

The following is a summary of the proposed 2020 annual amendments to the City of Black Diamond Comprehensive Plan. A recommendation for these proposed amendments was made by the Planning Commission on December 8, 2020 following a Public Hearing held on December 1, 2020.

1. Amendment to Chapter 3, *Parks, Recreation, Trails and Open Space*. A paragraph was added in Section 3.2, Planning Framework to recognize the American with Disabilities Act (ADA). This paragraph was inadvertently deleted during the final formatting of the May 2019 adopted Comprehensive Plan and would be added back into the document as part of these amendments. The ADA language is shown below in highlighted underline text.

3.2 Planning Framework

Regulatory Setting and Relationship to Other Plans:

Growth Management Act (GMA)

Cities planning under Washington State's Growth Management Act (GMA) are required to include a parks and recreation element in their comprehensive plan. RCW 36.70A.070 (8) of the GMA states that the parks and recreation element must implement and be consistent with the parks and recreation facilities identified in the Capital Facilities Element. The element must also include three components:

- Estimates of park and recreation demand for at least a 10-year period.
- An evaluation of facilities and service needs.
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This Element meets these directives. The Parks, Recreation, Trails and Open Space Appendix provides an inventory and evaluation of demand and facility and service needs.

Americans with Disabilities Act (ADA)

The ADA was signed into law in 1990 and it is an important piece of legislation that ensures physical accessibility for people with disabilities. The City of Black Diamond is committed to providing equal access under Title II of the ADA for its parks, recreational and trails system.

Washington Recreation and Conservation Office (RCO)

The RCO is a significant source of grant funding for parks and recreation in the State of Washington. The RCO oversees parks and recreation planning throughout the state and through its grant program and ongoing planning activities, the RCO seeks to enhance and maintain statewide opportunities for recreation and protect the best of the state's wildlands and threatened and endangered species.

The RCO program provides leadership, funding and technical assistance to help communities plan for and implement parks and recreation projects. These projects may include trails, playfields, and other park facilities. In addition, the program helps to protect and restore the state's important habitat and biological heritage through open space protection and conservation.

2. Amendment to Chapter 4, *Natural Environment*. Policy NE-21 was also inadvertently deleted from the adopted 2019 Comprehensive Plan during final formatting and would be added back into the Plan as shown below in highlighted, underlined text.

4.7 Critical Aquifer Recharge Areas (CARA) Goals and Policies

The City is located within the South King County groundwater management area. The groundwater management plan for South King County identifies the western and northwestern portions of the City as having the potential to serve as aquifer recharge areas but offer little contaminant removal ability, leaving groundwater susceptible to contamination. The King County Comprehensive Plan mapped these areas as “Areas Highly Susceptible to Ground Water Contamination” (Figure 4-1). As shown on the figure, the map is intended for informational purposes only and is not specific enough to be integrated into City regulations.

❖ **NE Goal 5:** Protect the quality and quantity of groundwater used for public water supplies.

- **Policy NE-18:** Encourage the reduction of the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risk to human health and the environment.
- **Policy NE-19:** Reduce the rate of expansion of impervious surface in the City consistent with local, state, and federal regulations.
- **Policy NE-20:** Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater.
- **Policy NE-21:** Use LID (Low Impact Development) techniques to manage stormwater runoff pursuant to Title 14 of the Black Diamond Municipal Code and Stormwater Management Manual for Western Washington (SMMWW).

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3. Amendments to Chapter 5, *Land Use*. Proposed amendments include:

- a. Text revision to Section 5.7 regarding the Master Planned Development (MPD) Overlay to add a new paragraph and revised criteria language,
- b. Text revision to Section 5.10 regarding Urban Reserve Goals and Policies to add a new goal, LU Goal 6 to limit annexation in the City’s remaining Potential Annexation Areas (PAA’s) until the City’s growth projections are aligned with the County and Regional growth targets/models. Previous LU Goal 6 would become LU Goal 7.
- c. Text revision to Section 5.13 for Commercial Goals and Policies. The revised text is intended to clarify that the Community Commercial (CC) is not intended to develop as a mixed-use area and should not allow for residential development.

