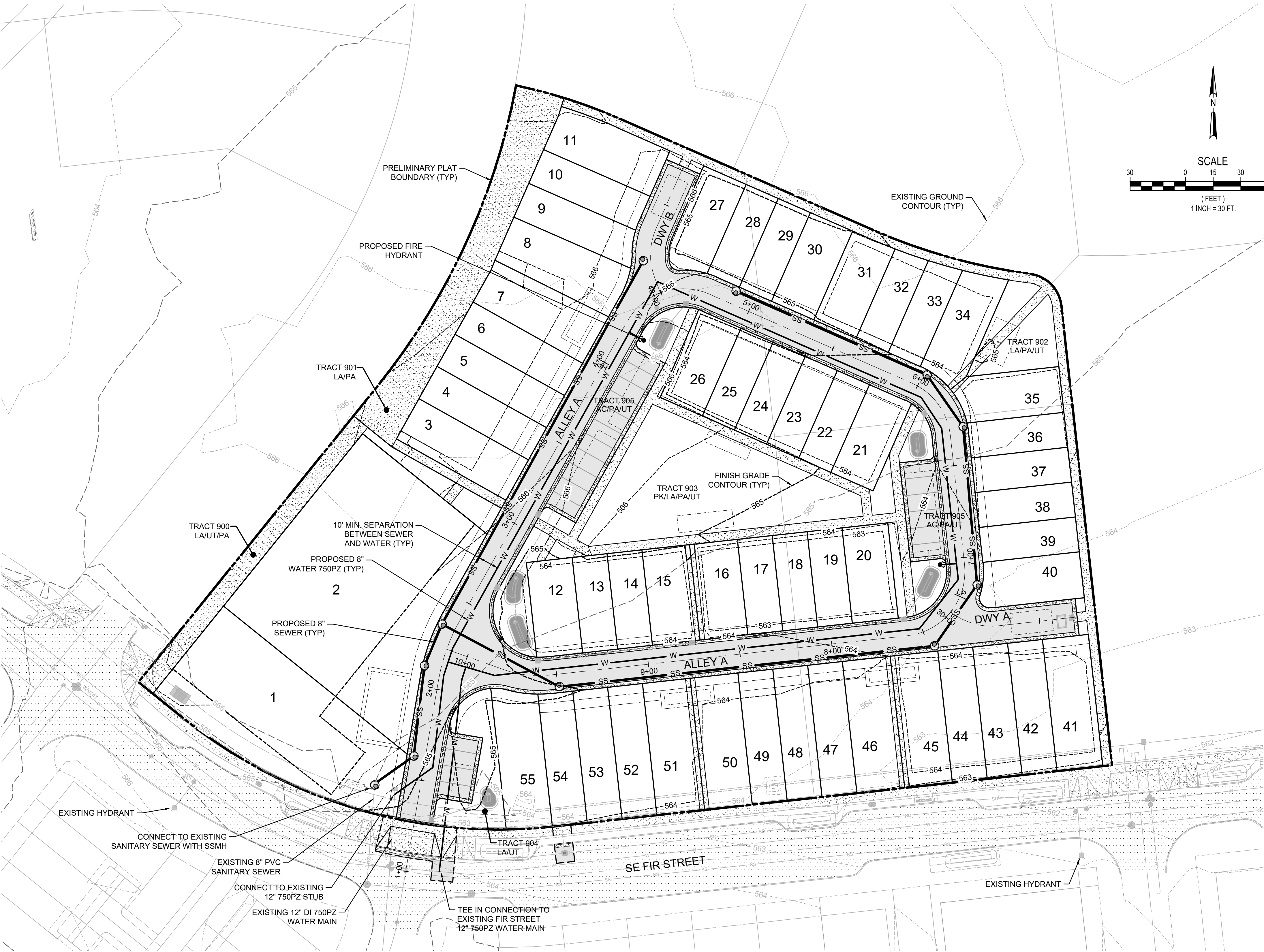
CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.
OAKPCBDP6001

SHEET NO.

RD1



OAKPOINTE
COMMUNITIES

**DAVID EVANS
AND ASSOCIATES INC.**
20300 Woodinville Snohomish Rd NE
Woodinville Washington 98072
Phone: 425.415.2000

PRELIMINARY PLAT
SANITARY SEWER AND WATER PLAN

TEN TRAILS
VILLAGE TOWNS

CITY OF BLACK DIAMOND,

REVIEWED BY:	DATE:	BY:
NO. 1	DATE 4/2/24	REVS 1ST CITY COMMENTS

PRELIMINARY

CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.
OAKPCBDP6001

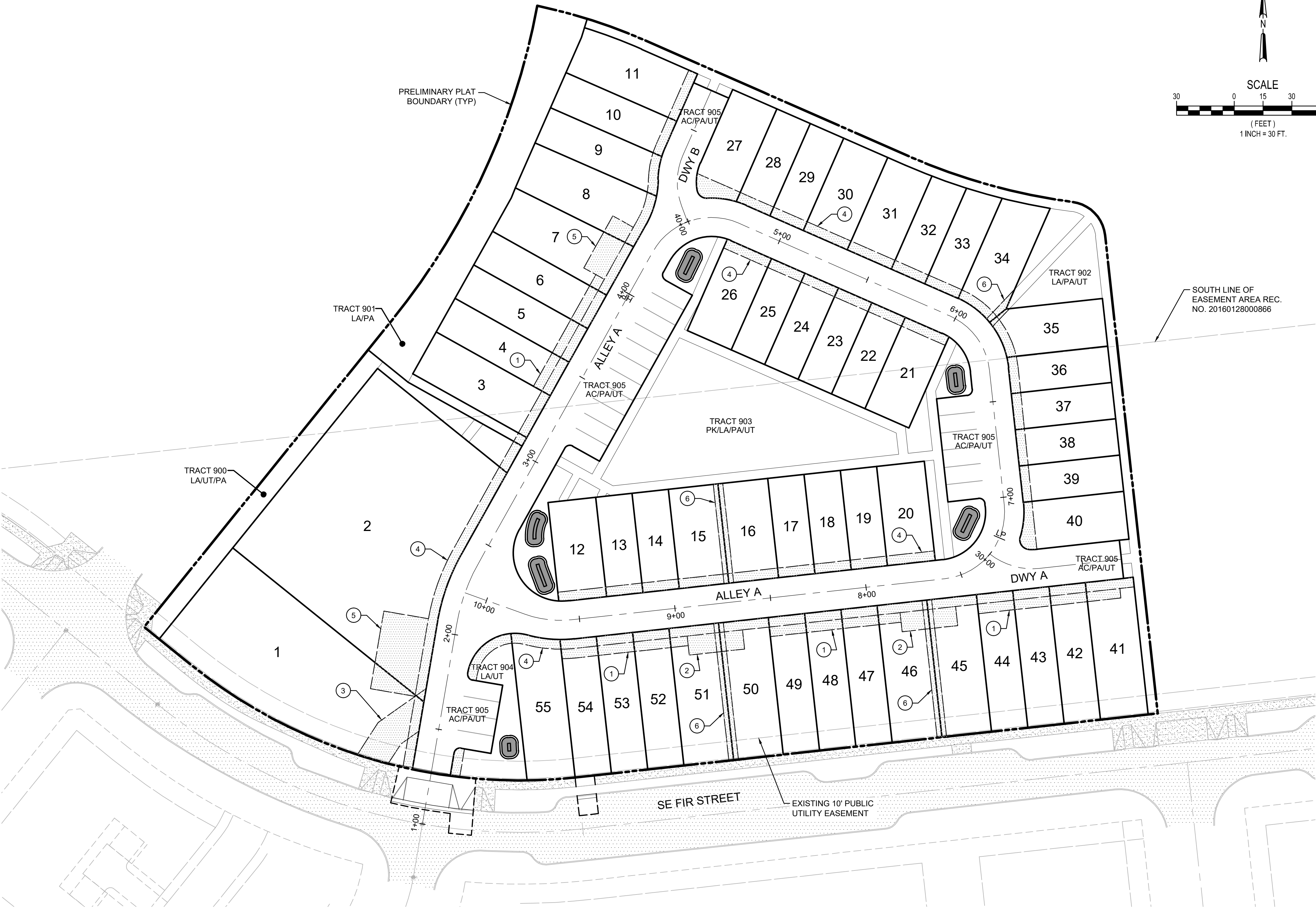
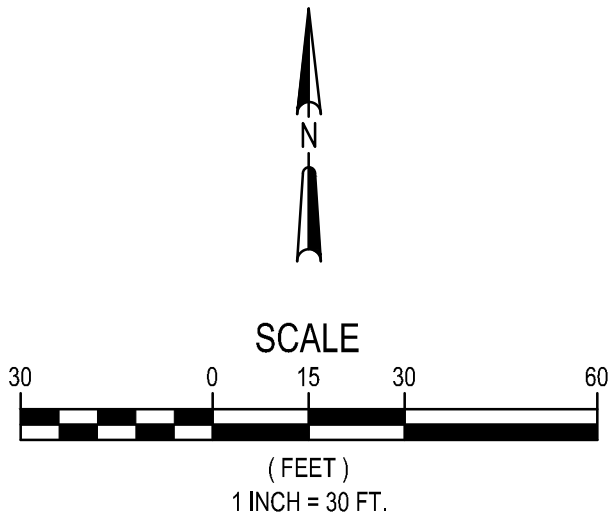
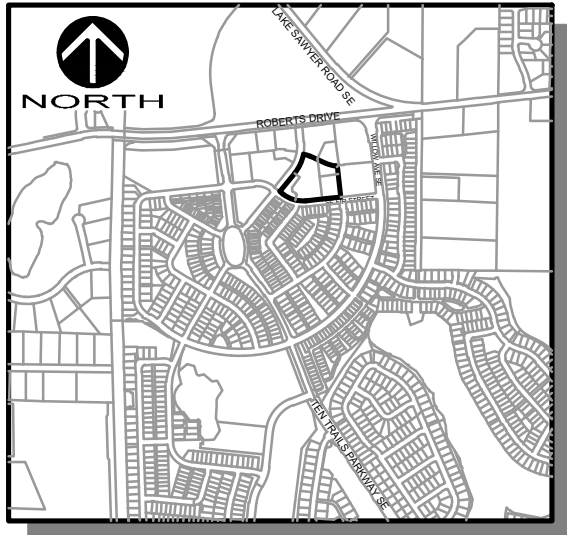
SHEET NO.
SW1

LEGEND			
ROAD, UTILITIES AND SITE			
	BOUNDARY		CURB RAMP
	LOT LINE		CURB RAMP (FLARED)
	2' WIDE CONC BAND		CATCH BASIN, TYPE I
	2' WIDE CONC BAND W/ GUTTER		CATCH BASIN, TYPE II
	CENTER LINE		OVERFLOW STRUCTURE
	EASEMENT		PIPE FLOW
	5' PROPOSED CONTOURS		INTAKE OR OUTFALL
	1' PROPOSED CONTOURS		SEWER MANHOLE
	SD - STORM DRAIN PIPE		PIPE FLOW
	SS - SEWER MAIN		FIRE HYDRANT WITH BOLLARDS
	W - WATER MAIN		
	EXISTING ASPHALT PAVEMENT		PROPOSED ASPHALT PAVEMENT
	EXISTING SIDEWALK		PROPOSED SIDEWALK
	PROPOSED CONCRETE DRIVEWAY		

TRACT DESIGNATION LEGEND

AC - ACCESS
LA - LANDSCAPE
PA - PEDESTRIAN ACCESS
PK - PARK
UT - UTILITY

NOTES:
ALL ROAD SECTIONS TO BE PER THE TEN TRAIL (F.K.A. VILLAGES) MPD DEVELOPMENT AGREEMENT.
THE UTILITY LINE TYPES AND LOCATIONS SHOULD BE CONSIDERED SCHEMATIC AND ARE REPRESENTATIVE OF THE GENERAL PRESENCE OF THE UTILITY ONLY. THE LOCATION AND CONFIGURATION OF UTILITY PIPES IS NOT APPROVED IN THIS APPLICATION.



LEGEND	
ROAD, UTILITIES AND SITE	
--- BOUNDARY	▣ CURB RAMP
--- RIGHT-OF-WAY	▤ CURB RAMP (FLARED)
--- LOT LINE	■ CATCH BASIN, TYPE I
--- GUTTER, FLOW, & CURB LINE	● CATCH BASIN, TYPE II
--- CENTER LINE	○ OVERFLOW STRUCTURE
--- EASEMENT	▸ PIPE FLOW
--- BUILDING SETBACK LINE (BSBL)	▸ INTAKE OR OUTFALL
--- EDGE OF WETLAND	● SEWER MANHOLE
--- BUFFER LINE	▸ PIPE FLOW
--- GUARDRAIL	● FIRE HYDRANT
--- 5' PROPOSED CONTOURS	▣ PROPOSED GRAVEL
--- 1' PROPOSED CONTOURS	▣ PROPOSED ASPHALT PAVEMENT
--- RETAINING WALL	▣ PROPOSED SIDEWALK
--- ROCKERY	▣ PROPOSED CONCRETE
--- DITCH FLOWLINE	
--- SD - STORM DRAIN PIPE	
--- SS - SEWER MAIN	
--- SEWER FORCE MAIN	
--- W - WATER MAIN	
--- SOFT SURFACE TRAIL PATH	

EASEMENT TABLE	
#	DESCRIPTION
1	5' PRIVATE DRAINAGE EASEMENT
2	10' PRIVATE DRAINAGE EASEMENT
3	15' PUBLIC SANITARY SEWER EASEMENT
4	5' UTILITY EASEMENT
5	PRIVATE DRAINAGE EASEMENT
6	5' PEDESTRIAN ACCESS EASEMENT

TRACT DESIGNATION LEGEND

AC - ACCESS
LA - LANDSCAPE
PA - PEDESTRIAN ACCESS
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THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009

EXHIBIT 2

TITLE: Public Comments Received during Notice of Application Period

PREPARED BY: Four (4) Public Commenters

DATE: Various Dates

Re: Personal information displayed

Alex Campbell <acampbell@blackdiamondwa.gov>

Fri 3/8/2024 1:52 PM

To: Sarah Jolk <sjolk@empowermearts.com>

Cc: Kalen Jolk <kalenjolk@gmail.com>; Andy Williamson <awilliamson@blackdiamondwa.gov>; Mona Davis <mdavis@blackdiamondwa.gov>

Hello Sarah -

I would like to apologize, I prepared the Notice of Application that included the site plan image that displayed adjacent property ownership information. The short of it is that typically I ensure that property ownership information is removed from public notices, however I missed on this one. The preliminary plat application requires that adjacent ownership information is provided on the plat drawings, however I should have redacted that for public noticing. I can assure you that we have had internal conversations to ensure this will not occur in the future.

