

ORDINANCE NO. 21-1169

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, KING COUNTY, WASHINGTON, ADOPTING A 2020 COMPREHENSIVE PLAN UPDATE; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, in August 1996, the City of Black Diamond adopted a Comprehensive Plan in conformance with the Washington State Growth Management Act; and

WHEREAS, the 1996 Comprehensive Plan was repealed and replaced in 2009; and

WHEREAS, RCW 36.70A.130 requires jurisdictions to periodically review and update their comprehensive plans; and

WHEREAS, the City Council adopted its 2015 periodic update to the Comprehensive Plan in May 2019; and

WHEREAS, the Puget Sound Regional Council (PSRC) partially certified the City's Comprehensive Plan in January 2020, specifying four conditions necessary to obtain full certification; and

WHEREAS, City staff worked with PSRC to develop additional Comprehensive Plan amendments to satisfy the PSRC's conditions for full certification; and

WHEREAS, on August 6, 2020, the City Council adopted Resolution 20-1371 approving a final docket of potential Comprehensive Plan updates in 2020, consisting of items needed (i) to obtain full certification from PSRC and (ii) to restore items that were inadvertently omitted or altered during formatting of the approved Comprehensive Plan adopted in 2019;

WHEREAS, the City Planning Commission and City Council conducted numerous joint work sessions to review staff's proposed revisions to the Comprehensive Plan for the 2020 update cycle; and

WHEREAS, the City Planning Commission held meetings and conducted a public hearing on the proposed 2020 Comprehensive Plan Update on December 1, 2020, and then voted on December 8, 2020 to recommend adoption by the City Council; and

WHEREAS, the proposed 2020 Comprehensive Plan Update was sent to the Washington State Department of Commerce and other agencies for 60-day review as required by the GMA pursuant to RCW 36.70A.106, and no written comments were received; and

WHEREAS, Exhibit A attached hereto is a true and correct copy of the proposed 2020 Comprehensive Plan Update as sent to the Department of Commerce and as recommended for adoption by the Planning Commission;

WHEREAS, on May 26, 2021, a SEPA Determination of Nonsignificance (DNS) was issued in compliance with WAC 197-11-340, and that SEPA DNS was upheld on appeal to the City's hearing examiner in a decision dated November 4, 2021; and

WHEREAS, on November 8, 2021, the City Council held a special meeting and work session to review and discuss the proposed 2020 Comprehensive Plan updates as recommended by the Planning Commission; and

WHEREAS, during the November 8, 2021 work session, staff raised concerns about one of the changes in the Planning Commission's December 8, 2020 recommendations—specifically, the changes to Section 5.13 (Commercial Goals and Policies) that would prohibit residential mixed-use development in areas zoned Community Commercial. Staff's concern was that such a change could significantly limit the City's ability to plan for and accommodate the affordable housing needs of current and future Black Diamond residents; and

WHEREAS, the City Council finds that retaining the ability to site mixed-use residential development in Community Commercial zones is an important means to serve the City's goals of providing an appropriate mix of affordable housing to residents, particularly along SR 169 where public transportation and commercial services are most likely to be available; and

WHEREAS, on December 2, 2021, the City Council conducted a duly noticed public hearing on the proposed 2020 Comprehensive Plan Update;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. Pursuant to RCW 36.70A.130, the 2015-2035 City of Black Diamond Comprehensive Plan, as adopted on May 2, 2019 by Ordinance No. 19-1121, is hereby amended as recommended by the Planning Commission and shown in Exhibit A attached hereto, except as specified in Section 2 below.

Section 2. The 2020 Comprehensive Plan amendments shown in Exhibit A hereto are adopted except for the proposed changes to Section 5.13 of the Land Use chapter. The Council desires to retain residential mixed-use development as a permitted use in Community Commercial zones. Accordingly, the proposed new text shown in highlighted and underlined text, including the changes to LU Goal 10 and new Policy LU-50, shall not be added to the Comprehensive Plan.

Section 3. The Mayor is requested to instruct City staff to revise and publish the Comprehensive Plan as hereby amended.

Section 3. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by State law.