These amendments are in response to community input and comments received from the Puget Sound Regional Council (PSRC) Certification Report received on the City's 2019 updated Comprehensive Plan. The revisions are intended to work toward aligning future growth in the City with the countywide targets and regional goals and policies. Also, the City needs to develop a more robust tax base and must protect its commercial core along SR 169 from converting to residential uses. Revised text is shown in each amended section below in highlighted and underline/cross through text.

5.7 Master Planned Development (MPD) Overlay

An overlay is a tool that is placed or laid "over" a base land use designation and establishes regulations that are in addition to those of the "underlying" zoning designation. The intent of the MPD overlay is to tailor criteria and implementing regulations for lands that have been proposed for an MPD. The MPD overlay is intended to take advantage of opportunities to create a clustered mix of residential, commercial, or civic uses along with open spaces and public facilities, on large sites in appropriate locations. These sites typically consist of large parcels in common ownership where a master plan will be developed to guide unified development over a period of many years.

The MPD overlay is applied to areas that are intended to allow a mix of those land uses and residential densities as depicted on the Future Land Use Map, Figure 5-2. Areas with an MPD overlay designation are intended to develop only after approval of an MPD permit pursuant to Black Diamond Municipal Code. An MPD may include residential and commercial uses clustered around private and community open space, supported by adequate services and facilities. As part of the process of approving an MPD, a specific development plan or site plan shall be prepared and will specify the residential and nonresidential uses, densities and intensities, phasing of development, and specific development standards that apply to the site. Some MPD sites may also be designated as TDR receiving areas.

There are two Master Planned Developments (MPDs) currently under construction in the City of Black Diamond. The build-out of these MPDs will result in housing units that exceed the Countywide adopted growth targets and the regional growth strategy, as discussed in Chapter 2 of this Plan. In order to align the City's future growth with countywide and regional growth projections, the allowance for any new MPD's must be carefully considered.

MPD Designation Criteria

- The designation of any new MPD should be discouraged until full buildout of the two currently under construction and until such time as the City's growth projections are within the range of adopted growth targets consistent with the King County CWPPs and the PSRC regional growth strategy, Vision 2050.
- Existing or planned public facilities are adequate to support the planned development density.
- The area is not predominated by environmentally sensitive areas, and/or the development plan contains standards that will allow development while providing appropriate protection to the environmentally sensitive areas. The level of protection must be equal or better than that provided by the City's environmentally sensitive area policies and regulations.
- There is either a need for or benefits that will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.
- The parcels are at least 80 contiguous acres in area and in single or unified ownership or is subject to a pre-annexation agreement that requires an MPD for the parcel.
- The development plan requires flexibility to meet the requirements of an MPD.

- The MPD will provide public benefits, in the form of preservation or enhancement of physical characteristics, conservation of resources, provision of employment, improvement of the City's fiscal performance, provision of adequate facilities, and other public benefits identified by the City.
- At least 50% of the MPD site is devoted to open space uses, which may include recreational amenities.
- Adequate mitigation, consistent with Black Diamond Municipal Code and state and federal codes for adverse impacts on the community, neighborhood, and environment is provided.
- MPD densities are urban (min 4 dwelling units per acre).

5.10 Urban Reserve Goals and Policies

Under the provisions of the GMA, counties must identify Urban Growth Areas (UGAs) around existing cities within the County to accommodate planned growth. A UGA defines the area around the city that is available for its expansion during the 20-year planning period.

The UGA defines the limit within which the full range of urban services will be provided. Urban services typically refer to sanitary sewer and public water. GMA discourages the provision of urban services beyond UGA boundaries. Growth is first directed into areas already urbanized and that have existing public facility and service capacities. The purpose is to promote more compact urban development within, and adjacent to, existing urban areas in order to ensure efficient utilization of land resources and to facilitate economic provision of urban services.