With regards to the preliminary plat application, this site (Development Parcel V12) is designated as Mixed Use and has approved residential uses and commercial uses in the MPD Permit and the Development Agreement. The proposed townhomes are a permitted use on this property based on the designation as Mixed Use. Under the Mixed Use development standards, standalone residential uses are a permitted use as long as it is a component of a development proposal that also includes commercial uses. Lots 1 and 2 of the preliminary plat application are identified for commercial uses, with the remainder of the site proposed as attached residential development. The proposed development intensity/density will have to comply with the approved residential densities for the site based on the approved MPD Permit and Development Agreement. The proposed development will also have to comply with the development standards (e.g. property setbacks, building heights, etc.) and the design guidelines established in the Development Agreement.

If you would like to take a look at the application file for this project, I would be happy to route that over to you. I am also happy to answer any questions that you may have on the proposal. Regarding submitting comments on the application, I have added this email to the project file and added you as a Party of Record on the application. This ensures that you will be notified of any future Decision on the application. You are also welcome to file additional comments on the proposal through the comment period. You will also have additional opportunities to comment on this proposal in association with the City's SEPA Environmental Review of the proposal. Once the City issues a determination on the environmental review, we will issue public notice and a 2-week public comment period similar to this Notice of Application that you received.

Thank you and please feel free to contact us with additional questions/comments on the application or the MPD as a whole.

Alex Campbell, AICP

City of Black Diamond

Senior Planner, Master Development Review Team

From: Mona Davis <mdavis@blackdiamondwa.gov>

Sent: Wednesday, March 6, 2024 6:18 PM

To: Sarah Jolk <sjolk@empowermearts.com>

Cc: Kalen Jolk <kalenjolk@gmail.com>; Andy Williamson <awilliamson@blackdiamondwa.gov>; Alex Campbell <acampbell@blackdiamondwa.gov>

Subject: RE: Personal information displayed

Hi Sarah...I appreciate you reaching out and expressing your concerns. I'm copying Andy Williamson and Alex Campbell with the MDRT (Master Development Review Team) to better answer your questions about this notice, as it came from their offices. They would also be the ones to address your concerns with the proposal.

Thank you,
Mona

Mona Davis, Community Development Director
City of Black Diamond | www.blackdiamondwa.gov
24301 Roberts Drive | PO Box 599 | Black Diamond, WA 98010
360-851-4528 DIRECT | 360-851-4447 MAIN | 360-851-4501 FAX
mdavis@blackdiamondwa.gov E-MAIL

Stay Informed! 2024 Comprehensive Plan: <https://www.blackdiamondwa.gov/comprehensive-plan>

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

-----Original Message-----

From: Sarah Jolk <sjolk@empowermearts.com>
Sent: Wednesday, March 6, 2024 4:12 PM
To: Mona Davis <mdavis@blackdiamondwa.gov>
Cc: Kalen Jolk <kalenjolk@gmail.com>
Subject: Personal information displayed

Hello Mona,

I hope you're doing well and enjoying the beginning of the year! I was opening mail the other day, and noticed a letter about the proposal for townhomes across the street from our house in Ten Trails. I am wondering if someone missed that every residential owners name was listed next to their house; giving away their personal address. This has not been on any other proposal letters before and Kalen and I are uncomfortable that our names are just displayed for anyone to come find out exactly where we live. I know that my friend Felicia's name is on there and she lives alone. Can you help us understand why this document displayed our personal information?

We would also like to know how to submit complaints about the change in this proposal. They were never supposed to be townhomes in that area and it gets congested with events. The tall townhomes block a lot of the daylight coming through as well. Are these townhomes the ones previously described where there would be businesses underneath or are they now purely residential?

Thank you for information you're able to provide.

Warmly Concerned,
Sarah Jolk

Owner/Founder EmpowerMe Arts

SJolk@EmpowerMeArts.con
Empowermearts.com

Re: Request for PLN24-0009 The application and any related documents

Alex Campbell <acampbell@blackdiamondwa.gov>

Fri 3/8/2024 1:21 PM

To: Kristen Bryant <kristenbry@gmail.com>

Cc: Andy Williamson <awilliamson@blackdiamondwa.gov>

Hello Kristen - see below for the dropbox link for the application materials:

<https://www.dropbox.com/t/F1GMOUbdNFMwQ5Ov>

Alex Campbell, AICP

City of Black Diamond

Senior Planner, Master Development Review Team

From: Kristen Bryant <kristenbry@gmail.com>

Sent: Friday, March 8, 2024 11:07 AM

To: Alex Campbell <acampbell@blackdiamondwa.gov>

Subject: Request for PLN24-0009 The application and any related documents

Hello Mr. Campbell,

Please send me "The application and any related documents" per the information copied below from the public notice.

NOTICE OF APPLICATION – PRELIMINARY PLAT Notice Released: March 6, 2024

The application and any related documents are available to the public upon request – see the Staff Contact section below. Project Name: Ten Trails MPD – Village Towns Preliminary Plat – (Phase 1A Parcel V12) Note: The applicant has rebranded The Villages Master Planned Development (MPD) as "Ten Trails." For administrative purposes, Ten Trails and The Villages can be used interchangeably. Application Date: February 1, 2024 Complete Application Date: February 28, 2024 Application Number: PLN24-0009

Thank you

Kristen

Re: Bad Faith

Rebecca Dyer <dyerreb@gmail.com>

Tue 3/12/2024 2:18 PM

To: Alex Campbell <acampbell@blackdiamondwa.gov>

Just the additional filing, thanks!

On Tue, Mar 12, 2024, 2:17 PM Alex Campbell <acampbell@blackdiamondwa.gov> wrote:

Just to clarify - would you like me to add your comments to the commercial site plan review application (in addition to this preliminary plat application) or would you like me to route over the application files for the preliminary plat? I can do either one or both depending on what you were looking for.

Thanks,

Alex Campbell, AICP

City of Black Diamond

Senior Planner, Master Development Review Team

From: Rebecca Dyer <dyerreb@gmail.com>

Sent: Tuesday, March 12, 2024 2:13 PM

To: Alex Campbell <acampbell@blackdiamondwa.gov>

Cc: Andy Williamson <awilliamson@blackdiamondwa.gov>

Subject: Re: Bad Faith

Yes, please do. Thanks!

On Tue, Mar 12, 2024, 2:11 PM Alex Campbell <acampbell@blackdiamondwa.gov> wrote:

Hi Rebecca - Thank you for providing comments on these development applications. I am going to file this with our current public notice on the Development Parcel V12 preliminary plat (City File PLN24-0009). Filing the comment with the application ensures that you are listed as a Party of Record on the application and will receive the City's Decision on the application once it is made. Since you are also commenting on the proposed commercial uses, would you like me to file this comment with the Visconsi North Commercial Site Plan Review application as well (City File PLN23-0073), since that application contains the uses described in your email? That would ensure that your comment is included in that application file and add you as a Party of Record for that application as well.

With regards to the preliminary plat application, this site (Development Parcel V12) is designated as Mixed Use and has approved residential uses and commercial uses in the MPD Permit and the Development Agreement. The proposed townhomes are a permitted use on this property based on the designation as Mixed Use. Under the Mixed Use development standards, standalone residential uses are a permitted use as long as it is a component of a development proposal that also includes commercial uses. Lots 1 and 2 of the preliminary plat application are identified for commercial uses, with the remainder of the site proposed as attached residential development. The proposed development intensity/density will have to comply with the approved residential densities for the site based on the approved MPD Permit and Development Agreement. The proposed development will also have to comply with the development standards (e.g. property setbacks, building heights, etc.) and the design guidelines established in the Development Agreement.

Regarding specific commercial uses, I can certainly understand your concerns and frustrations. To provide clarity on the role the City serves in reviewing the proposed uses, the City has no latitude to require specific

individual uses on individual development sites. The City does however establish a range of approved types of uses based on the land use designation and/or zoning of the subject property. For the MPD specifically, this range of approved commercial uses has been reviewed and established in association with the MPD Permit and associated Development Agreement. Within Commercial and Mixed Use areas of the MPD, the following uses are permitted:

- Neighborhood Commercial, Community Commercial, and Town Center zoning classifications
 - Permitted uses include retail, supermarket/grocery, personal/professional services, offices, religious institutions, hotel/motel, entertainment/culture, drive-through facilities, public uses/facilities, and residential uses if part of a commercial development

The City does have the ability to review and require revisions to the proposal to comply with site development standards (such as building form/height, structure setbacks, pedestrian accessibility, site lighting, signage, etc.) and enforce the design guidelines that have been established for commercial and residential uses within the MPD. If you would like to take a look at the application file for this project, I would be happy to route that over to you. I am also happy to answer any questions that you may have on the proposal. You are also welcome to file additional comments on the proposal through the comment period. Please note that you will have additional opportunities to comment on this proposal in association with the City's SEPA Environmental Review of the application. Once the City issues a determination on the environmental review, we will issue public notice and a 2-week public comment period similar to this Notice of Application that you received.

Thank you and please feel free to contact us with additional questions/comments on the application or the MPD as a whole.

Alex Campbell, AICP

City of Black Diamond

Senior Planner, Master Development Review Team

From: Rebecca Dyer <dyerreb@gmail.com>
Sent: Monday, March 11, 2024 8:48 PM
To: Alex Campbell <acampbell@blackdiamondwa.gov>
Subject: Bad Faith

Hi,

I'm writing in response to the notice about proposed building in the advertised retail space in Ten Trails. This space was marketed as retail but is proposed as residential due to the bad faith efforts of the developer. Requiring million dollar deposits is a sure way to run out the clock on the requirement to do commercial spaces and ensure that local or small businesses cannot partake and that the walkable retail will never be. A far cry from being a destination or akin to University village in Seattle, these plans diminish not only what was promised but reduce what could be. It could have been sustainable buildings with rooftop gardens, hot yoga, and local pubs, but instead, we'll have a jack in the box, car wash, and gas station. Unremarkable and sad for what was promised. With no plans for an indoor community gathering spaces, all proposed retail and other spaces for ten trails miss the mark.

Re: Application PLN24-0009

Alex Campbell <acampbell@blackdiamondwa.gov>

Tue 3/12/2024 3:04 PM

To: Maria C. Gonzalez Pardo <mariacecilia_11@hotmail.com>

Cc: Andy Williamson <awilliamson@blackdiamondwa.gov>

Hello Maria - Thank you for providing comments on this development application. This ensures that you are listed as a Party of Record on the application and will receive the City's Decision on the application once it is made. To clarify the entire review process for this preliminary plat application, there are still a few steps following this Notice of Application before a Decision on the permit can be issued:

- The City will issue a determination on the environmental review associated with the application. The determination will be publicly noticed in the same way as the Notice of Application: in the City's newspaper of record, on the City's Public Notice webpage, posting on the project site, and mailing to all property owners within 500 feet of the MPD. This will have a 2 week public comment period association with it once issued. There is no currently no definitive timeline for the determination to be issued (depends on the review process with the applicant), but I would anticipate early to mid-April for this to occur.
- The City will host a public meeting for the application (which is required for all preliminary plat applications). The notice of the public hearing will be issued at least 2 weeks ahead of the hearing date in the same methods as the Notice of Application and the SEPA determination (detailed above). There is no current date for the public hearing, however I am anticipating a mid-May hearing timeline based on the scope of the application.

With regards to the preliminary plat application, this site (Development Parcel V12) is designated as Mixed Use and has approved residential uses and commercial uses in the MPD Permit and the Development Agreement. The proposed townhomes are a permitted use on this property based on the designation as Mixed Use. Under the Mixed Use development standards, standalone residential uses are a permitted use as long as it is a component of a development proposal that also includes commercial uses. Lots 1 and 2 of the preliminary plat application are identified for commercial uses, with the remainder of the site proposed as attached residential development. The proposed development intensity/density will have to comply with the approved residential densities for the site based on the approved MPD Permit and Development Agreement. The proposed development will also have to comply with the development standards (e.g. property setbacks, building heights, etc.) and the design guidelines established in the Development Agreement.

If you would like to take a look at the application file for this project, I would be happy to route that over to you. I am also happy to answer any questions that you may have on the proposal. You are also welcome to file additional comments on the proposal through the comment period. As noted in the bullet points above, there will be additional opportunities to provide comments on the application in association with the SEPA determination and the public hearing.

Thank you, and please feel free to contact us with additional questions/comments on the application or the MPD as a whole.

Alex Campbell, AICP

City of Black Diamond

Senior Planner, Master Development Review Team

From: Maria C. Gonzalez Pardo <mariacecilia_11@hotmail.com>

Sent: Tuesday, March 12, 2024 1:57 PM

To: Alex Campbell <acampbell@blackdiamondwa.gov>

Subject: Application PLN24-0009

Hi,

I have questions about proposal PLN24-0009. The area designated for new housing was determined to be used for a community village. Ten trails has been waiting for any community village development for years. I assume this area was designed for commercial not residential. Has there been any concerns from Black Diamond government about the over residential creation without the proper development of the other areas like recreational and commerce?

I would like to know when the public hearing will happen.

Thanks,

Maria Gonzalez

THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009

EXHIBIT 3

TITLE: SEPA Determination of Non-Significance (DNS) for the
Ten Trails MPD Village Towns Preliminary Plat Application

PREPARED BY: The City of Black Diamond

DATE: April 15, 2024



CITY OF BLACK DIAMOND

Physical Address: 24301 Roberts Drive
Mailing Address: PO Box 599
Black Diamond, WA 98010

Phone: (360) 851-4567
Fax: (360) 851-4501
www.blackdiamondwa.gov

State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS)

Date of Issuance: April 15, 2024

Lead Agency: City of Black Diamond

Agency Contact: Mona Davis, Community Development Director/SEPA Official,
mdavis@blackdiamondwa.gov, (360) 851-4528

Agency File Number(s): PLN24-0010 (SEPA Environmental Review), PLN24-0009 (Prelim Plat Review)

Description of Proposal: This application requests preliminary plat approval to subdivide 3.21 acres in association with the Ten Trails Master Planned Development (MPD) (f/k/a The Villages MPD), Phase 1A, Parcel V12, also referred to as The Village Towns. The site is comprised of four underlying parcels (lots 73, 74, 75, and 76 of the approved Phase 1A Plat), which will be subdivided into 53 single/multi-family dwelling units (37 MF and 16 SF attached) and two commercial lots. There are no sensitive areas or associated buffers on the property.