Section 4. If any portion of this Ordinance, or its application to any person or circumstance, is determined by final order of a court of competent jurisdiction to be invalid, pre-empted, or otherwise unenforceable for any reason, such determination shall not affect the validity or enforceability of the remaining provisions hereof or its application to other persons or circumstances.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND AT A REGULAR MEETING THEREOF ON THE 2ND DAY OF DECEMBER, 2021.

Mayor Carol Benson

ATTEST:

Brenda L. Martinez, City Clerk

APPROVED AS TO FORM:

David Linehan, City Attorney

Filed with the City Clerk:
Date of Publication:
Effective Date:



Department of Commerce

Notice of Intent to Adopt Amendment / Notice of Adoption Cover Sheet

Pursuant to RCW 36.70A.106, the following jurisdiction provides the following required state agency notice.

1. Jurisdiction Name:	City of Black Diamond
2. Select Submittal Type: Select the Type of Submittal listed. (Select One Only)	<input checked="" type="checkbox"/> 60-Day Notice of Intent to Adopt Amendment. <input type="checkbox"/> Request of Expedited Review / Notice of Intent to Adopt Amendment. <input type="checkbox"/> Supplemental Submittal for existing Notice of Intent to Adopt Amendment. <input type="checkbox"/> Notice of Final Adoption of Amendment.
3. Amendment Type: Select Type of Amendment listed. (Select One Only)	<input checked="" type="checkbox"/> Comprehensive Plan Amendment. <input type="checkbox"/> Development Regulation Amendment. <input type="checkbox"/> Critical Areas Ordinance Amendment. <input type="checkbox"/> Combined Comprehensive and Development Regulation Amendments. <input type="checkbox"/> Countywide Planning Policy .
4. Description Enter a brief description of the amendment. Begin your description with "Proposed" or "Adopted", based on the type of Amendment you are submitting. Examples: <i>"Proposed comprehensive plan amendment for the GMA periodic update."</i> or <i>"Adopted Ordinance 123, adoption amendment to the sign code."</i> (Maximum 400 characters).	Proposed annual amendment to the City of Black Diamond Comprehensive Plan. The proposed text amendments are necessary to achieve full certification of the City's periodic update (adopted in 2019) by the Puget Sound Regional Council.



Department of Commerce

5. Is this action part of your 8-year periodic update required under RCW 36.70A.130 of the Growth Management Act (GMA)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6. Proposed Dates: Enter the anticipated public hearing date(s) for your Planning Commission/Planning Board or for your Council/Commission.	Planning Commission: PC held hearing on Dec 1, 2020 City Council: Anticipated date for Council Hearing/Action is Feb 18, 2021 Proposed / Date of Adoption: Feb 18, 2021
7. Contact Information:	
A. Prefix/Salutation: <i>(Examples: "Mr.", "Ms.", or "The Honorable" (elected official))</i>	Ms.
B. Name:	Mona David
C. Title:	Community Development Director
D. Email:	mdavis@blackdiamondwa.gov
E. Work Phone:	360-851-4528
F. Cell/Mobile Phone: (optional)	
Consultant Information:	
G. Is this person a consultant?	<input type="checkbox"/> Yes
H. Consulting Firm name?	
8. Would you like Commerce to contact you for Technical Assistance regarding this submitted amendment?	<input type="checkbox"/> Yes

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please email the reviewteam@commerce.wa.gov



Department of Commerce

Questions? Call the review team at (509) 725-3066.

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CHAPTER 3. PARKS, RECREATION, TRAILS AND OPEN SPACE

3.1 Introduction

The City's parks, recreation, trails and open space areas are a vital component of the health and wellbeing of the community. Access to these places contribute to Black Diamond's physical, mental and environmental health as they support the City's economic vitality and provide valuable fish, wildlife and vegetation habitat. Conservation and enhancement of ecological resources within the City is a key concept in this Comprehensive Plan.

City residents and visitors enjoy access to a system of citywide and regional parks, trails, and open space areas. The City parks, recreation, trails and open space system comprises about 5% of the total city land area and includes a range of uses from conservancy to active play areas. Lake Sawyer, the fourth largest natural lake in King County, offers public access for boating, water skiing, swimming and fishing.