The King County designated UGA encompasses all cities located within the county. The boundary of the UGA is established by the County in consultation with the cities through consideration of land use demand projections, identification of critical and resource lands, and determination of areas already characterized by urban growth.

Potential Annexation Areas (PAAs) are areas adjacent to incorporated areas, within the King County designated UGA that have not yet been annexed to a city. As part of development of the Countywide Planning Policies (CPPs), King County and the cities throughout the county collaborated in determining each jurisdiction's most logical boundaries for long-term delivery of urban governmental services. The PAAs developed by the cities are included in the King County CPPs.

As of 2016, Black Diamond's PAAs include two areas totaling approximately 390 acres that have been identified as appropriate for future annexation. The PAAs are shown on the Future Land Use Map as "UGA/PAA". These two areas are the Lake 12 annexation area including a portion of SE Green River Gorge Road and West Lake Sawyer Annexation Area located west of Lake Sawyer along the Covington– Sawyer Road, including Kentlake High School.

The Urban Reserve designation recognizes Planned Annexation Areas (PAAs) that will not be considered for annexation until a plan for extending the required utilities is developed and financed. The Urban reserve designation allows for single-family residential uses, their accessory uses and public and semipublic uses that meet appropriate development standards.

LU Goal 6: Future annexation of the Potential Annexation Areas (PAAs) will not occur until the City's growth is aligned with countywide growth targets and the regional growth strategy.

LU Goal 6 7: Annexation may only occur in areas that can be serviced by adequate public facilities, utilities, and services.

- **Policy LU-21:** Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs.

- **Policy LU-22:** Give priority to infill development within the city limits and existing urbanized unincorporated areas.
- **Policy LU-23:** Urban development within a Potential Annexation Area will not occur without annexation. Unless there is an interlocal agreement with King County defining land use, zoning, annexation phasing, urban services, street and other design standards and impact mitigation requirements.
- **Policy LU-24:** Consider only annexations that are within the PAA. Annexations shall be phased to coincide with the ability of the City, public services districts and utility providers serving the area to provide a full range of urban services to areas to be annexed.
- **Policy LU-25:** Approval of the annexation of the Lake 12 Area shall include permanent public access to the lake.
- **Policy LU-26:** Prior to annexing the Lake 12 Area, a traffic study shall be completed to determine the appropriate city road standards that apply to all public roads within the annexation area.
- **Policy LU-27:** Development in the Urban Reserve designation shall not be allowed until plans for public water, sewer, and other services are available and planned for with adequate funding mechanisms. Such plans shall be developed prior to or concurrent with annexation.

5.13 Commercial Goals and Policies

Community Commercial (CC)

Larger, community-scale centers outside of the Town Center are intended to meet the community's growing needs, serve the needs of the surrounding area, and accommodate commercial uses that require larger sites, involve significant areas of outdoor product display or storage, or are oriented to the needs of the motoring public. Community Commercial areas will allow retail, restaurants, motels/inns, professional offices, entertainment and cultural uses, public and semi-public uses. Community Commercial areas may also include land-intensive commercial activities such as automotive sales, lumberyards, and other activities that include outdoor product display and/or storage.

Community Commercial areas should be located along major arterial routes, such as SR 169 to serve the broader community with a wider range of goods and services. Access to the arterial should be limited to combine access points to commercial developments, preferable that being an intersecting public street. Interconnectivity for both vehicles and pedestrians should be provided between sites. Sufficient land within the City should be designated to allow for development of uses that provide significant employment opportunities and potential of sales tax generation. ~~To that end, the Community Commercial designation is not intended to be a mixed-use area and residential development shall not be allowed.~~

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Commercial goals and policies are as follows:

- ❖ **LU Goal 9:** Ensure that opportunities for convenient and concentrated commercial development are provided to support both the local and regional market.
- ❖ **LU Goal 10:** Encourage the concept of mixed-use development in the Town Center and commercial zoning designations to create diverse and self-sufficient neighborhoods.