Location of Proposal: The site is in the NW ¼ of Section 15, Township 21 North, Range 6 East, within the city limits of Black Diamond, WA. The project site is approximately 3.21 acres on unaddressed King County tax parcels 8576000730, 8576000740, 8576000750, and 8576000760, located north of the intersection of SE Fir Street and Madrona Avenue SE.

Applicant/Proponent: CCD Black Diamond Partners LLC / Oakpointe, 3025 112th Ave NE, Suite 100, Bellevue, WA 98004 (425) 898-2100

The City of Black Diamond, acting as Lead Agency, has determined that this proposal will not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). The City of Black Diamond issues this SEPA Determination of Non-Significance (DNS) in consideration of the applicant's SEPA Checklist and supplemental documents/reports that meet the Lead Agency's environmental review needs for the proposal.

Additional information incorporated into this DNS by reference includes the Mitigated Determination of Non-Significance (MDNS) prepared for the Phase 1A Preliminary Plat of the MPD (City File Number PLN11-0002), as this proposal is located within the Phase 1A Plat and the residential and commercial development proposed in this application was contemplated and assessed in association with that environmental review.



Additionally, the FEIS prepared for The Villages MPD (now referred to as the Ten Trails MPD) is incorporated by reference, as that document contemplated and assessed the environmental impacts of the development of the MPD as a whole. All information relating to this proposal is available to the public upon request to the Agency Contact.

Public Comment Period: This DNS is issued under WAC 197-11-340(2) and includes a public comment period. The Lead Agency will not act on this proposal for 14 days from the date of this decision. Written comments must be submitted no later than 5:00 pm on April 29, 2024 to the City of Black Diamond Agency Contact listed above.

Signature: Mona Davis

Date: 4-15-2024

SEPA Appeal Period: There is a 14-day appeal period regarding this agency decision. You may appeal this determination no later than 5:00 pm on April 29, 2024 by completing the proper appeal form and paying the City's appeal fee. You should be prepared to make specific factual objections in your appeal. Contact the Community Development Department at (360) 851-4447 to inquire about the procedures for SEPA appeals.

**THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009**

EXHIBIT 4

TITLE: Traffic Impact Study for the Ten Trails MPD Village Towns Preliminary Plat Application

PREPARED BY: TranspoGroup on behalf of Oakpointe, LLC

DATE: March 29, 2024

TECHNICAL MEMORANDUM

Date:	March 29, 2024	TG:	1.16450.00
To:	Brian Ross and Justin Wortman – Oakpointe		
From:	Mike Swenson, P.E., PTOE and Maris Fry, P.E. – Transpo Group		
Subject:	Ten Trails MPD – Phase 1A Village Towns Traffic Impact Study		

This memo serves as a Traffic Impact Study (TIS) for the Village Towns plat of Phase 1A (“Village Towns”) of the Ten Trails Master Planned Development¹ (MPD) and supplements the analyses conducted in the *Ten Trails and Lawson Hills MPDs – Phase 1A Mid-Point Traffic Monitoring Report* (the “*Phase 1A MP TMR*”) and the *Ten Trails and Lawson Hills MPDs – Phase 3 Traffic Monitoring Report* (the “*Phase 3 TMR*”). It provides a description of Village Towns as well as estimates of weekday PM peak hour vehicle trip generation. It also determines the off-site improvements that would be triggered by build-out of Village Towns, discloses potential impacts to traffic safety, addresses anticipated traffic impacts associated with construction activities, and describes the traffic calming measures internal to Village Towns.

Exhibit F of The Villages MPD Development Agreement requires the preparation of a TMR for each phase of the combined Ten Trails and Lawson Hills MPDs prior to submittal of implementing project applications for such phase. The *Phase 1A TMR* was submitted to the City of Black Diamond in March 2011. Subsequently, the *Phase 1A MP TMR* was submitted to the City of Black Diamond in February 2022. As such, this Exhibit F requirement for Phase 1A implementing projects has been satisfied.

As required by Exhibit F, the *Phase 1A TMR* identified Phase 1A traffic impacts and the improvements triggered by such impacts along with their equivalent residential unit (ERU) thresholds necessary to maintain the City of Black Diamond, King County and Washington State Department of Transportation (WSDOT) adopted level of service (LOS) standards. That said, the *Phase 1A MP TMR* and the *Phase 3 TMR* were completed more recently than the *Phase 1A TMR*. The *Phase 1A MP TMR* (completed in February 2022) analyzes the cumulative impacts of Phase 1A, 1B, and 2 of the combined MPDs through build-out of Phase 1A (~2026) while the *Phase 3 TMR* (completed in January 2024) analyzes the cumulative impacts of Phase 1A, 1B, 2, and 3 of the combined MPDs beginning in 2025 (the first year of Phase 3 development) through build-out of Phase 3 (~2032). This TIS analyzes how the weekday PM peak hour vehicles trips generated by the cumulative Ten Trails and Lawson Hills MPDs through build-out of Village Towns trigger any of the ERU thresholds for improvements set forth in the *Phase 1A MP TMR* (for required improvements identified prior to the start of Phase 3 construction) and the *Phase 3 TMR* (for required improvements identified after construction of Phase 3 of the MPDs commences).

This study contemplates the cumulative development of Phases 1A, 1B, 2 and 3 of the Ten Trails and Lawson Hills MPDs at build-out of Village Towns, which is expected to occur in 2025. Through 2025, the cumulative Ten Trails and Lawson Hills MPDs are projected to generate approximately 2,175 net new weekday PM peak hour trips, with approximately 84 of those peak hour trips resulting from Village Towns.

Project Description

The subject plat is located within Phase 1A of the Ten Trails MPD, which is located south of Roberts Drive. Vehicular access to Village Towns would be provided via SE Fir Street which is

¹ Ten Trails MPD was formerly known as The Villages MPD until September 2016.

accessible from Ten Trails Parkway SE, Main Street, and Willow Avenue SE. The subject plat would construct a mix of single-family dwelling units, multi-family dwelling units, and commercial space.

A site plan for Village Towns is provided in Attachment 1.

Project Trip Generation

Weekday PM peak hour vehicle trip generation for Village Towns was estimated based on the size and type of development and assumptions outlined in the *Trip Generation Manual* (Institute of Transportation Engineers (ITE), 11th Edition) and *Trip Generation Handbook* (ITE, 3rd Edition). This methodology was chosen as it is consistent with the approach used to estimate trips for *The Villages Transportation Technical Report (TTR)* (Parametrix, December 2009), the subsequent *Transportation Model Update* (Parametrix, August 2023), and the Phase 3 TMR.

Weekday PM peak hour trip regression equations from the most recent edition of the *Trip Generation Manual* were used for all land uses in estimating vehicle trip generation, consistent with the approach and methodology used for *The Villages TTR*. Only when regression equations were not available for a particular land use were average rates used. Where trip regression equations were used, the number of trips per dwelling unit or 1,000 square feet generally decreases as the level of development increases; an effective trip rate was back-calculated based on the trip regression equation.

The land use assumptions and trip generation estimates for the Village Towns land use proposal is summarized in Table 1. As shown, Village Towns is expected to generate a total of 84 net new weekday PM peak hour vehicle trips, approximately 84 ERUs². Detailed trip generation calculation worksheets are included in Attachment 2.

Table 1. PM Peak Hour Project Trip Generation Estimates – Village Towns

Land Use	Unit ¹	Size	Net New Trips
			Total (In/Out) ²
Single-Family Residential	DUs	16	10 (6/4)
Multi-Family Residential	DUs	37	13 (8/5)
Quality Sit-Down Restaurant	SF	9,352	22 (20/2)
Coffee Shop	SF	2,482	39 (23/16)
Total			84 (57/27)

1. DUs= dwelling units

2. Net new trips take into account internal trip capture within the Ten Trails MPD and pass-by trip reductions.

Timing of Off-Site Improvements

This section describes the timing of improvements based on the ERU thresholds for improvements outlined in the *Phase 1A MP TMR* and the *Phase 3 TMR*. As described previously, the *Phase 1A MP TMR* outlines improvements for all intersections expected to operate below the applicable LOS standard by build-out of Phase 1A (2026; inclusive of Phase 1A, 1B, and 2) and the *Phase 3 TMR* outlines improvements for all intersections expected to operate below the applicable standard by build-out of Phase 3 (2032; inclusive of Phase 1A, 1B, 2 and 3). Intersections that were excluded

² One ERU was assumed to be equal to one weekday PM peak hour trip, consistent with the rate used to identify the thresholds for the off-site intersection improvements in previous studies.

from the list of needed intersection improvements through build-out of Village Towns include those that have already been completed³.

The timing of improvements outlined in the *Phase 1A MP TMR* and the *Phase 3 TMR* include intersections that were included in the *Detailed Phase 1A Implementation Schedule* but were reevaluated as part of the more recent TMRs based on the updates to the development program and absorption schedule of the collective MPDs. Most notably, the *Phase 1A MP TMR* evaluated the impacts of the MPDs inclusive of Phase 1A, 1B, and 2 and the *Phase 3 TMR* evaluated the impacts of the MPDs inclusive of Phase 1A, 1B, 2, and 3, whereas the ERU triggers outlined in the *Detailed Phase 1A Implementation Schedule* only outline impacts associated with Phase. Additionally, further coordination with WSDOT regarding the scope of improvements along SR 169, background improvements at study intersections, and minor shifts to baseline travel patterns in the area impacted the scope and timing of some intersection improvements.

The timing of improvements outlined in the *Phase 1A MP TMR* and *Phase 3 TMR* describe the transportation-related improvements which the Master Developer is conditioned to construct at certain ERU thresholds. The ERU thresholds represent the cumulative ERUs for Phases 1A, 1B, 2, and 3 (as part of the *Phase 3 TMR*) of the overall Ten Trails and Lawson Hills MPDs. To determine which improvements would be necessary by build-out of Village Towns, the combined trip generation of Phases 1A, 1B, 2, and 3 was determined for the year in which Village Towns is expected to be complete (2025). The same trip generation methodology and assumptions were used to determine the cumulative trip generation as described above for the Village Towns trip generation.

The cumulative trip generation for Phase 1A, 1B, 2, and 3 was based on up-to-date development program information and timing for each phase. The development assumptions through Village Towns build-out for each phase are as follows:

- Ten Trails Phase 1A would include 489 single-family residential units, 262 multi-family residential units, 7,000 square feet of drive-thru fast food restaurant space, 5,000 square feet of high turnover sit-down restaurant space, 10,000 square feet of drive-thru pharmacy space, 10,000 square feet of daycare space, 9,352 square feet of quality restaurant space, 2,482 square feet of coffee shop space, 63,000 square feet of supermarket space, 3,524 square feet of drive-thru bank space, and 53,642 square feet of general retail space.
- Ten Trails Phase 1B would include 145 single-family residential units, 85 multi-family residential units, 4,335 square feet of gas station/convenience store space, 2,378 square feet of drive-thru fast food restaurant space, a one-tunnel automated car wash, and 56,058 square feet of general retail space.
- Ten Trails Phase 2 would include 506 single-family residential units, 262 age-qualified residential units, and 42 multifamily residential units.

³ Improvements that have been completed to date include rechannelization of SE 288th Street/216th Avenue SE to provide a left-turn refuge/merge lane, a single-lane roundabout at Lake Sawyer Road SE/Roberts Drive, two new site access intersections – a single-lane roundabout at Roberts Drive/Ten Trails Parkway and a stop-controlled intersection at Roberts Drive/Ten Trails Place, an eastbound-to-northbound refuge/acceleration lane at SR 169/SE 288th Street, and a single-lane roundabout at Lake Sawyer Road SE/Ten Trails Parkway. Additionally, improvements at SR 169/Roberts Drive (single-lane roundabout with turn lanes), SR 169/Auburn-Black Diamond Road (right-in/right-out turn restrictions) and SR 169/Pipeline Road (single-lane roundabout with turn lanes) were planned for construction when the *Phase 1A MP TMR* and *Phase 3 TMR* were completed and therefore the outlined channelization and traffic control was assumed to be complete as part of the analyses.

- Ten Trails Phase 3 would include 182 single-family residential units and 16 multifamily residential units.
- Lawson Hills Phase 2 would include 28 single-family residential units and 72 multi-family residential units.

In relation to the age-qualified units within Ten Trails Phase 2, the federal Housing for Older Persons Act (HOPA) exempts senior housing against familial status discrimination provided at least eighty (80) percent of the homes in a community are occupied by at least one person aging from 55 and above. To better align with HOPA and other fair housing laws, non-age-qualified occupants may occupy an age-qualified unit within the Ten Trails MPD if, at the time of application, at least 85% of the remaining occupied units are occupied by at least one age-qualified occupant. The proposed development program for Ten Trails Phase 2 includes a total of 309 age-qualified dwelling units and 459 single-family dwelling units, but to reflect the proposed 85% threshold, it is assumed that Ten Trails Phase 2 will effectively include 262 age-qualified dwelling units and 506 single-family dwelling units (as noted previously). As the age-qualified units will be marketed as a 55+ community and the CCRs require at least the initial occupation of all units within the community by an age-qualified occupant, this is a very conservative assumption that will likely never be realized.

As shown in Table 2, Phases 1A, 1B, 2, and 3 at the build-out of Village Towns would generate 2,175 net new weekday PM peak hour trips (2,175 ERUs).