Other agencies, such as King County and Washington State Parks, also provide significant recreational and open space opportunities for Black Diamond residents. All in all, Black Diamond and other public and private agencies have amassed an impressive amount of open space acreage. Much of it encompasses and preserves valuable streams, wetlands, and habitat conservation areas. Almost every type of park, trail and open space experience is within or very near the City's boundaries.

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.

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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.

Kommentar [BK1]:

Kommentar [BK2]: Added ADA language that was inadvertently deleted during formatting of updated CP document.

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.

Countywide Planning Policies

The King County Countywide Planning Policies (CWPPS) require the identification and protection of local open space in comprehensive plans. The Community Character and Open Space chapter of the King County Comprehensive Plan includes a requirement that all jurisdictions shall identify, establish and protect recreational open space and environmentally sensitive areas (King County, 2012). This requirement encourages policies that establish and contribute to the protection and stewardship of open space lands and green corridors.

3.3 Parks, Recreation, Trails, and Opens Space Concepts

The Black Diamond Parks, Recreation, Trails, and Open Space Element highlights the following Vision Goals:

- ❖ **Natural Environment Vision Goal 1:** Retain the City's natural environment and scenic beauty.
- ❖ **Land Use Vision Goal 1:** Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community.
- ❖ **Capital Facility Vision Goal 1:** Ensure that public facilities and services are available to support future development.
- ❖ **Parks, Recreation, Trails, and Open Space Vision Goal 1:** Support the stewardship of natural resources and amenities throughout the community in the form of parks, trails, open space, and recreation.
- ❖ **Economic Development Vision Goal 1:** Encourage job creation by making the community a better place to live, work, play, and do business.

Black Diamond is committed to the continued provision of accessible and well-maintained facilities and services for current and future residents and to promote environmental conservation and education for

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publicly owned natural open space areas. The City endeavors to provide a system of parks, trails and recreational facilities that are located within easy reach of every resident and which meets the community's diverse recreational needs. The City will most likely continue to face the challenges of meeting the needs of a diverse range of age groups and interests, but it will work to strategically and creatively deal with these demands.

To meet the community's park and recreational needs, the City will have to focus on existing gaps in its parks and recreational system and resolve to meet future needs as it grows over the next 20 years. Meeting current and future needs includes having a full variety of park types, such as neighborhood and Community parks as well as enough recreational facilities to support the City's population. Trails are an important feature of the open space system. Trails provide people with valuable links and nonmotorized transportation between neighborhoods, parks, schools, and other public facilities, and commercial areas. By developing its trail system, the City will improve social interactions, health, and mobility for its residents.

These needs can be met through the strategic location of new parks, trails and recreational facilities and by maintaining and upgrading existing facilities. Adherence to adopted Levels of Service (LOS) standards assures that the City is serious about meeting its citywide parks and recreational needs, as will an ongoing dialog with city staff and legislators regarding system wide capital improvements and funding levels. LOS standards will guide the type and location of the new parks and facilities needed and enable the City to require new development to pay its proportionate share of such facilities.

Planning for and maintaining a network of open space areas and green corridors in and around Black Diamond as it develops is critical for the City to achieve desirable land use and development patterns over time. The intent of this is to enhance and protect the overall appearance and character of the city; to retain its sense of place, design and character. Connected open space areas and green corridors serve many important functions including recreation, fish and wildlife habitat and the connection of individual features that comprise a natural system (e.g. wetlands linked by a stream in a watershed). They help connect people with nature and provide numerous economic, health, and educational benefits as well as allowing spaces where the City's residents can play and rest. Black Diamond open space and green corridors are composed of parks and other publicly owned land, along with sensitive areas and their buffers.

Black Diamond continues to look for ways to improve its parks, recreation, trails, and opens space system. Coordination with other agencies and service providers is necessary for ensuring efficiencies in the utilization of park and recreational facilities and services. The City's network of open space, green corridors and trails needs to have connectivity with the broader, regional network to optimize system wide recreational, social, and environmental functionality.