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- **Policy LU-42:** Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.
- **Policy LU-43:** Provide day-to-day retail goods and services within walking distance of most residential neighborhoods.
- **Policy LU-44:** Encourage well-planned, coordinated commercial development within the SR 169 area and discourage strip retail development through the use of design standards.
- **Policy LU-45:** Prioritize funding of infrastructure and community enhancement projects in the Town Center to encourage redevelopment and investment in this area.
- **Policy LU-46:** The Town Center area shall be pedestrian oriented and include a mix of parks, residential, civic, retail, commercial, office, entertainment, services, and hospitality services (inns and meeting centers).
- **Policy LU-47:** Parking in Community Commercial areas should be located to the sides and rear of buildings.
- **Policy LU-48:** Require cross-access between sites to reduce the number of driveways along arterial streets. Pedestrian connections between sites should also be provided.
- **Policy LU-49:** Promote a compatible mix of land uses that create a diversified environment that mixes shopping, employment, recreation, and residential opportunities where appropriate.
- **Policy LU-49:** Promote quality in the design and construction of development through the use of design guidelines to maintain or enhance community character.
- **Policy LU-50:** Discourage the conversion of Community Commercial designated areas to uses that do not create jobs or ongoing sales tax revenue for the city.

4. Amendments to Chapter 7, *Transportation*. Several areas of revised text are proposed in the Transportation Element. These amendments are to address comments in the PSRC Certification Report regarding information that was inaccurate or missing in the 2019 Comprehensive Plan or to build in more robust contingency measures for funding transportation infrastructure. New and revised language is shown in highlighted, underlined/strikethrough format.

Section 7.2. Planning Framework and Consistency Statements

Need for the Comprehensive Transportation Plan

In 1996, the City completed its first comprehensive transportation plan which was updated in 2001 and 2009. This update provides a revised look at the existing transportation system; addresses changes in legislative requirements; reflects changes in economic conditions; evaluates current needs; and reviews the adequacy of the planned transportation improvements with consideration of the Master Plan Developments to meet future travel needs and conditions. Consistent with the regional update cycle, the City's comprehensive transportation plan is being updated to:

- **Determine Existing Transportation Deficiencies.** An inventory of the transportation system identifies the existing needs of the Black Diamond community. Some existing transportation deficiencies, including several on State Route (SR) 169, can be attributed to growth in other jurisdictions. These deficiencies could be addressed in a variety of ways, including improved interjurisdictional coordination and through the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.
- **Meet GMA Requirements.** The City is required by the GMA to develop a comprehensive plan including a transportation chapter that includes a list of future system improvements to meet identified future needs and a multi-year financing plan.
- **Qualify for Funding.** State and Federal agencies require local governments to have a comprehensive transportation plan that demonstrates the community's vision of its future. The City's population has been steadily growing since 1996 and is anticipated to exceed 5,000 by 2021, which will provide expanded opportunities to pursue additional grant funds.
- **Plan for the City.** Both public and private sectors can use the comprehensive transportation plan when making decisions about the transportation system.

Section 7.4, Transportation Policies

Funding, Concurrency, and Impact Mitigation

The City faces the challenge of making the best use of the limited funds available to finance transportation projects. Issues addressed by these policies include concurrency, identifying favorable funding sources, and deciding impact mitigation assessments.

As described in Appendix 7, SR 169 serves as the primary north-south roadway connecting communities in southeast King County and northeast Pierce County to each other as well as the larger transportation network. SR 169 experiences high traffic volumes during peak periods as drivers from Bonney Lake, Buckley, and Enumclaw pass through Black Diamond in the morning to access major job centers to the north and return southbound in the evening. These volumes contribute to existing transportation deficiencies at intersections on SR 169 in Black Diamond, for which the City is legally obligated to address, however no mechanisms are in place to secure funding for improvements.