Table 2. 2025 PM Peak Hour Cumulative Trip Generation Estimates – Phase 1A, 1B, 2, and 3						
Land Use	Unit ¹	Size	Gross Trips	Internal Trips	Pass-by Trips	Net New Trips
			Total (In/Out)	Total (In/Out)	Total (In/Out)	Total (In/Out)
Ten Trails MPD ²						
Single-Family Residential	DUs	1,322	1,125 (709/416)	244 (164/80)	-	881 (545/336)
Multi-Family Residential	DUs	405	195 (123/72)	42 (28/14)	-	153 (95/58)
Age-Qualified Residential	DUs	262	94 (57/37)	20 (14/6)	-	93 (55/38)
Conv. Store w/ Gas Stn	SF	4,335	236 (118/118)	-	178 (89/89)	58 (29/29)
Car Wash	Tunnels	1	78 (39/39)	-	44 (22/22)	34 (17/17)
Supermarket	SF	63,000	532 (266/266)	172 (67/105)	86 (43/43)	274 (156/118)
Drive-Thru Bank	SF	3,524	74 (37/37)	-	26 (13/13)	48 (24/24)
Fast Food w/ Drive Thru	SF	9,378	310 (161/149)	157 (69/88)	84 (42/42)	69 (50/19)
High Turnover Sit Down Rest	SF	5,000	45 (27/18)	23 (12/11)	10 (5/5)	12 (10/2)
Pharmacy w/ Drive Thru	SF	10,000	103 (52/51)	33 (13/20)	34 (17/17)	36 (22/14)
Day Care	SF	10,000	111 (52/59)	-	48 (24/24)	63 (28/35)
Quality Restaurant	SF	9,352	73 (49/24)	35 (21/14)	16 (8/8)	22 (20/2)
Coffee Shop	SF	2,482	80 (40/40)	41 (17/24)	-	39 (23/16)
Retail	SF	109,700	603 (289/314)	195 (76/119)	78 (39/39)	330 (174/156)
Lawson Hills MPD ³						
Single-Family Residential	DUs	28	30 (19/11)	-	-	30 (19/11)
Multi-Family Residential	DUs	72	52 (33/19)	-	-	52 (33/19)
Total			3,741 (2,071/1,670)	962 (481/481)	604 (302/302)	2,175 (1,288/887)

1. DUs= dwelling units; KSF=1,000 square feet

2. The Ten Trails MPD would include development associated with Phase 1A, 2, 1B, and 3 at build-out of Village Towns.

3. The Lawson Hills MPD would include development associated with Phase 2 at build-out of Village Towns.

Based on timing of improvements outlined in the *Phase 1A MP TMR*, the following intersections would be triggered for improvement prior to build-out of Village Towns. An overview of the proposed improvements and ERU triggers at these intersections is included in Table 3.

- SE 288th Street/216th Street
- SE Covington-Sawyer Road/216th Avenue SE
- SR 169/Baker Street
- SR 169/Lawson Street
- Auburn-Black Diamond Road/218th Avenue SE
- Roberts Drive/Ten Trails Place

Table 3. Summary of Intersection Improvements and Construction Timing

Intersection	Improvement	Commence construction prior to City's issuance of a certificate of occupancy for ¹
SE 288th St/216th Ave SE	Traffic Signal + NBR Turn Lane	827th ERU
SE Covington-Sawyer Rd/216th Ave SE (<i>First</i>)	NBL Turn Lane	1,089th ERU
SR 169/Baker St (<i>First Phase</i>)	EB-to-NB Refuge/Merge Lane + NBL Turn Lane	1,089th ERU
SR 169/Lawson St (<i>First Phase</i>)	NBL/SBL Turn Lanes	1,089th ERU
Auburn-Black Diamond Road/218th Avenue SE	Single-Lane Roundabout	1,394th ERU
Roberts Dr/Ten Trails Pl SE	Traffic Signal	1,422nd ERU
SR 169/Baker St (<i>Final Phase</i>)	Traffic Signal	1,422nd ERU
SR 169/Lawson St (<i>Final Phase</i>)	Traffic Signal	1,422nd ERU

Note: ERU = equivalent residential unit; NBR = northbound right; NBL = northbound left; SBL = southbound left

1. The number of ERUs reflects the combination of Phases 1A, 1B, 2, and 3 within the Ten Trails and Lawson Hills MPDs

To date, construction of the necessary improvement has commenced at SE Covington-Sawyer Road/216th Avenue SE and SE 288th Street/216th Avenue SE.

As it relates to SR 169/Baker Street and SR 169/Lawson Street, the Master Developer began conversations with the Washington State Department of Transportation (WSDOT) and the City to develop a series of intersection improvement alternatives at the two intersections to be evaluated as part of WSDOT's Intersection Control Evaluation (ICE) process. Due to a total of four (4) varying alternatives evaluated and WSDOT's preference for roundabout-controlled intersections, it was determined that the previously identified first phase improvement may not be appropriate in the event that a roundabout-controlled intersection improvement was required. Given the many complexities of constructing improvements at these intersections, it was determined that the ICE should include a full build-out analysis of the MPDs, inclusive of Phase 3. As such, submission of the ICE was delayed until completion of the Phase 3 TMR which in turn required completion of the City's new 850-unit transportation model update.

This 850-building permit threshold has been met and the corresponding Transportation Model Update was prepared by Parametrix in August 2023. Using that model, the Phase 3 TMR has been completed and the draft ICE has been submitted to the City for their review.

Furthermore, the updated existing conditions analysis completed as part of the Phase 3 TMR indicates that the intersection of SR 169/Baker operates at acceptable level of service, but the intersection of SR 169/Lawson Street operates at LOS E (below WSDOT's LOS D standard). However, it should be noted that it is the eastbound approach of Lawson Street that operates at

LOS E under existing conditions, which only observed a total of three (3) vehicles during the PM peak hour. All other approaches and movements operate at LOS C or better during the PM peak hour. Therefore the LOS E conditions impact less than one (1) percent of vehicles passing through this intersection.

Additional Transportation Improvements

As it relates to the timeline of Village Towns, Section 6.4.3 of *The Villages MPD Development Agreement* provides that the preliminary design and alignment of Pipeline Road shall be completed by the Master Developer and the right of way dedicated to the City prior to the City's approval of a building permit for the 1,200th building permit within the Ten Trails MPD. This section further provides that Pipeline Road shall be constructed by the Master Developer and open for traffic prior the City's approval of a building permit for the 1,746th dwelling unit of the Ten Trails MPD or when the Traffic Monitoring Plan shows that construction is necessary to prevent a significantly adverse degradation of Level of Service on Roberts Drive.

Through build-out of Village Towns, the Ten Trails MPD would total 1,989 dwelling units, surpassing this defined dwelling unit threshold. As such, dedication of right of way for and construction of Pipeline Road would be complete prior to build-out of Village Towns. This study does not preclude the City from developing and approving an updated construction trigger for Pipeline Road provided that the new construction trigger adequately addresses impacts to intersections along Roberts Drive and the accompanying mitigation strategies.

Traffic Safety

Collision data for the most recent (pre-pandemic) three-year period were obtained from WSDOT and summarized at each intersection and along each roadway segment evaluated in the previous traffic studies for the Ten Trails and Lawson Hills MPDs.

Intersection Collision Analysis

Collisions at study intersections were determined using WSDOT's classification of the "Junction Relationship" of the collision as well as by reviewing collisions that were noted to occur within 200 feet of intersections. All collisions that were classified as "At Intersection and Related" or "Intersection Related but Not at Intersection" were included. Collisions adjacent to intersections were also reviewed to determine whether the cause was related to the intersection (e.g., rear-end type collisions) or related to the roadway (e.g., fixed-object collisions) and included in the collision summaries. The number of collisions reported at these intersections are summarized in Table 4.

Table 4. Three-Year Collision Summary at Intersections – 2017 to 2019

Intersection	2017	2018	2019	Total	Annual Average	Collisions per MEV ¹
SE 288th St/216th Ave SE	0	1	2	3	1.00	0.26
SE 288th St/232nd Ave SE	0	0	0	0	0.00	0.00
SE Covington-Sawyer Rd/216th Ave SE	5	3	3	11	3.67	0.84
SE Auburn-Black Diamond Rd/218th Ave SE	1	0	0	1	0.33	0.12
Roberts Dr/Lake Sawyer Rd SE	0	1	0	1	0.33	0.14
Roberts Dr/Morgan St	0	0	1	1	0.33	0.20
SR 169/SE 288th St	4	4	6	14	4.67	0.97
SR 169/SE Black Diamond-Ravensdale Rd	4	2	2	8	2.67	0.55
SR 169/Roberts Dr	1	1	1	3	1.00	0.21
SR 169/Baker St	3	0	2	5	1.67	0.35
SR 169/Lawson Rd	4	0	0	4	1.33	0.34
SR 169/Jones Lake Rd	1	0	0	1	0.33	0.09
SR 169/SE Green Valley Rd	1	3	1	5	1.67	0.44
SE Kent-Kangley Rd/Landsburg Rd SE	8	2	6	16	5.33	1.63
SE Auburn-Black Diamond Rd/SE Green Valley Rd	1	0	0	1	0.33	0.08

Source: WSDOT, 2020.

Note: Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

1. Collisions per one million entering vehicles (No. of reported collisions x 1,000,000) / (Average daily traffic volumes x 365 x 3 years)

As shown in Table 4, the majority of intersections experienced an average of two collisions or fewer during this three-year period. Based on a review of collision severity of the 74 total collisions, 48 involved no injuries, 20 involved “possible injury,” four involved “suspected minor injury” and the remaining two involved “suspected serious injury.” There was one pedestrian collision and zero bicyclist collisions. The pedestrian collision occurred at the SR 169/Lawson Street intersection and resulted in a possible injury. There were no fatalities reported at study intersections.

The number of collisions per one million entering vehicles was also evaluated to provide a comparable rate between locations and determine if further evaluation of traffic safety is necessary. *The Transportation Impact Analyses for Site Development, An ITE Recommended Practice* (ITE, 2010) recommends the following procedure in evaluating traffic safety at intersections:

The initial review of existing data within a study area should include recent (within 3 years) collision experience. This review should identify locations where transportation safety should be given extra consideration. High-collision locations (based on number, rate and severity) on roadways serving the study site should be analyzed. Collision rates vary, but any intersection with more than one collision per million entering vehicles (MEV) may be worthy of additional analysis. (page 74)

Based on the data summarized in Table 4 above, only the SE Kent-Kangley Road/Landsburg Road SE intersection experienced a collision rate over 1.0 collisions per MEV, recording a collision rate of 1.63 collisions per MEV. Further evaluation of this intersection showed that all collisions were categorized as “entering at angle” and involved vehicles on both the stop-controlled north and southbound approaches colliding with vehicles traveling eastbound or westbound on SE Kent-Kangley Road. With respect to severity at SE Kent-Kangley Road / Landsburg Road SE, 10 collisions involved no injuries and 6 were reported as “possible injuries.” Thus, just under two-

thirds of all reported collisions resulted in no injuries. No pedestrians or bicyclists were involved in any of the collisions and no fatalities were reported as well.

To help address the elevated collision rate at this intersection, King County converted the intersection to all-way stop-controlled in the spring of 2021. Construction has also recently begun on an intersection improvement project that will include an eastbound right channelized right-turn lane and a traffic island with a new crosswalk. The County is monitoring operations and safety at this intersection as a result of the changes in intersection control, with intentions to install a permanent traffic calming safety improvement, such as a roundabout or traffic signal, in the future.

Roadway Collision Analysis

Collision data along roadway segments in the City of Black Diamond from 2017-2019 was also obtained from WSDOT and analyzed. A summary of collision data during the most recent three-year period is summarized in Table 5.

Table 5. Three-Year Collision Summary for Roadway Segment – 2017 to 2019

Roadway Segments	2017	2018	2019	Total	Annual Average	Collisions per MVM ¹
SE ABD Rd (218th Ave SE to Lake Sawyer Rd SE)	1	0	1	2	0.67	0.28
Roberts Dr (Lake Sawyer Rd SE to Morgan St)	1	1	1	3	1.00	1.03
Roberts Dr (Morgan St to SR 169)	0	0	0	0	0.00	0.00
Morgan St (Roberts Dr to Baker St)	0	0	0	0	0.00	0.00
216th Ave SE (SE 288th St to SE 304th St)	7	4	3	14	4.67	1.22
Lake Sawyer Rd SE (SE 304th St to Roberts Dr)	0	2	1	3	1.00	0.71
SR 169 (SE 288th St to Roberts Dr)	6	3	3	12	4.00	0.54
SR 169 (Roberts Dr to Lawson St)	4	2	6	12	4.00	1.58
SR 169 (Lawson St to Jones Lake Rd)	0	3	4	7	2.33	1.90
SR 169 (Jones Lake Rd to SE Green Valley Rd)	0	3	2	5	1.67	0.36

Source: WSDOT, 2020.

Note: ABD = Auburn-Black Diamond

Note: Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

1. Collisions per one million vehicle-miles traveled (No. of reported collisions x 1,000,000) / (Segment length x Average daily traffic volumes x 365 x 3 years)

As shown in Table 5, on average, approximately 5 collisions per year or less were reported along the roadway segments during the most recent three-year period. Based on a review of collision severity of the 58 total collisions, 41 involved no injuries, 12 involved “possible injury,” 3 involved “suspected minor injury” and 1 involved “suspected serious injury.” Thus, a majority of all reported collisions resulted in no or no apparent injuries. There was one fatality that occurred in July 2017 which involved a bicyclist and a truck (flatbed, van, etc.) on SR 169 approximately 0.6 miles south of SE 288th Street. The truck was reported to be traveling northbound; no other details are provided in the WSDOT collision report. There was also one pedestrian-related collision which occurred at a SR 169 intersection between Roberts Drive and Lawson Street. The vehicle was traveling westbound and failed to yield right of way to the pedestrian.

In addition to the annual collision data, the number of collisions occurring per one million vehicle miles (MVM) traveled was calculated for each segment and ranged from 0.00 to 1.90 collisions per MVM traveled. Four roadway segments experienced more than one collision per MVM traveled, including 216th Avenue SE between SE 288th Street and SE 304th Street, Roberts Drive between Lake Sawyer Rd SE and Morgan Street, SR 169 between Roberts Drive and Lawson Street, and

SR 169 between Lawson Street and Jones Lake Road. Common collision types for each roadway segment are as follows:

- 216th Avenue SE segment: there was not one cause/collision type that represented a significant portion of all collisions. The collision types varied significantly and ranged from left turns to fixed objects to right turns.
- Roberts Drive segment: all collisions were a result of vehicles colliding with fixed objects. These objects included a mailbox, tree and a fence.
- SR 169 segment between Roberts Drive and Lawson Street: the most common collision type was rear ends (4), followed by various other types such as approach turn, parked vehicle, right turn, and opposite direction.
- SR 169 segment between Lawson Street and Jones Lake Road: the most common collision type was rear ends and fixed object collisions (3).