3.4 Financing

The City's Capital Improvement Program (CIP) and Capital Facilities Plan contain capital project needs and funding sources for park projects. The parks, recreation, trails, and open space projects included in the City's CIP are the result of the overall strategic park planning efforts that include adopted LOS standards. Capital project financing comes from a variety of sources including current operating funds,

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Real Estate Excise Tax (REET), reserve funds, grants, private sector support, and voter-approved general obligation bonds. Additional funding sources such as park impact fees, user/concession fees, special use agreements, public-private partnerships, service contracts, and joint development ventures should be explored to ensure the City's financial capacity to meet its parks and recreational needs. In considering various park and recreation revenue sources as described above, funding sources should generally be matched to specific needs in order to take advantage of each fund's specific possibilities.

Specific funding strategies may include park and recreation program services user fees and general fund resources for facility maintenance, operation, minor construction, and facility development. Capital improvements can be funded through the general fund, real estate excise taxes, park impact fees, or other funding sources as described above.

3.5 Parks, Recreation, Trails, and Open Space Goals and Policies

- ❖ **PRTO Goal 1:** Support the stewardship of natural resources and amenities throughout the community in the form of parks, trails, and open space.
- ❖ **PRTP Goal 2:** Develop an interconnected system of local and regional parks, trails and open space.
- ❖ **Policy PRTO-1:** Include a variety of active, passive, developed, natural parks, trails and open spaces that are accessible to all residents.
- ❖ **Policy PRTO-2:** Black Diamond's natural beauty and ecology shall be represented in the parks, recreation, trails and open space system.
- ❖ **Policy PRTO-3:** Provide a citywide system of recreational facilities that are attractive, safe, functional, assessable and accessible to all segments of the population.
- ❖ **Policy PRTO-4:** Continue development of a trail system which shall connect the City's historic district, neighborhoods, Jones Lake, and Morganville with an integrated King County regional trail system, the Lake Sawyer park sites, and a state trail system along the Green River.
- ❖ **Policy PRTO-5:** Budgeting for repair and maintenance of existing park and recreational facilities shall be a priority.
- ❖ **Policy PRTO-6:** Development of new parks, trails and open space areas within the City shall involve:
 - Strategic planning to identify need, location, partnerships and funding opportunities,

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- Obtaining land by purchase or dedication,
- Emphasizing accessibility, recreational and environmental benefits, connectivity for nonmotorized transportation, and highlighting the historical aspects of the town's character, and
- Ensuring adequate maintenance and operational funding prior to development of new parks or recreational facilities.

❖ **Policy PRTO-7:** Maintain an up-to-date Parks Plan.

❖ **Policy PRTO-8:** Coordinate with property owners, neighboring cities, school districts, King County and Washington State Parks in the planning and provision of recreational activities and facilities.

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CHAPTER 4. NATURAL ENVIRONMENT

4.1 Introduction

This Natural Environment chapter is the framework for protecting the natural resources of the City. Black Diamond has an abundance of natural resources. The forests, fields, lakes, streams and natural drainage systems provide rich habitat for fish and wildlife unlike any other city in King County. The City's extensive natural beauty and intricate ecosystems form the basis of our natural resource and open space network that is integral to enjoying a high quality of life.

4.2 Planning Framework

Washington's Growth Management Act (GMA) requires cities and counties to designate critical (or sensitive) areas, which GMA defines as wetlands; critical aquifer recharge areas (CARAs); fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. According to the GMA, critical areas must be protected using the "best available science" for designating, preserving, and mitigating for impacts when critical areas are affected by development.

The goals and policies in this chapter provide for the protection, preservation, and maintenance of sensitive areas to provide open space for the enjoyment of City residents; furnish habitat for fish, wildlife, flora and fauna; improve water quality; and reduce the risk to residents of flooding and geologic hazards. The City's sensitive areas ordinance (Black Diamond Municipal Code Chapter 19.10) regulates land use and development consistent with this Chapter. Maps illustrating the general area and distribution of the City's Sensitive Areas may be found in Appendix 3.

4.3 Natural Environment General Goals and Policies

❖ **NE Goal 1:** Designate and protect the City's sensitive areas.