- ❖ **Policy T-19 Concurrency Policy:** Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities. This also includes coordinating the City's concurrency program with plans of other transportation agencies. While the City has the authority to adopted LOS standards for local roadways, the LOS for SR 169 is established by WSDOT. The City cannot accept a lower LOS for SR 169 as a mechanism to address concurrency. The most significant adopted policy of meeting concurrency standards is accomplished by the two major MPD Development Agreements that require the developer to implement any and all of the capacity adding projects in the City's comprehensive plan to maintain the City's level of service standards. To monitor these commitments, the City's Concurrency Management System includes the following:

- Assessing and determining compliance with the adopted level of service standards;
- Identifying facility deficiencies (e.g., sidewalk, bike lanes, multi-use paths and transit); and,
- Making appropriate revisions to the Six-Year TIP, including prioritization of improvements on SR 169, as the City cannot modify the adopted LOS for that facility.

In addition, the City could explore other means to improve LOS, such as the implementation of plans and programs that reduce reliance on single occupancy vehicle travel (e.g. transportation demand management).

- ❖ **Policy T-20 Funding Sources Policy:** Secure adequate long-term funding sources for transportation through all feasible and available methods. These methods may include:

- **Adopting a Transportation Impact Fee (TIF) to fund capacity improvements that maintain adopted LOS standards for roadways;**

- Taking advantage of state funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);
- Encouraging Washington State Department of Transportation (WSDOT) improvements on the state highway system;
- Encouraging the use of LIDs by property owners to upgrade roads to meet City road standards;
- Requiring impact mitigation and/or SEPA mitigation fees for projects as guided by this Plan. Impact mitigation payments and/or seeking voluntary contributions from developers may also be pursued;
- Promoting the use of Transportation Benefit Districts and Capital Facility Districts;
- Exploring the potential of assessing user fees to support maintenance and preservation of the transportation system; and

- **Seeking funding from federal agencies and all other available grant sources. Once Black Diamond's population exceeds 5,000 (anticipated by 2021; to be confirmed by the 2020 United States Census), the City will be eligible to pursue grant funding available only to cities of that size. The grant programs available to large cities are generally bigger in overall size and the typical awards for funded projects are greater than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects.**

- ❖ **Policy T-22 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:

- Requiring developers who are subject to an approved development agreement with the City to continue fulfilling all mitigation requirements imposed therein;
- Requiring developers who are not subject to an approved development agreement **or for whom an approved development agreement has expired**, to assist in providing additional **funding through an adopted program, such as a TIF**, transportation facilities, and **/or** services in proportion to the impacts and needs generated by development;
- Encouraging developers to design projects that generate less vehicular traffic; and
- Requiring developers at the beginning and mid-point of each phase of the MPD project to monitor traffic generation and distribution to determine if traffic impacts of MPD development are occurring as projected.

Coordination and Consistency Policies

The policies contained in this subsection address such issues as multi-agency planning and coordination, consistency of transportation improvement programs and designs among jurisdictions, and cooperation among agencies that fund, build and operate the transportation system within Black Diamond.

- ❖ **Policy T-24 Intergovernmental Agency Coordination Policy:** Coordinate planning, construction, and operations of transportation facilities and projects with other governmental agencies. This policy supports and complements the transportation functions of Washington State, King County, neighboring cities, PSRC, Metro Transit, and other entities responsible for transportation facilities and services within the city. Explore establishment of a coalition of cities with the purpose of developing transportation solutions and their associated funding mechanisms to provide for safer and more efficient travel along the SR 169 corridor. Efforts of the coalition could include studying forecast anticipated deficiencies resulting from growth in all affected jurisdictions, identifying solutions, and developing an intergovernmental strategy to pursue state and/or joint grant funding and equitably distribute developer-provided funds to all affected jurisdictions.

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5. Amendments to the Appendix 7, *Transportation Appendix*. These amendments are to address comments in the PSRC Certification Report regarding information that was inaccurate or missing in the 2019 Comprehensive Plan or to build in more robust contingency measures for funding transportation infrastructure. New and revised language is shown in highlighted, underlined/strikethrough format.