By comparison, based on the rates presented in the *2015 Washington State Collision Data Summary*, the average collision rate was 2.48 collisions per MVM travelled in King County and 1.96 per MVM travelled in all of Washington State. Therefore, the collision history on these four segments of roadway are well below the Countywide and Statewide averages which capture collisions in urban, suburban and rural areas.

New traffic generated by the Village Towns would likely result in a proportionate increase in the probability of traffic collisions. It is unlikely, however, that this traffic would create a safety hazard or significantly increase the number of reported collisions. It is unlikely project traffic would exacerbate an existing traffic safety hazard because no roadway segments in and around Black Diamond experienced an unusually high collision rate during the most recent three-year period.

Construction Impacts

This section addresses the anticipated traffic impacts associated with the construction activities for Village Towns.

Construction Phasing and Timing

Construction traffic associated with the development of Village Towns would be affected by phasing and timing of construction. Initial construction activities would include earthwork and the installation of in-plat roads and utilities. This includes the grading of the site, installing roadways, and installation of necessary utilities such as power, water, and sewer. Following earthwork and installation of roads and utilities, the vertical construction would occur.

The schedule for Village Towns will vary based on the duration and type of work being completed. A summary of the tentative schedule for Village Towns is shown in Table 6. A more detailed analysis of the construction phasing and timing is included in a memorandum prepared by David Evans and Associates and included as Attachment 3.

Table 6. Planned Construction Schedule – Village Towns

<u>Earthwork</u>		<u>Road and Utilities</u>		<u>Vertical Construction</u>	
Dates	Duration	Dates	Duration	Dates	Duration
Aug.-Sept. '24	2 months	Oct. '24-Jan. '25	4 months	Feb. – Apr. '25	3 months

Source: David Evans and Associates

As shown in Table 6, earthwork activities for Village Towns will begin in August 2024 and are expected to be completed in September 2024, over a period of 2 months. Road and utility

construction is expected to begin in October 2024 and is expected to be complete in January 2025, after a period of 4 months. Vertical construction is expected to take place from February 2025 to April 2025, over a period of 3 months.

Construction Trip Generation

The amount of construction traffic associated Village Towns was estimated for the number of truck trips as well as employee or crew trips. The construction timeline and schedule were also reviewed to understand the anticipated volume of daily construction traffic as well as during the weekday PM peak hour at adjacent street traffic (one-hour period of greatest demand between the hours of 4:00 p.m. and 6:00 p.m.).

The primary hours for construction are between 7:00 a.m. and 3:00 p.m. with most truck traffic avoiding delays associated with traffic congestion during the PM peak hour of adjacent street traffic; however, these calculations conservatively assume that some construction traffic would occur during the weekday PM peak hour as summarized below. In addition, it was assumed that each construction worker would arrive and depart in a single-occupant vehicle even though it is likely that some construction workers would carpool to/from the project site, effectively reducing the trip generation estimates identified in this memo.

A summary of the daily and weekday PM peak hour construction trips anticipated for Village Towns is provided in Table 7. This data was derived from detailed trip generation calculations and construction assumptions provided in the construction memorandum provided by David Evans and Associates (Attachment 3). It should be noted that the data related to daily traffic from the David Evans Associates memorandum represents round trips, which were doubled in the table below to account for each entering and exiting trip end associated with daily trips.

Table 7. Construction Trip Generation Summary – Ten Trails MPD Village Towns

Construction Type	Weekday Daily Trips ¹			Weekday PM Peak Hour Trips		
	Crew	Truck	Total	Crew	Truck	Total
Earthwork	24	8	32	2	1	3
Road and Utilities	24	2	26	2	1	3
Vertical	150	10	160	12	1	13

1. Daily trips identified in the David Evans and Associates memorandum represent round trips / individual trip ends at the project site and were doubled in this memorandum to account for each entering and exiting trip end associated with a daily trip.

During earthwork construction, it is estimated that Village Towns would generate approximately 24 daily crew trips and 8 daily truck trips with up to two crew trips and one truck trip occurring during the weekday PM peak hour of adjacent street traffic.

During road and utility construction, it is estimated that Village Towns would generate approximately 24 daily crew trips and 2 daily truck trips with up to two crew trips and one truck trip occurring during the weekday PM peak hour.

During the vertical construction, it is estimated that Village Towns would generate approximately 150 daily crew trips and 10 daily truck trips with up to 12 crew trips and one truck trip occurring during the weekday PM peak hour.

Construction Impacts

As shown in the previous sections, the highest weekday PM peak hour trip generation for Village Towns would be during vertical construction. During this time, the project is estimated to generate approximately 13 trips during the PM peak hour. As the impacts for the buildout have been identified and the trip generation estimated for the construction traffic is significantly lower, no

additional off-site mitigation should be necessary to mitigate traffic operations during the construction of Village Towns.

Construction Management Plan

A construction management plan will be developed by the Master Developer in coordination with the City of Black Diamond to provide for a safe and efficient construction site and minimize the impacts to traffic operations in the area as required by Section 1.17 of the City of Black Diamond Engineering Design and Construction Standards. This plan will minimize off-site construction impacts through containing equipment, materials, and workers on-site as much as possible and accommodating staging, construction facilities and parking on-site. Specific transportation-related items anticipated to be addressed in a construction management plan include:

- **Truck Routes** – identifying specific haul routes for trucks, which will avoid impacts to local residential streets.
- **Noise** – minimizing noise impacts associated with construction on-site as well as from haul trucks on the roads.
- **Parking** – identifying parking areas for employees as well as staging areas for trucks and materials.
- **Access** – Identifying specific areas for access that would likely require safe controlled access for large trucks to and from the site.
- **Compute Trip Reduction** – encouraging carpooling and other ride sharing by employees to minimize the number of single occupant vehicle trips on site.

In addition, Sheet UA1 of the “Utility Availability” plan for Village Towns includes preliminary haul route plans that have two plat notes that provide additional mitigation to minimize construction impacts to SE Green Valley Road and allow the City an opportunity to review and approve construction traffic control designs. The notes read as follows:

1. 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, SE Green Valley Road shall not be used as a construction haul route by contractors or its agents.”
2. Construction traffic control design will be provided as part of final engineering plans for review and approval by the City of Black Diamond.

Traffic Calming Measures

As part of the Ten Trails MPD, traffic calming measures would primarily include curb bulb-outs at the intersection of SE Fir Street and Alley A. Curb bulb-outs are a traffic calming measure which would narrow the roadway width by providing a physical constraint requiring motorists to travel through intersections and along residential streets at slower speeds. Curb bulb-outs would be designed to provide ten-foot travel lanes and are typically located leading up to and at the intersection of two roadways, at the intersection of alleys and auto courts (access driveways) with roadways, and along small radius curves. Curb bulb-outs also increase safety for people walking and bicycling as they provide increased visibility and shorter crossing distances of streets while narrowing the streets as vehicles approach the crossing location.

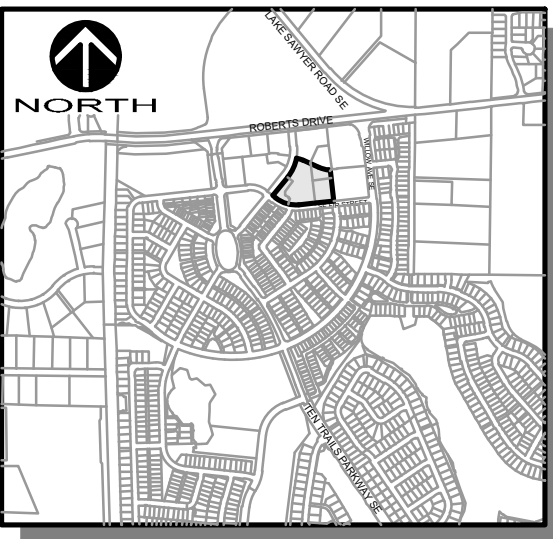
Summary and Conclusions

- This traffic impact study analyzes the impacts of Village Towns the Ten Trails MPD. Village Towns would construct 16 single-family dwelling units, 37 multi-family dwelling units, 9,352 square feet of quality restaurant space, and 2,482 square feet of coffee shop space.
- With consideration to the previously approved land uses of Phase 1A, Phase 1B, Phase 2, and Phase 3 of the Ten Trails and Lawson Hills MPDs, a total of 1,350 single-family residential dwelling units, 477 multifamily residential dwelling unit, 262 senior adult detached dwelling units, 4,335 square feet of convenience store with gas station space, a one-tunnel car wash, 63,000 square feet of supermarket space, 3,524 square feet of drive-thru bank space, 9,378 square feet of drive-thru fast food restaurant space, 5,000 square feet of high turnover sit-down restaurant space, 10,000 square feet of drive-thru pharmacy space, 10,000 square feet of daycare space, 9,352 square feet of quality restaurant space, 2,482 square feet of coffee shop space, and 109,700 square feet of retail space would be constructed through build-out of Village Towns (2025). It is estimated these land uses would generate approximately 2,175 net new off-site weekday PM peak hour vehicle trips. This is equivalent to 2,175 ERUs.
- With the development of Village Towns and other MPD development anticipated to be complete by build-out of Village Towns, off-site improvements would be triggered at six intersections. This would include a traffic signal and northbound right turn lane at SE 288th Street/216th Street SE, channelization improvements at SR Covington-Sawyer Road/216th Avenue SE, channelization improvements and traffic signals at SR 169/Baker Street and SR 169/Lawson Street, a single-lane roundabout at Auburn-Black Diamond Road/218th Avenue SE, and a traffic signal at Roberts Drive/Ten Trails Place SE. Of note, construction of the identified intersection improvements has commenced at two intersections (SE Covington-Sawyer Road/216th Avenue SE and SE 288th Street/216th Street SE)
- Historical collision data at the study intersections and roadways was reviewed for the most recent (non-pandemic) three-year period. The SE Kent-Kangley Road/Landsburg Road SE intersection had the highest rate of collisions for the off-site study intersections with 1.63 collisions per million entering vehicles. All roadways had collision rates less than the average collision rate along roadways in both King County and Washington State.
- Construction of Village Towns is estimated to begin in August 2024 and continue through April 2025 in separate phases. The vertical construction is anticipated to generate the most weekday daily and PM peak hour trips. During this time, the project is estimated to generate approximately 13 combined trips during the PM peak hour, significantly less than the Village Towns build-out. As such, no construction mitigation measures are deemed necessary.
- Traffic calming measures would include providing curb bulb-outs at the SE Fir Street and Alley A intersection.

Attachments 1-3



Attachment 1: Conceptual and Preliminary Site Plans



KEY MAP
NOT TO SCALE

PRELIMINARY PLAT
PRELIMINARY PLAT PLAN

TEN TRAILS
VILLAGE TOWNS

WASHINGTON

CITY OF BLACK DIAMOND,

REVIEWED BY: DATE: BY: CK

NO. DATE REVISION

PRELIMINARY



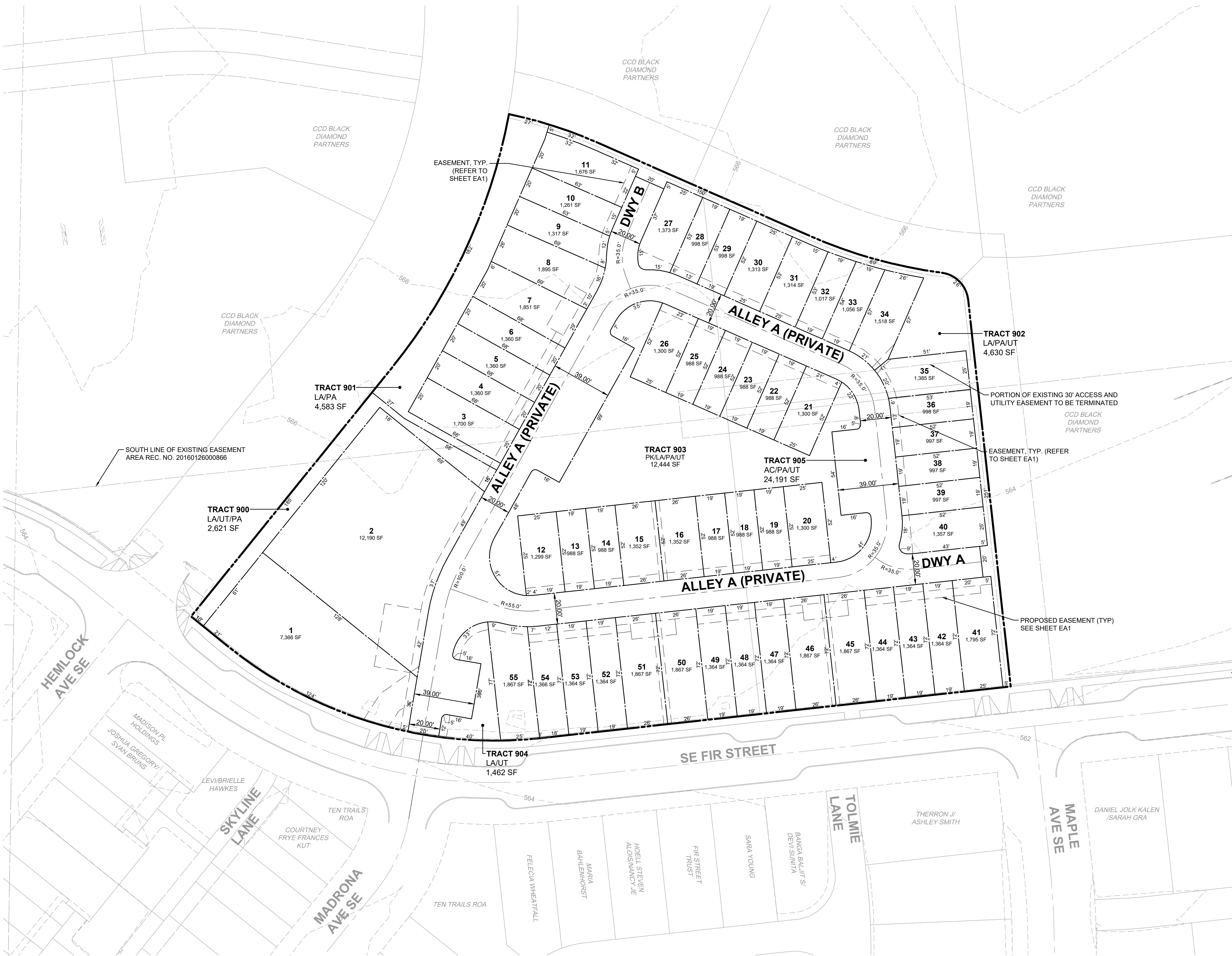
CHECKED BY: AYS
DESIGNED BY: KMP
DRAWN BY: KMP

FIRST SUBMITTAL DATE: 1/30/24

PROJECT NO.
OAKPCBDP6001

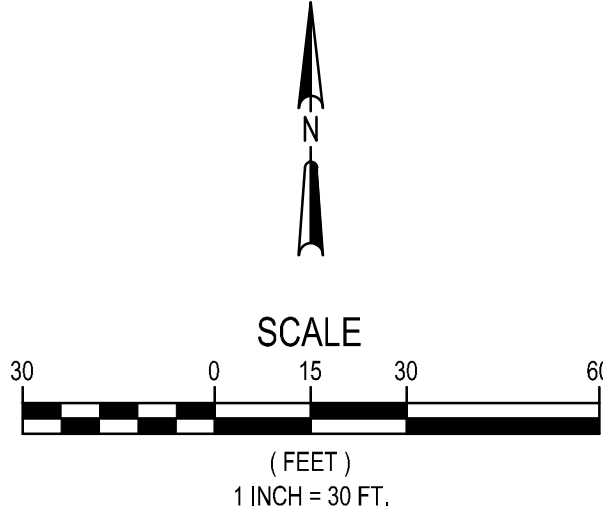
SHEET NO.