- **Policy NE-1:** Use best available techniques to preserve and enhance the functions and values of sensitive areas through policies, regulation programs, and incentives.
- **Policy NE-2:** Actively engage with King Conservation District to develop a stewardship program to encourage private landowners to manage their land in ways that support the preservation of sensitive areas and associated buffers.
- **Policy NE-3:** Encourage the use of creative and appropriate site design and housing types to balance environmental protection and achievable density.
- **Policy NE-4:** Encourage clustering and density transfers for both commercial and residential development to retain natural features, habitat, and sensitive areas as open space.

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- **Policy NE-5:** Coordinate with adjacent jurisdictions and tribes to identify, protect, and develop enhancement plans and actions for habitat networks and wetlands that cross jurisdictional lines.

4.4 Wetlands Goals and Policies

Wetlands are areas that are inundated through ground or surface waters, either permanently or seasonally, such that they are able to support vegetation typically adapted to saturated soils. Wetlands perform many ecological functions, including flood control, reductions of erosion and siltation, water storage, groundwater recharge, water quality maintenance, nutrient absorption, and supplying fish and wildlife habitat. Additionally, wetlands provide opportunities for open space enjoyment, research and scientific study, and outdoor education, and are economic resources for hunting, fishing, and recreation.

❖ **NE Goal 2:** Protect wetlands as ecosystems, and essential elements of watersheds.

- **Policy NE-6:** Conserve areas of native vegetation that connect wetland systems, through regulations, incentives and non-regulatory means.
- **Policy NE-7:** Ensure wetlands can fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the sensitive areas ordinance.
- **Policy NE-8:** Prevent fragmentation of habitat areas and enhance biodiversity through development review procedures.

4.5 Fish and Wildlife Conservation Areas Goals and Policies

Fish and wildlife habitat conservation areas are lands meant for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available is sufficient to support viable populations over the long term. Fish and wildlife areas are fundamental to the quality of life of the Black Diamond community. Healthy systems that sustain fish and wildlife habitat provide ecosystem services that include clean and abundant water, protection from flooding and climate extremes, and recreational opportunities, and are sources of aesthetic and educational values.

❖ **NE Goal 3:** Promote preservation of fish and wildlife habitat corridors.

- **Policy NE-8:** Avoid disturbance to valuable fish and wildlife habitat through the proper location, design, construction, and management of new development.
- **Policy NE-9:** Minimize disruption of areas in current use by endangered wildlife species or by unique wildlife populations.

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- **Policy NE-10:** Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government.
- **Policy NE-11:** Implement salmon habitat protection and restoration priorities identified in the Water Resource Inventory Area (WRIA) 9 plans.
- **Policy NE-12:** Minimize habitat fragmentation by linking wildlife habitats via corridors. Connect wildlife habitats with each other within the City and the region to achieve a continuous network.
- **Policy NE-13:** Coordinate land use planning and management of fish and wildlife resources with adjacent jurisdictions and Tribes.
- **Policy NE-14:** Maintain a long-term management strategy to prevent the spread of noxious weeds and manage these weeds where they are present in the City.
- **Policy NE-15:** Implement the Shoreline Master Program Restoration Plan.

4.6 Geologically Hazardous Areas Goals and Policies

The City of Black Diamond contains areas that are susceptible to the geologic hazards of erosion, sliding, earthquakes, or other geologic events such as differential settlement. In addition, portions of the Black Diamond area are subject to the hazards caused by geological events to areas of coal extraction, known as coal mine hazards. All these types of hazards pose a threat to health and safety of the Black Diamond community when incompatible development is sited in areas of significant hazards.

❖ **NE Goal 4:** Avoid and/or minimize potential impacts to life and property from geologic hazards such that the site is rendered as safe as one not containing such hazard.

- **Policy NE-16:** Permit and condition development in geologic hazard areas when it is demonstrated that potential hazards will be stabilized through engineering or structural solutions.
- **Policy NE-17:** Minimize areas of vegetation loss and grading disturbance to protect water quality and prevent erosion, when developing on moderate and highly erodible soils.

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

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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.

Kommentar [BK1]: This policy was inadvertently deleted during final formatting of the adopted Plan.

All subsequent policies have been renumbered with the addition of this policy.