Existing Transportation System

The City forms the southeastern edge of King County's urban area. The traffic circulation system within the city is basically the intersection of east west county roads with SR169 through the city, reflective of the original settlement pattern, natural barriers (Lake Sawyer and the Rock Creek Wetland), and lack of substantial growth up to the present. The area's road system consists of a state highway (SR 169), the City's arterials, collectors, and local access roads. Because the grid system is incomplete, many local access roadways are, in effect, long cul-de-sacs. Local access roads are also often narrow by current standards. Although the narrow widths and lack of locations for vehicles to turn-around are a problem for emergency services, the smaller area devoted to roads contributes significantly to the existing rural character of the community and reduces storm water impacts.

The city is bisected by SR 169, a north-south highway of statewide significance providing both regional access from Renton to Enumclaw and cities in northeast Pierce County, and local access. With the limited arterial network in the surrounding area, SR 169 serves as the primary conduit connecting communities to the larger state roadway network, including major facilities such as SR 18 and I-405. As a result, SR 169 is the main roadway for drivers from cities to the south, including Bonney Lake, Buckley, and Enumclaw, to access major job centers to the north, experiencing high traffic volumes during the morning and evening peak periods. These volumes contribute to existing transportation deficiencies at SR 169 intersections in Black Diamond. The City is legally obligated to address these deficiencies in order to maintain the adopted LOS standard for the roadway, however no permanent mechanisms are in place to secure funding from private developments outside the City. SR 169 is also known as 3rd Avenue within Black Diamond.

Planned Roadway Improvements

The current planned roadway improvements consist of projects programmed by WSDOT, King County, and the City.

WSDOT & SR169

SR-169 is a designated Highway of Statewide Significance (HSS) which functions as major rural and suburban route for the metropolitan area.

WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway. Concern over congestion and safety issues along the corridor have spurred several studies, one of which was a route development plan that considered widening the highway. However WSDOT did not complete this plan and therefore transportation demand modeling and the state's Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a Regional Transportation Plan (RTP) do not assume widening of SR 169. Even so, the City is taking a proactive approach by seeking additional right of way through dedication upon major development or redevelopment where right of way width along SR-169 is less than 100 feet. The City is also working on access management along SR-169 to plan for necessary transportation improvements that would be funded by new development along the corridor to alleviate congestion and safety issues.

The City has recognized the potential impacts to SR 169 associated with forecast growth and has entered into agreements with major developers to ensure these impacts, as well as some existing deficiencies, are properly mitigated to maintain consistency with concurrency requirements.

City of Black Diamond

Table 0-7 identifies the critical future road network to fill in the street grid and provide alternative east west as well as north south corridors. Lake Sawyer, Ravensdale Creek, and the Rock Creek Wetland prevent other connections and extensions of a grid system. The City has identified several road improvements shown in Figure 7-5.

The City maintains a Six-year Transportation Improvement Program (TIP). The Six-year program proposes improvements to existing substandard roads and includes repairing and overlaying existing roadways, paving gravel roadways, constructing sidewalks, and widening roadways. At the time that the Six-year Transportation Improvement Program was adopted only the capacity adding projects that the City was going to be participating in were included. ~~So in addition to the projects identified in the 6-year TIP, there are capacity adding projects that are planned for the Master Planned Developer to construct as identified in Error! Reference source not found..~~ If needed, the projects included in the TIP could be reprioritized to address those on SR 169 first, as the City cannot modify the adopted LOS standard as a mechanism to maintain concurrency.

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Future Land Use and Transportation Concepts

The City intends for the Black Diamond Comprehensive Plan Transportation and Land Use Elements to work together for a safe and interconnected system to support housing, economic development, and

recreational opportunities while minimizing environmental and social impacts consistent with Puget Sound Regional Council's forecasts and vision.