PP1



TRACT DESIGNATION LEGEND

- AC - ACCESS
- LA - LANDSCAPE
- PA - PEDESTRIAN ACCESS
- PK - PARK
- UT - UTILITY



Attachment 2: Trip Generation Calculations

2025 PM Peak Hour Trip Generation – Ten Trails (Village Towns)

Weekday PM Peak Hour - Village Towns			Gross Trips ¹				Internal Trips ²				Pass-By Trips ⁴				Net Trips ⁵		
Land Use	ITE LU ⁶	Size ⁷	Total Trips	% Inbound ⁹	In	Out	Rate	In	Out	Total	Rate	Total	In	Out	Total	In	Out
Single Family	210	16 DUs	13	63%	8	5	23%	2	1	3	0%	0	0	0	10	6	4
Multifamily	220	37 DUs	16	63%	10	6	19%	2	1	3	0%	0	0	0	13	8	5
Quality Restaurant	931	9,352 SF	73	67%	49	24	0%	21	14	35	44%	16	8	8	22	20	2
Coffee Shop	936	2,482 SF	80	50%	40	40	0%	17	24	41	0%	0	0	0	39	23	16
Total			182		107	75		42	40	82		16	8	8	84	57	27

2025 PM Peak Hour Trip Generation – Ten Trails (Phase 1A, 1B, 2 and 3 Combined)

Weekday PM Peak Hour - All Phases					Gross Trips ¹				Internal Trips ²				Pass-By Trips ³				Net Trips ⁴		
Land Use	ITE LU ⁵	Size ⁶	Ave or Eqn	Trip Rate ⁷	Total Trips	% Inbound ⁸	In	Out	Rate	In	Out	Total	Rate	Total	In	Out	Total	In	Out
Single Family	210	1,322 DUs	Eqn	0.85	1125	63%	709	416	22%	164	80	244	0%	0	0	0	881	545	336
Multifamily	220	405 DUs	Eqn	0.48	195	63%	123	72	22%	28	14	42	0%	0	0	0	153	95	58
Senior Adult Housing	251	262 DUs	Eqn	0.36	94	61%	57	37	21%	14	6	20	0%	0	0	0	74	43	31
Conv. Store w/ Gas Stn ⁹	945	4,335 SF	Ave	54.52	236	50%	118	118	0%	0	0	0	75%	178	89	89	58	29	29
Car Wash ¹⁰	948	1 Tunnel	Ave	77.50	78	50%	39	39	0%	0	0	0	57%	44	22	22	34	17	17
Supermarket	850	63,000 SF	Eqn	8.44	532	50%	266	266	32%	67	105	172	24%	86	43	43	274	156	118
Drive-Thru Bank	912	3,524 SF	Ave	21.01	74	50%	37	37	0%	0	0	0	35%	26	13	13	48	24	24
Fast Food w/ Drive Thru	934	9,378 SF	Ave	33.03	310	52%	161	149	51%	69	88	157	55%	84	42	42	69	50	19
High Turnover Sit Down Rest	932	5,000 SF	Ave	9.05	45	61%	27	18	51%	12	11	23	43%	10	5	5	12	10	2
Pharmacy w/ Drive Thru	881	10,000 SF	Ave	10.25	103	50%	52	51	32%	13	20	33	49%	34	17	17	36	22	14
Day Care	565	10,000 SF	Ave	11.12	111	47%	52	59	0%	0	0	0	44%	48	24	24	63	28	35
Quality Restaurant	931	9,352 SF	Ave	7.80	73	67%	49	24	48%	21	14	35	44%	16	8	8	22	20	2
Coffee Shop	936	2,482 SF	Ave	32.29	80	50%	40	40	51%	17	24	41	0%	0	0	0	39	23	16
Retail	820	109,700 SF	Eqn	5.50	603	48%	289	314	32%	76	119	195	19%	78	39	39	330	174	156
Total					3,659		2,019	1,640		481	481	962		604	302	302	2,093	1,236	857

2026 PM Peak Hour Trip Generation – Lawson Hills

Weekday PM Peak Hour - All Phases					Gross Trips ¹				Internal Trips ²			Pass-By Trips ³				Net Trips ⁴		
Land Use	ITE LU ⁵	Size ⁶	Ave or Eqn	Trip Rate ⁷	Total Trips	% Inbound ⁸	In	Out	In	Out	Total	Rate	Total	In	Out	Total	In	Out
Single Family	210	28 DUs	Eqn	1.07	30	63%	19	11	0	0	0	0%	0	0	0	30	19	11
Multifamily	220	72 DUs	Eqn	0.72	52	63%	33	19	0	0	0	0%	0	0	0	52	33	19
Total					82		52	30	0	0	0		0	0	0	82	52	30

Note: DU = dwelling unit, SF= square feet; Tunnel=car wash tunnel

1. Total vehicle trips generated by the proposed land uses during the weekday PM peak hour based on rates from Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

2. Trips that are anticipated to remain internal to the proposed land uses and would not use roads external to the MPD calculated using the methodology and rates from ITE *Trip Generation Handbook* (3rd Edition, 2017).

3. Vehicle trips that would already be on the adjacent street system and would make an intermediate stop at the proposed land uses before continuing to their final destination based on rates from *Trip Generation Handbook*.

4. The overall new vehicle trip to the street system anticipated to be generated by the proposed land uses which would travel externally to the proposed land uses.

5. Land use code used in the ITE *Trip Generation Manual*.

6. Proposed land use size.

7. Trip generation rate based on either the average trip rate or regression equation from the *Trip Generation Manual*.

8. Percentage of trips travelling into the development during the weekday PM peak hour based on rates from the *Trip Generation Manual*.

9. The trip rate used for Land Use 945 assumes a gas stationh with 12 fueling pumps

10. Pass-by rates for land use 844 (gasoline/service station) were used to approximate pass-by trips for the proposed car wash land use. As noted in the description for this land use, a gasoline/servie station may also have a car wash. While the proposed car wash is not located within the same site as the proposed fueling station, it is located in the adjacent parcel.

Attachment 3: Construction Traffic Memorandum



**DAVID EVANS
AND ASSOCIATES INC.**

March 29, 2024

Andy Williamson, MDRT/Economic Development Director
City of Black Diamond – P.O. Box 599
24301 Roberts Drive
Black Diamond, WA 98010-0559

SUBJECT: Ten Trails Village Towns Plat Construction Trips

Dear Mr. Williamson,

At the request of CCD Black Diamond Partners LLC, we have investigated opportunities for reducing the amount of construction traffic associated with the Village Towns Plat.

The Villages MPD Condition of Approval No. 110 (set forth in Exhibit C of The Villages MPD Development Agreement on page 23 of 29) states: “Prior to approval of the first implementing plat or site development permit within a phase, the applicant shall submit an overall grading plan that will balance the cut or fill so that the amount of cut or fill does not exceed the other by more than 20%.” In compliance with this condition, DEA prepared a memorandum “Phase 1A Earthwork Quantities” dated June 25, 2012, and updated October 23, 2018. The Village Towns Plat area was included in this earthwork analysis. We were tasked with coming up with implementable strategies to further reduce construction trips.

In reviewing the Village Towns Plat’s site grades and typical construction methods, DEA is confident the following additional construction techniques and conditions will further limit construction traffic on the off-site adjoining street network:

- Adjust Village Towns Plat’s site grading to achieve an approximate earthwork balance.
- Screen Village Towns Plat’s strippings onsite to obtain topsoil for re-use onsite.
- Rocks obtained through the screening of topsoil on the Village Towns Plat are to be used as fill or crushed for use as base material onsite.
- Sticks obtained through the screening of topsoil on the Village Towns Plat are to be “chipped” and used for soft surface trails or erosion protection onsite.
- Import borrow/fill material including outwash soils for gravel base from within the Ten Trails MPD site.
- Stockpile any excess material generated through construction of the Village Towns Plat within the Ten Trails MPD site for use on future phases.

Based on implementation of these strategies, DEA has estimated construction truck and vehicle trips associated with the build-out of the Village Towns Plat. The trip generation estimates have been broken down between crew trips and truck delivery trips as well as earthwork and utility construction. The



attached spreadsheets show how assumptions and calculations were used to generate trip estimates for the Village Towns Plat.

Earthwork construction crews are estimated to generate 480 round trips. Earthwork truck deliveries are estimated to generate 133 round trips. Earthwork construction is anticipated to occur in August 2024. Road and utility construction is anticipated to occur between October 2024 and January 2025. Road and utility construction crews are estimated to generate 960 round trips. Road and utility truck deliveries are estimated to generate 77 round trips. Vertical construction is anticipated to begin in February 2025. Vertical construction crews are estimated to generate 4,472 round trips and deliveries are estimated to generate 298 round trips.

Please let me know if you have any follow-up questions regarding these construction trip generation calculations.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

Adam Stricker, P.E.
Senior Project Engineer

Copies:

Attachments/Enclosures: Trip calcs & graphs

Project Number: OAKPCBDP6001

File Path: P:\O\OAKPCBDP6001\0600INFO\EC\0692EC Technical Memos\V12\Truck Trips Memo\2023-11-10 Truck Trips Generation Memo.docx

Crew Trip Estimate for Construction of Ten Trails Village Towns

Earthwork Construction Crew Trips

Earthwork =	2 months, 20 work days per month, 12 crew trucks per day average
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Earthwork Crew Trips =	(2 months)*(20 work days/month)*(12 crew trucks/day) =	480 Trips
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Road and Utility Construction Crew Trips

Road and Utilities =	4 months, 20 work days per month, 12 crew trucks per day average
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Road and Utility Crew Trips Res. =	(4 months)*(20 work days/month)*(12 crew trucks/day) =	960 Trips
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Vertical Construction Crew Trips

Single Family Residence (SFR) construction - assumed 3 months, 20 work days per month, 2 crew trucks per day

SFR = 120 trips per SFR

Multi-Family Residential (MF) assumed at 2/3 of SFR, MF = 80 trips per unit

Commercial/Office/Retail (COR) assumed 5,000 SF = 1 SFR

Vertical Construction Crew Trips

	Units	Trips EA.	Trips
1645 COMMERCIAL	0.3258	120	39
8026 COMMERCIAL	1.605	120	193
53 MF	53	80	4,240

Subtotal	4,472 Trips
----------	-------------

Construction Crew Trip Summary

Earthwork Crew Trips	480	
Road & Utility Crew Trips	960	
Vertical Crew Trips	4,472	
	<table border="1"><tr><td>5,912 Total Crew Trips</td></tr></table>	5,912 Total Crew Trips
5,912 Total Crew Trips		

Truck Trip Estimate for Ten Trails Village Towns

SITE HAS BEEN CLEARED, NO LOGGING REQUIRED	<table border="1"><tr><td>Subtotal</td><td>-</td><td>Trips</td></tr></table>	Subtotal	-	Trips
Subtotal	-	Trips		

Import for Wall Construction During Earthwork

NO WALLS REQUIRED	<table border="1"><tr><td>Subtotal</td><td>-</td><td>Trips</td></tr></table>	Subtotal	-	Trips
Subtotal	-	Trips		

Export for grading during Earthwork

Cut Exportt = 1,494 CY	20 CY/Load	<table border="1"><tr><td>Subtotal</td><td>75</td><td>Trips</td></tr></table>	Subtotal	75	Trips
Subtotal	75	Trips			

Import for grading during Earthwork

Topsoil Import = (.5)*(14000 CY)*(0.2) = 1,400 CY
Topsoil Import Trips = 1,400 CY/(25 CY/trip) = 56 Trips
Bioretention Cells Trips = ((626 SF *1.5 FT)/27)/(20 CY/trip)= 2 Trips

Subtotal	58 Trips
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Import for Road & Alley Construction

	LF of Street	Avg Width	Avg Depth	CY	CY/Load	Trips
Alley & Driveways	1054	20	0.83	648	20	32
Sidewalks	1522	5	0.42	118	10	12
Plaza	380	30	0.42	177	10	18
Parking Stalls	189	19	0.83	110	20	6
					Total =	67

Note: Assumed outwash material from on Ten Trails site meets requirements for gravel base.

Import for Road & Utility Construction

Other Import Items as Noted

Earthwork assumes grades can be adjusted to provide an earthwork balance or that stockpiling of excess material or borrow as needed can be done on the Ten Trails MPD site.