4.8 Frequently Flooded Areas Goals and Policies

Frequently flooded areas are floodplains and other areas that are subject to flooding. They typically include areas within the 100-year floodplain, which is designated by the Federal Emergency Management Agency (FEMA). Frequently flooded areas are generally flat and low-lying and are adjacent to rivers or streams that flood during storm events. These areas perform important hydrologic functions and may present a risk to persons and property from the movement of large volumes of water and debris downstream during storm events.

❖ **NE Goal 6:** Reduce flood related financial and public safety impacts.

- **Policy NE-22:** Minimize the alteration of natural surface water features by man or wildlife that retain or carry floodwaters and prevent land alterations that would increase potential flooding.
- **Policy NE-23:** Seek to meet or exceed regulatory standards for floodplain development as these standards are updated for consistency with relevant local, state, and federal requirements including those related to the Endangered Species Act.

4.9 Climate Change

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❖ **NE Goal 7:** Recognize the value of ongoing preparation and planning climate change impacts by participating in and supporting local and regional efforts to reduce greenhouse gas emissions and prepare for climate change impacts.

- **Policy NE-24:** Reduce greenhouse gases through energy conservation, urban forests, and a reduction in vehicle emissions.
- **Policy NE-25:** Encourage the innovation of renewable energy resources.
- **Policy NE-26:** Promote energy conservation and maximize energy efficiency with programs and educational initiatives aimed to “reduce, re-use, and recycle” at individual and community-wide levels.
- **Policy NE-27:** Support the use of renewable resources and improvements in energy efficiency for new and existing development.

4.10 Air Quality

Because of its geographic and climatic characteristics, the City experiences prevailing winds, long summer days, and temperatures higher than those experienced in coastal areas of King County. Although there are no air quality monitoring stations in the planning area, southeast King County has a higher concentration of ozone pollution than the rest of the county.

❖ **NE Goal 8:** Identify and reduce or eliminate sources of air pollution.

- **Policy NE-28:** Adopt local land use planning and development control procedures designed to avoid and mitigate adverse cumulative air quality impacts prior to project approval and construction.
- **Policy NE-29:** Discourage using wood as a source of heat for residential development in low-lying areas susceptible to pollution accumulations.
- **Policy NE-30:** Conform to the federal and state clean air acts.

4.11 Water Quality

The City’s policies regarding water quality recognize the importance of groundwater and surface waters as a resource and a critical source of drinking water, especially in rural areas. Groundwater is also used for industrial purposes, to generate power, and to irrigate farmland. A finite amount of precipitation is available to replenish local water resources and most of this occurs during the fall and winter. The precipitation that reaches the ground replenishes groundwater and provides base flow for streams, wetlands, and rivers during the dry months of spring and summer. The base flows sustain fish, wildlife, and their habitats, and recreational values.

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❖ **NE Goal 9:** Ensure the long-term protection of the quality and quantity of groundwater resources within the City.

- **Policy NE-31:** The City recognizes the need for aquifer protection and will continue to coordinate planning efforts with King County in maintaining the management plan for South King County ground water through the South King County Ground Water Advisory Committee.
- **Policy NE-32:** Adopt stormwater regulations consistent with Ecology's Surface Water Management Manual for Western Washington (2012 or as revised).
- **Policy NE-33:** Require the installation of temporary erosion control measures before construction begins and, after the completion of construction, and their maintenance through the stabilization of the site to control the quantity of sediment entering surface water.
- **Policy NE-34:** The City should encourage and practice low impact development approaches for managing stormwater to protect water quality by controlling pollutants and minimizing flooding and erosion.

4.12 Native Vegetation

The City's native vegetation policies address the value of protecting native vegetation and enhancing Black Diamond by planting native vegetation. It helps stabilize the environment's ecological balance by helping to cool and purify the air, generating oxygen, absorbing carbon, slowing and absorbing stormwater runoff, stabilizing slopes, reducing erosion, masking noise, containing glare, and conserving energy. Native vegetation enhances the community's appearance, identity, and natural beauty while providing habitat for fish and wildlife.

Along waterways, wetlands and lakes, native vegetation provides many important functions: it shades the water, thus reducing its temperature in the summer, and it slows stormwater, thus reducing its erosive forces and stabilizing steep slopes. Native vegetation is the basis of the food web that supports local fish and wildlife, and it provides habitat elements for their survival.