Regional traffic growth on SR 169 will likely continue as long as vehicular capacity is available on that route. Similar conditions would be expected on other arterials that facilitate regional traffic. The need for planned transportation improvements will depend on the location, density and timing of the area where development occurs but could also be influenced by development outside the City that adds volume to SR 169. The construction of the needed and planned capacity adding transportation improvement projects will occur as required by the City's Development Agreement with the Master Planned Developer and periodic traffic monitoring and modeling dictates. Black Diamond may also explore options to coordinate with other SR 169 cities to identify corridor-wide solutions and the implementation of plans and programs that reduce reliance on single occupancy vehicle travel.

Funding Sources

A number of financial strategies are available to the City to finance the transportation improvements identified in the comprehensive transportation plan. Error! Reference source not found. lists these strategies, their availability, and recommendations for the City to consider when implementing the improvement program. Historically, the City has relied on Real Estate Excise tax, grants and contributions from land developers to construct roadway improvements. In addition to those previously pursued, Black Diamond will be eligible to seek funds from larger grant sources once the population exceeds 5,000, as there are sources available only to cities of that size. The grant programs available to large cities are generally greater in overall size and the typical awards for funded projects are bigger than those for small cities. This expands the City's opportunities to secure significant funding for large infrastructure projects. This is anticipated by 2021 and will be confirmed by the 2020 United States Census.

Strategies

To provide a more consistent strategy for funding roadway improvements, the City shifted the implementation responsibility of the capacity adding project to the Master Planned Developer creating a direct link between developments and maintaining concurrency.

Historically, the City has relied on Real Estate Excise Tax, grants and frontage improvements from land developers to construct roadway improvements. Then in 2015 at the approval of the Villages Master Planned Development and Lawson Hill Master Planned Development, the City signed a binding development agreement that requires that the developer design, permit and construct as needed to maintain the City's level of service any and all of the planned improvements and new road connections. This puts the City in a unique position of just having to review, monitor and collect a proportionate share from other non MPD development in the City. Many other city's struggle to stay ahead because of the burden of financing existing deficiencies, pass through trips and the growth in background trips which are all unfunded.

We would recommend that the City explore a mechanism for a set mitigation/impact fee per PM peak hour trip for infill development such as a Transportation Impact Fee (TIF). A pay and go proportionate share program for infill development would reduce the administrative burden, reduce the high cost of individual studies, and provide more efficiency and certainty to the development community. Should the MPD agreements not be extended once they are scheduled to expire, the TIF would be applied to remaining projects in those developments.

Transportation Facilities and LOS Standards Coordination

Intergovernmental coordination is essential for the cost-effective provision of transportation services. The City does not possess the resources nor is it fiscally responsible for addressing all the of the transportation circulation system needs that might be identified through transportation planning. The City has reviewed the plans of the County and State Department of Transportation and has assessed the impact of their plan on the transportation facilities in the City. The LOS standards and proposed transportation improvements

to be adopted by this element are not inconsistent with the LOS standards or plans of other jurisdictions. In addition, the City is committed to actively seek financial resources necessary to achieve the goals of the Comprehensive Transportation Plan. The City is an active participant (Mayor Benson has been the chair for two years) in the South County Area Transportation Board, SCATB, that serves as a South King County forum for information sharing, consensus building, and coordinating in order to resolve transportation issues and promote transportation programs that benefit the south King County area. Additionally, the City of Black Diamond joined SEAL-TC, South East Area Legislative Transportation Coalition which was formed by Covington, Maple Valley and Black Diamond chamber of commerce. This Coalition has a mission to improve access to, from and through our communities by way of public-private collaboration, legislative advocacy and commitment to our region.

The City's existing intergovernmental coordination efforts could be further expanded through the establishment of a coalition of cities in both King and Pierce counties focused on developing corridor-wide transportation solutions for SR 169. This group could work in partnership with WSDOT to identify forecast safety and operational deficiencies as well as possible solutions. The products of these efforts could be used to formulate an intergovernmental strategy to pursue joint state and/or grant funding and equitable distribution of developer-provided funds to all affected jurisdictions.