Utility Trips - Deliveries of Pipe, Structures, and Bedding
Assume 1 truck trip per 100' of road and Autocourt construction
Alleys and driveways assumed at half of road construction

Trips = (875LF)/100LF/trip) + .5(124LF)/100LF/trip) = 9.46 10 Trips

Subtotal	10 Trips
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Vertical Construction Delivery Truck Trips for Construction of Ten Trails Village Towns

Single Family Residential (SFR) Construction = 8 trips per unit
Multi-Family Residential (MF) assumed at 2/3 of SFR
Commercial/Office/Retail (COR) assumed 5,000 SF = 1 SFR

(2/3)(53 MF)(8 trips) = 283 Trips
((1645+8026 SF Commerical)/(5000 SF))*(8 trips) = 15 Trips

Subtotal	298 Trips
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Ten Trails Village Towns Construction Trip Estimate

Construction Phase	Crew Trips	Truck Trips	Total Trips
Earthwork Trips	480	133	613
Road and Utility Trips	960	77	1,037
Vertical Construction	4,472	298	4,770
	5,912	509	

Note the calculated trips were conservatively assumed to all occur on weekdays, Monday through Friday

EW

EW to occur over 2 months, 20 weekdays/month
(estimated to occur August 2024-September 2024)

Crew Vehicle Trips total 480
480/(2*20) = 12 Trips/day

Allowable Work Hours 7AM to 7PM

Assume 1/3 leave before 4PM

Assume 1/3 leave after 6PM

Assume 1/3 leaving between 4PM and 6PM $12/3 = 4$ trips

Hourly Peak Crew Trips = $4/2\text{hrs} = 2$ trips/hr

Truck Trips

$133/(2*20) = 3.3$ trips/day

Deliveries occur throughout the work day 7AM to 7PM

Assume 10% of truck trips occur between 4PM and 6PM $(3.3)(0.1) = 0.33$ trips

Hourly Peak Truck Trips = $0.33 \text{ trips}/2\text{hrs} = 0.17$ trips/hr

Road and Utility Construction

Road and Utility construction to occur over 4 months, 20 weekdays/month

(estimated to occur October 2024 through January 2024)

Crew Vehicle Trips total 960

$960/(4*20) = 12$ Trips/day

Allowable Work Hours 7AM to 7PM

Assume 1/3 leave before 4PM

Assume 1/3 leave after 6PM

Assume 1/3 leaving between 4PM and 6PM $12/3 = 4$ trips

Hourly Peak Crew Trips = $4/2\text{hrs} = 2$ trips/hr

Truck Trips

$77/(4*20) = 0.96$ trips/day

Deliveries occur throughout the work day 7AM to 7PM

Assume 10% of truck trips occur between 4PM and 6PM $(0.96)(0.1) = 0.096$ trips

Hourly Peak Truck Trips = $0.096 \text{ trips}/2\text{hrs} = 0.05$ trips/hr

Vertical Construction

Vertical Construction to occur over 3 months, 20 weekdays/month

(estimated to occur February 2025)

Crew Vehicle Trips total 4,472 trips

$4,472/(3*20) = 74.5$ trips/day

Allowable Work Hours 7AM to 7PM

Assume 1/3 leave before 4PM

Assume 1/3 leave after 6PM

Assume 1/3 leaving between 4PM and 6PM $74.5/3 = 24.8$ trips

Hourly Peak Crew Trips = $24.8/2\text{hrs} = 12.4$ trips/hr

Truck Trips

$298/(3*20) = 4.96$ trips/day

Delivers occur throughout the work day 7AM to 7PM

Assume 10% of truck trips occur between 4PM and 6PM $(4.96)(0.1) = 0.50$ trips

Hourly Peak Truck Trips = $0.50 \text{ trips}/2 \text{ hrs} = 0.25$ trips/hr

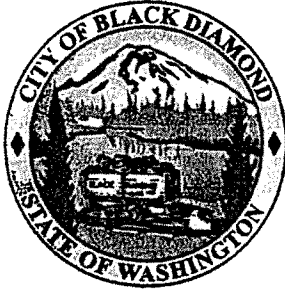
THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009

EXHIBIT 5

TITLE: Phase 1A Detailed Implementation Schedule for Regional Infrastructure Improvements Approval

PREPARED BY: The City of Black Diamond

DATE: August 27, 2012



CITY OF BLACK DIAMOND

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MEMORANDUM

Date: August 27, 2012

To: Files PLN11-0001, PLN 11-0002

From: Andy Williamson, Steve Pilcher

Re: Approval of Regional Facilities Implementation Schedule for Phase 1A, The Villages MPD

Pursuant to Conditions of Approval Nos. 29 and 164 of The Villages MPD approval (Ordinance 10-946) and Sections 11.2 and 11.4.A of The Villages Master Planned Development Development Agreement (adopted by Ordinance 11-970), the Master Developer submitted a final "Detailed Implementation Schedule – Phase 1A Regional Infrastructure Improvements (August 25, 2012)". This document has been reviewed by the Designated Officials and by the contracted Major Development Review Team (MDRT) civil engineering (RH2) and traffic (Parametrix) consultants.

The undersigned Designated Officials hereby approve the implementation schedule for Phase 1A.

Andrew Williamson, Designated Official
Public Works and Traffic

Steve Pilcher, Designated Official
Parks

Detailed Implementation Schedule
Phase 1A Regional Infrastructure Improvements
(revised August 25, 2012)

Pursuant to Conditions of Approval of The Villages MPD (Nos. 29 and 164) and Lawson Hills MPD (Nos. 27 and 169) and consistent with Sections 11.2 – 11.5 of The Villages and Lawson Hills MPD Development Agreements, the following provides a list of both on-site and off-site regional infrastructure and its timing necessary to serve Phase 1A. Acceptable engineering alternatives or equivalents may be proposed by the Master Developer during final engineering for the following list of on-site and off-site regional infrastructure improvements. Model home permits shall be excluded from associated triggers noted below.

1. The Villages MPD Community Connector

Construction Threshold

The Villages MPD Community Connector through Phase 1A is proposed to be constructed in two phases: (1) the first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A; and (2) the second phase will be constructed prior to occupancy of the 726th Dwelling Unit in Phase 1A or if necessary to provide dual emergency access routes to any developed lots within Phase 1A.

Improvement Details

The first phase of The Villages MPD Community Connector will be constructed from a point approximately 500 feet south of SE Auburn – Black Diamond Road to the intersection with the Ring Road (aka Neighborhood Street with Bike Lane). Sidewalks will be replaced with a meandering path on either side of the roadway. This section of the Community Connector will consist of a single travel lane in each direction with 5 foot bike lanes. This first phase will include construction of a roundabout in which a future park will be developed. The roundabout will be designed in accordance with City of Black Diamond Engineering Design and Construction Standards and Chapter 915 of the WSDOT design manual.

The second phase of The Villages MPD Community Connector will connect the first phase with SE Auburn – Black Diamond Road. The Community Connector through Phase 1A will consist of a single travel lane in each direction with 5 foot wide bike lanes. The Cross Community Trail will be constructed along both the first and second phase of the Community Connector, and will consist of an 8 foot wide multi-use hard surface on the east side. Utilities will be installed with construction of the Community Connector to serve Phase 1A and future phases of The Villages MPD.

A portion of stormwater runoff from the Community Connector will be collected and routed to the Phase 1A stormwater treatment and infiltration facility. The remainder of stormwater from the Community Connector will be treated in rain gardens and infiltrated to maintain water balance to Horseshoe Lake. A stormwater conveyance line will be installed within the Community Connector and will provide conveyance capacity to the Phase 1A stormwater facility. Stormwater conveyance capacity will be provided for adaptive management techniques to allow flexibility to maintain water balance to Horseshoe Lake. A second water main (850

pressure zone main) will be installed either within the Community Connector or the Ring Road to serve future phases of The Villages MPD. The Interim Sewer Force Main may be installed either in the Community Connector or the Ring Road through the Phase 1A site from the Interim Wastewater Pumping Station up to SE Auburn-Black Diamond Road. The Master Developer may elect to install a purple pipe system within the Community Connector for future use in the event that water for reuse is available.

2. The Ring Road (aka Neighborhood Street with Bike Lane)

Construction Threshold

The Ring Road (aka Neighborhood Street with Bike Lane) will be constructed in two phases: (1) the first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A, but must also be completed and accepted by the City of Black Diamond's Master Development Review Team ("MDRT") / Public Works prior to the issuance of the first certificate of occupancy in Division 1A of Preliminary Plat 1A; and (2) the second phase will be constructed prior to occupancy within Divisions G, J and K of Preliminary Plat 1A.

Improvement Details

The first phase of the Ring Road will include the section from SE Auburn – Black Diamond Road south to the intersection with the Community Connector. The second phase of the Ring Road will extend to the west from the intersection with the Community Connector to Road G.

The Ring Road will consist of a single lane in each direction with bike lanes and rain gardens/landscaping and a sidewalk on both sides. Utilities will be installed with construction of the Ring Road to serve Phase 1A and future phases of The Villages MPD.

Stormwater runoff from the Ring Road is proposed to be treated within rain gardens primarily located within the Right-of-Way and infiltrated where infiltratable soils exist. A second water main (850 pressure zone main) will be installed either within the Community Connector or the Ring Road to serve future phases of The Villages MPD. The Interim Sewer Force Main may be installed either in the Community Connector or the Ring Road through the Phase 1A site from the Interim Wastewater Pumping Station up to SE Auburn-Black Diamond Road.

3. Frontage Improvements on SE Auburn – Black Diamond Road

Construction Threshold

SE Auburn – Black Diamond Road frontage improvements will be constructed in three phases as Phase 1A develops: (1) the first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A; (2) the second phase will be constructed prior to occupancy of the 726th Dwelling Unit in Preliminary Plat 1A; and (3) the third phase of frontage improvements will be constructed concurrent with the development of the adjacent multi-family parcel 1H of Preliminary Plat 1A.

Improvement Details

The first phase of the SE Auburn – Black Diamond Road frontage improvements will include improvements from the east project frontage limits westward to the west side of the Main Street

intersection. The first phase of improvements will consist of: (1) a single lane roundabout at the intersection of SE Auburn – Black Diamond Road, Lake Sawyer Road and the Ring Road with deflector islands tapered back to match into the existing roadways; and (2) initially a stop control installed at the intersection of SE Auburn – Black Diamond Road and Main Street for Main Street entering to SE Auburn – Black Diamond Road, followed by a signal prior to the 726th Dwelling Unit in Preliminary Plat 1A. The ultimate signalized intersection improvement at SE Auburn-Black Diamond Road and Main Street will have a single through lane in each direction along with left turn lanes and turn pockets on SE Auburn-Black Diamond Road. Bike lanes (5 feet wide) will be constructed along SE Auburn – Black Diamond Road between proposed roundabouts concurrent with construction of these frontage improvements. The roundabouts will be designed in accordance with City of Black Diamond Engineering Design and Construction Standards and Chapter 915 of the WSDOT design manual.

The second phase of construction includes intersection improvements at SE Auburn – Black Diamond Road and the Community Connector. This intersection improvement will consist of a single lane roundabout. The second phase also completes frontage improvements between the Community Connector and Main Street and Main Street signal installation.

The third phase includes completion of frontage improvements from the roundabout at the intersection with the Community Connector to the west property line. This phase includes extending curb and gutter, sidewalks, bike lane and planter strips to the west property line of The Villages MPD.

The two roundabouts to be constructed with SE Auburn-Black Diamond Road frontage improvements are proposed to be constructed such that a second lane could be added to the inside of the roundabout by reducing the size of the interior island if warranted in the future. The sidewalk along the south side of SE Auburn-Black Diamond Road is proposed to be located such that a second eastbound lane could be added between the two roundabouts if warranted in the future by traffic counts.

All stormwater runoff from SE Auburn – Black Diamond Road frontage improvements is proposed to be treated and infiltrated in rain gardens within the right-of-way with the exception of the area near the roundabout at the Community Connector. A stormwater conveyance pipe will be stubbed across SE – Auburn Black Diamond Road at the Community Connector and at Main Street for future phases of The Villages MPD north of SE Auburn – Black Diamond Road.

4. Intersection of Community Connector and SE Auburn-Black Diamond Road

Construction Threshold

This intersection will be constructed as a single lane roundabout prior to occupancy of the 726th Dwelling Unit within Preliminary Plat 1A, with the second phase of the SE Auburn – Black Diamond Road frontage improvements.

Improvement Details

This single lane roundabout is proposed to be designed and constructed so that a second lane could be added to the interior of this roundabout in the future, if required. The roundabout will

be designed and constructed in accordance with City of Black Diamond Engineering Design and Construction Standards and Chapter 915 of the WSDOT design manual.

5. Intersection Improvements at SE Auburn-Black Diamond Road and Ring Road

Construction Threshold

This intersection improvement (single lane roundabout) will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A, with the first phase of SE Auburn – Black Diamond Road frontage improvements.

Improvement Details

The single lane roundabout is proposed to be designed and constructed so that a second lane could be added to the interior of this roundabout in the future, if required. The roundabout will be designed and constructed in accordance with City of Black Diamond Engineering Design and Construction Standards and Chapter 915 of the WSDOT design manual.

6. The Villages MPD Small Interim Wastewater Pumping Station

Construction Threshold

The Small Interim Wastewater Pumping Station must be completed and operational before issuance of the first building permit within Preliminary Plat 1A for which a sewer connection would be required.

Improvement Details

The Small Interim Wastewater Pumping Station will be designed and constructed in accordance with the City of Black Diamond Engineering Design and Construction Standards as though the facility was intended to be a permanent facility. Prior to design of this facility, the Master Developer will submit a plan showing the interim service area boundary and maximum number of units (in ERUs) that can be served by this interim facility. Additional capacity created through an oversized wet well may be provided for off-peak pumping.

7. The Villages MPD Interim Sewer Force Main

Construction Threshold

The Interim Sewer Force Main must be complete and operational before issuance of the first building permit within Preliminary Plat 1A for which a sewer connection would be required.

Improvement Details

The Interim Sewer Force Main will be constructed from The Villages MPD Small Interim Wastewater Pump Station to City manhole 118 or other approved alternative connection point. City manhole 118 is located approximately 1800 feet east of the eastern boundary of the Phase 1A Preliminary Plat and requires construction within the Roberts Drive right-of-way for this length. A formal request has been submitted to the City for consideration of an alternative sewer connection location. The proposed alternative sewer connection location is superior from a reliability and power conservation standpoint. The preferred alternative proposes to connect to the Black Diamond Trunk operated by King County Metro. Design and construction of the Interim Sewer Force Main will be in accordance with The City of Black Diamond Engineering

Design and Construction Standards. The Interim Sewer Force Main will be installed through the Phase 1A site either within the Community Connector or the Ring Road.