Clearing and grading native vegetation for development can affect the community negatively because it can increase stormwater runoff by removing the vegetation and organic soils that absorb rainwater. Excessive erosion can be very damaging to water quality on adjacent and downstream water bodies, including those that support salmon and other fish. Requirements for clearing and grading and for preserving and replanting native vegetation help prevent these negative impacts by minimizing runoff and erosion.

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❖ **NE Goal 10:** Preserve trees and native vegetation to protect habitat and ecological functions.

- **Policy NE-35:** Require protection of significant trees and limit unnecessary disturbance of vegetation during all phases of development and require mitigation as needed, including replacement for trees removed during development.
- **Policy NE-36:** Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable.
- **Policy NE-37:** Preserve native vegetation within streams, wetlands, and their associated buffers.
- **Policy NE-38:** Plant suitable native vegetation within degraded stream, wetland, and lake buffers. Encourage planting suitable native trees and native vegetation within steep slopes.
- **Policy NE-39:** Encourage removal of noxious and invasive species as a significant threat to native ecosystems.
- **Policy NE 40:** Require native vegetation that supports wildlife instead of non-native plant species and eliminate the use of invasive species when landscaping new developments.
- **Policy NE 41:** Monitor compliance with the City's Tree Preservation Ordinance to maintain rural character.

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CHAPTER 5. LAND USE

5.1 Introduction

The land use element is central to the City of Black Diamond comprehensive plan and is intended to influence or alter development patterns over time. Decisions about the types and locations of land uses will determine where people live, shop, work, and play. The land use designations included in the element

are meant to positively affect the quality of life in Black Diamond by determining the patterns and location of land uses and reducing the environmental impacts of future development and redevelopment. The land use element should be sensitive to the natural environment and physical constraints of land, while accommodating anticipated future growth and including community involvement in the comprehensive plan process.

5.2 Planning Framework

The Growth Management Act (GMA) requires a land use element to address the following items:

- ❖ The proposed general distribution, location, and extent of land uses;
- ❖ population densities, building intensities and estimates of future population growth over the next 20 years;
- ❖ provision of open space;
- ❖ protection of critical (sensitive) areas and public land;
- ❖ protection of the quality and quantity of groundwater used for public water supplies;
- ❖ review of drainage, flooding, stormwater runoff in the area and nearby jurisdictions, including guidance for corrective actions to mitigate or cleanse discharges that pollute waters of the state; and
- ❖ planning approaches to physical activity;

This chapter addresses all the above except for sensitive areas which are discussed in Chapter 4, Natural Environment, water quality, stormwater runoff, flooding, and the provision of land for public purposes which are discussed in Chapter 8, Capital Facilities.

The community's vision is to guide and manage growth in a manner that promotes the City's natural beauty, friendly and community based small town atmosphere, and economic viability. This land use element supports the vision by providing a means to achieve and maintain desirable land use balances and development patterns over time.

5.3 General Land Use Goals and Policies

Black Diamond's overall land use concept is a shared desire to develop as a balanced community like traditional small towns that retain their distinctive local identity. A balanced, traditional small town means that the City will provide a variety of housing types, retail goods and services, and employment opportunities in proximity to one another. As the City grows, it is committed to protecting its sensitive

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areas, Treasured Places (e.g., historic structures and sites), and to retain the open spaces as key elements around which other land uses will be organized.

- ❖ **LU Goal 1:** Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community.
- ❖ **LU Goal 2:** Provide physical accessibility throughout the City.
 - **Policy LU-1:** Provide adequate land balance with a diversity of places to live, shop, work, and recreate.
 - **Policy LU-2:** Create an open space system that frames and separates distinct areas of development within City limits and urban growth areas (UGAs)/potential annexation areas (PAAs).
 - **Policy LU-3:** Explore new and existing funding sources to provide public services, amenities, and infrastructure.
 - **Policy LU-5:** Promote the health and well-being of Black Diamond residents by incorporating the importance of recreational facilities and opportunities for physical activity into development proposals.
 - **Policy LU-5:** Explore regulatory and financial incentives to encourage and support development that meets higher performing energy efficiency and environmental standards.
 - **Policy LU-6:** New developments should be designed to incorporate features to encourage alternative travel modes, such as biking, walking, and transit.