8. Interim Stormwater Pond and Infiltration Facility

Construction Threshold

The Interim Stormwater Pond and Infiltration Facility will be constructed in phases as determined necessary by the MDRT / Public Works through final engineering review of each division within Preliminary Plat Phase 1A.

Improvement Details

The infiltration facility of the interim stormwater pond for Phase 1A will be constructed with a minimum factor of safety of 40% for Phase 1A. This factor of safety is being provided for Phase 1A to provide an additional level of conservatism. The performance of the Phase 1A infiltration facility will be monitored to confirm design parameters. The project's Geotechnical Engineer will monitor flows into the infiltration facility, water depth within the infiltration facility, ground water elevation and ground water mounding to verify facility performance compared to design parameters. This factor of safety may be reduced for future phases of The Villages MPD and design parameters may be adjusted based on performance monitoring. Areas within Phase 1A that are not tributary to Horseshoe Lake can be developed and stormwater treated and infiltrated without this facility being constructed. If practical, recreational facilities may be provided within portions of the infiltration area.

9. Village Green (Park at Roundabout) in The Villages MPD

Construction Threshold

Construction of the Village Green will be commenced or bonded prior to recording Division 1A of Preliminary Plat 1A and will be completed no later than when Certificates of Occupancy or final inspection has been issued for 60% of the Dwelling Units located within ¼ mile of this park.

Improvement Details

The approximately 1.17-acre centrally located Village Green will consist of a large open lawn area for civic gatherings, a small function outdoor open lawn space and park structures for pedestrian gatherings. A bike lane encircles the park and pedestrian connections across the park link with the north/south Cross Community Trail that runs through The Villages MPD Phase 1A Preliminary Plat. Connectivity between this park and the Civic Park to the northeast will be accomplished with a special pedestrian road crossing. Vegetation in the park will vary from open expansive lawn spaces to more densely planted areas that will include a mix of native and naturalized vegetation. Vegetation around the park will provide separation between vehicles and pedestrians. Rain gardens will also be incorporated into the Village Green.

10. Civic Park in The Villages MPD

Construction Threshold

Construction of Civic Park will be commenced or bonded prior to recording Division 1A of Preliminary Plat 1A and will be completed no later than when Certificates of Occupancy or final inspection has been issued for 60% of the Dwelling Units located within ¼ mile of this park.

Improvement Details

The approximately 1.65-acre Civic Park includes open lawn areas, children's gathering and play spaces, performance areas, viewpoints and park structures for civic gatherings. Lushly planted areas, rain gardens and open lawn areas will provide variety along the park pedestrian ways. Bike lanes and a Cross Community Trail run adjacent to this park. Connectivity to the Village Green to the south and retail core to the north will be accomplished with special pedestrian road crossings. A stormwater infiltration facility is proposed to be constructed under this park to allow adaptive management techniques to maintain water balance to Horseshoe Lake during construction and at full build-out.

11. SR 169/ Roberts Drive (Interim Improvement)

Construction Threshold

Completed engineering, design and construction drawings and related application materials necessary for permit issuance for this interim improvement will be submitted to WSDOT prior to the City of Black Diamond's issuance of the first residential or commercial building permit associated with Division 1A of Preliminary Plat 1A. The Master Developer shall diligently pursue issuance of all permits for this interim improvement, by taking such actions including but not limited to promptly responding to requests for additional information and/or promptly submitting permit application revisions requested by the permitting agencies. Construction of this improvement will commence as soon as reasonably practicable following issuance of all necessary permits, but in any event prior to issuance of the building permit for the 327th Equivalent Residential Unit (ERU) within Preliminary Plat 1A plus any additional time demonstrated to the reasonable satisfaction of the City's Designated Official to be necessary due to action, inaction, or events outside of the Master Developer's control.

Interim Improvement Details

This intersection will be improved by shifting Roberts Drive to the south to provide approximately 500 feet separation between it and SE Black Diamond – Ravensdale Road. The SR169 / Roberts Drive intersection will be reconfigured to form a tee intersection instead of the currently existing Y configuration to improve safety and operation. This intersection improvement will include installation of a signal to control the intersection. Intersection improvements will include construction of a right turn lane on southbound SR 169. Roberts Drive behind the stop bar location at SR 169 will be designed per City of Black Diamond standards. The ultimate design is a roundabout – this is only an interim improvement.

12. SR 169/SE Black Diamond – Ravensdale Road (Interim Improvement)

Construction Threshold

Completed engineering, design and construction drawings and related application materials necessary for permit issuance for this interim improvement will be submitted to WSDOT prior to the City of Black Diamond's issuance of the first residential or commercial building permit associated with Division 1A of Preliminary Plat 1A. The Master Developer shall diligently pursue issuance of all permits for this interim improvement, by taking such actions including but not limited to promptly responding to requests for additional information and/or promptly submitting permit application revisions requested by the permitting agencies. Construction of this improvement will commence as soon as reasonably practicable following issuance of all necessary permits, but in any event prior to issuance of the building permit for the 327th Equivalent Residential Unit (ERU) within Preliminary Plat 1A plus any additional time demonstrated to the reasonable satisfaction of the City's Designated Official to be necessary due to action, inaction, or events outside of the Master Developer's control.

Interim Improvement Details

This intersection improvement includes a four way signalized intersection to maintain access to the Palmer Coking Coal property at this location. Black Diamond – Ravensdale Road SE behind the stop bar location at SR 169 will be designed per City of Black Diamond standards. The ultimate design is a roundabout – this is only an interim improvement.

13. SE 288th Street/216th Avenue SE

Construction Threshold

Rechannelization shall occur no later than recording of Division 1A of Preliminary Plat 1A.

Improvement Details

This intersection will be improved through rechannelizing the south leg of the intersection to provide a refuge/merge area for westbound left-turning vehicles.

14. Water Main Extension (from near Black Diamond Library to The Villages MPD)

Construction Threshold

Construction of a dual 12-inch water main from near the Black Diamond Library westerly to The Villages MPD property (or engineering equivalent) will occur prior to recording Division 1A of Preliminary Plat 1A. The dual 12-inch water main must be completed, tested and in-service prior to the first occupancy permit being issued for a Dwelling Unit or a commercial use within Preliminary Plat 1A.

Improvement Details

The Water Main Extension that connects The Villages MPD Phase 1A to the existing water system will have the following general design characteristics:

- The water main is currently proposed to consist of stacked 12-inch water lines (one located above the other in a single trench) to meet flow requirements and serve as redundant supply sources for The Villages MPD Phase 1A.

- The stacked water main configuration is proposed to minimize the width of construction trench and minimize disturbance to existing features and facilities. Deviation from the vertically stacked configuration will be required in isolated instances such as the Rock Creek Bridge crossing and where valves are required in the lower main.
- The stacked water main will be installed along the edge of the existing roadway system where feasible to minimize traffic impacts and facilitate future maintenance.
- There will be no service connections to the lower water main in order to maximize its integrity and minimize the potential for leakage.
- Valves will be installed to facilitate periodic flushing and routine maintenance.
- Initially, both water lines will operate on the 750 pressure zone but will be interconnected such that they can be isolated in the future. This isolation is proposed so that the lower main can be converted to the 850 pressure zone in the future. The lower line will have blocking and thrust restraint designed and installed for its ultimate intended use to serve the 850 pressure zone.
- Per the City of Black Diamond Engineering Design and Construction Standards, water velocity in mains shall not exceed 10 feet per second during highest demand and fireflow.
- Minimum system pressure is required to be 20 psi during fireflow analysis throughout the system.

The number of ERUs permitted prior to construction of a second supply line will be based on the City's water system computer simulated model.

Regional Infrastructure Improvement	Construction Threshold	Funding Responsibility
The Villages MPD Community Connector	The first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A. The second phase will be constructed prior to occupancy of the 726th Dwelling Unit in Phase 1A or if necessary to provide dual emergency access routes to any developed lots within Phase 1A.	Master Developer
The Ring Road	The first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A, but must also be completed and accepted by the MDRT / Public Works prior to the issuance of the first certificate of occupancy in Division 1A of Preliminary Plat 1A. The second phase will be constructed prior to occupancy within Divisions G, J and K of Preliminary Plat 1A.	Master Developer
Frontage Improvements on SE Auburn – Black Diamond Road	The first phase will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A. The second phase will be constructed prior to occupancy of the 726th Dwelling Unit in Preliminary Plat 1A. The third phase will be constructed concurrent with the development of the adjacent multi-family parcel 1H of Preliminary Plat 1A.	Master Developer
Intersection of Community Connector and SE Auburn – Black Diamond Road	Constructed as a single lane roundabout prior to occupancy of the 726th Dwelling Unit within Preliminary Plat 1A, with the second phase of SE Auburn – Black Diamond Road frontage improvements.	Master Developer
Intersection Improvements at SE Auburn – Black Diamond Road and Ring Road	Single lane roundabout will be constructed or bonded prior to recording Division 1A of Preliminary Plat 1A, with the first phase of SE Auburn – Black Diamond Road frontage improvements.	Master Developer
The Villages MPD Small Interim Wastewater Pumping Station	This must be completed and operational before issuance of the first building permit within Preliminary Plat 1A for which a sewer connection would be required.	Master Developer
The Villages MPD Interim Sewer Force Main	This must be completed and operational before issuance of the first building permit within Preliminary Plat 1A for which a sewer connection would be required.	Master Developer

Interim Stormwater Pond and Infiltration Facility	Constructed in phases as determined necessary by the MDRT / Public Works through final engineering review of each division within Preliminary Plat 1A.	Master Developer
Village Green (Park at Roundabout) in The Villages MPD	Construction of this park will be commenced or bonded prior to recording Division 1A of Preliminary Plat 1A and will be completed no later than when Certificates of Occupancy or final inspection has been issued for 60% of the Dwelling Units located within ¼ mile of this park.	Master Developer
Civic Park in The Villages MPD	Construction of this park will be commenced or bonded prior to recording Division 1A of Preliminary Plat 1A and will be completed no later than when Certificates of Occupancy or final inspection has been issued for 60% of the Dwelling Units located within ¼ mile of this park.	Master Developer
SR 169/Roberts Drive	Completed engineering, design and construction drawings and related application materials necessary for permit issuance for this interim improvement will be submitted to WSDOT prior to the City of Black Diamond's issuance of the first residential or commercial building permit associated with Division 1A of Preliminary Plat 1A. The Master Developer shall diligently pursue issuance of all permits for this interim improvement, by taking such actions including but not limited to promptly responding to requests for additional information and/or promptly submitting permit application revisions requested by the permitting agencies. Construction of this improvement will commence as soon as reasonably practicable following issuance of all necessary permits, but in any event prior to issuance of the building permit for the 327 th Equivalent Residential Unit (ERU) within Preliminary Plat 1A plus any additional time demonstrated to the reasonable satisfaction of the City's Designated Official to be necessary due to action, inaction, or events outside of the Master Developer's control.	Master Developer
SR 169/SE Black Diamond – Ravensdale Road	Completed engineering, design and construction drawings and related application materials necessary for permit issuance for this interim improvement will be submitted to WSDOT prior to the City of Black Diamond's issuance of the first residential or commercial building permit associated with Division 1A of Preliminary Plat 1A. The Master Developer shall diligently pursue issuance of all permits for this interim improvement, by taking such actions including but not limited to promptly responding to requests for additional information and/or promptly submitting permit application revisions requested by the permitting agencies.	Master Developer

	Construction of this improvement will commence as soon as reasonably practicable following issuance of all necessary permits, but in any event prior to issuance of the building permit for the 327 th Equivalent Residential Unit (ERU) within Preliminary Plat 1A plus any additional time demonstrated to the reasonable satisfaction of the City's Designated Official to be necessary due to action, inaction, or events outside of the Master Developer's control.	
SE 288th Street/216th Avenue SE	Rechannelization shall occur no later than recording of Division 1A of Preliminary Plat 1A.	Master Developer
Water Main Extension	Constructed prior to recording Division 1A of Preliminary Plat 1A, and available prior to the first occupancy permit being issued for a Dwelling Unit or a commercial use within Preliminary Plat 1A.	WSFFA Funding Responsibility or Master Developer

**THE VILLAGES / TEN TRAILS MPD
VILLAGE TOWNS PRELIMINARY PLAT
PLN24-0009**

EXHIBIT 6

TITLE: Ten Trails MPD Phase 1A, 2, and 1B Fiscal Impact Analysis
Approval

PREPARED BY: The City of Black Diamond

DATE: September 21, 2021



CITY OF BLACK DIAMOND

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MEMORANDUM

Date: September 21, 2021

From: Andrew Williamson

Re: Approval Fiscal Impact Analysis for Phase 1A, 2 and 1B

Pursuant to Section 13.6 (Fiscal Impacts Analysis) of The Villages Master Planned Development Development Agreement (adopted by Ordinance 11-970) the Master Developer submitted documents pertaining to the Fiscal Impacts Analysis. These documents have been reviewed by the Designated Official and the contracted Master Development Review Team (MDRT) fiscal impact consultant, FCS Group.

Mr. Martin Chaw of FCS Group, prepared a memorandum dated September 17, 2021, documenting the independent review of the subject fiscal analysis prepared by DPGF, titled, "Phase 1A & 2 & 1B Fiscal Impact Analysis for the Ten Trails (fka The Villages) and Lawson Hills Master Planned Development dated August 20, 2021. The recommendation is: "Based on our review, we recommend that the City approve DPGF's August 20, 2021 FIA as submitted". This fulfills the requirements of Section 13.6 of the Development Agreement"

The additional fiscal condition #83 set by the Hearing Examiner's condition of approval on the Villages MPD Phase 1A and Phase 2 has been fulfilled.

The undersigned Designated Official hereby approves the Fiscal Analysis prepared for Ten Trails fkaThe Villages MPD Phase 1A and Phase 2 and Phase 1B based on the recommendation of the MDRT fiscal consultant.

Andrew Williamson
Designated Official Fiscal Analysis