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Transfer of Development Rights (TDR) Program

The City's TDR Program was established as part of the Black Diamond Urban Growth Area Agreement (BDUGAA) and the Black Diamond Opens Space Agreement (BDOSPA). The TDR Program is central to the MPD Development Agreement for providing density bonuses to appropriate development sites while at the same time removing development rights from areas that have been determined to be of a greater public benefit as open space, parks, or community facilities. The TDR Program map shown in the Land Use Appendix in designates sending and receiving areas. TDR receiving areas are shown as an overlay on the Future Land Use Map, Figure 5-2.

Treasured Places

Treasured Places are part of the City's Transfer of Development Rights (TDR) Program. Treasured places are sites that offer outstanding environmental, resource or recreational value and/or provide significant public benefit by preserving or defining the character of the City. Treasured Place status is granted from City Council on property upon request. To qualify, the property must offer a unique public benefit using the following evaluation criteria:

- The property is a significant land resource that supports multiple environmental, resource or recreational purposes.
- The property offers educational or recreational value.
- The size of the property is of such size that the preservation of its environmental, resource or recreational values contribute to the character of the city.
- The property's open space value is substantially threatened due to encroaching, incompatible development patterns.
- The lands designated as treasured places become TDR "sending sites".

5.4 Community Character and Design Goals and Policies

Community character relates to the types of land uses and overall function, look and feel of different parts of the City. Character and design relate to key design elements, mixtures of uses, and the related activities and intensities of development. These are expressions of the relationship between the natural and built environment. The land use designations in this chapter define the intended character and function of the respective area. The City's "traditional" zoning approach must be implemented in a manner that achieves the intent of these small-town "character designations".

The community has expressed its strong desire that the City preserves forested areas and open spaces, views of Mt. Rainier, treasured places (e.g. historic and cultural places and structures), and a strong sense of community. The City will apply these fundamental principles to retain its small-town character:

- Retain the natural setting.
- Identify and protect treasured places and landmarks.
- Provide a mixture of uses and continuity of form.
- Encourage small scale residential, commercial, and mixed used development.

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- Implement Design Guidelines
- Recognize that the City is integrally connected to the larger region.
- Provide public spaces for social interaction, neighborliness, community, and civic life.

❖ **LU Goal 3:** Preserve the urban forest, significant trees, open spaces, views of Mt. Rainier, Treasured Places (e.g. historic and cultural places and structure), that are part of the community's identity.

- **Policy LU-7:** Use development regulations such as the Lighting/Dark Sky Ordinance to enhance and protect the overall appearance and character of the City.
- **Policy LU-8:** Retain a sense of place by protecting the community's important natural features and Treasured Places and support the City's Tree Preservation Program.
- **Policy LU-9:** Use building design, zoning regulations, and design standards to promote the development of buildings of a character and scale appropriate to the site and foster building variety while providing for designs that reflect the distinctive local character, historical character, and natural features.
- **Policy LU-10:** Develop incentives for infill development, redevelopment, and reuse of existing buildings and sites, provided that they enhance the existing character of the areas around them.
- **Policy LU-11:** Continue to rely on, evaluate, and enhance the City's Transfer of Development Rights (TDR) Program as an innovative technique to focus growth outside sensitive areas.
- **Policy LU-12:** Major entrances into the City will be given symbolic markers and landscaping to create a gateway effect around SR 169 and Roberts Drive.

5.6 Historic Preservation Goals and Policies

Maintaining the City's distinct historical settlement pattern as it grows, requires the retention of important historical elements. Historical resources make significant contributions to a sense of community and its quality of life and are sources of pride.

Historical downtowns and neighborhoods have invigorated local economies and these assets should be broadly interpreted to include structures, landmarks, sites, and views.

Design guidelines have been developed for areas of historical character. The intent is to ensure that the renovation and alteration of existing structures, as well as the construction of new buildings, are done in

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a manner that maintains the character of the district and improves its economic viability. Design guidelines for commercial and residential structures in historical areas were developed that address topics such as exterior building design and materials, setbacks from the street, and signage, sidewalks, building bulk, site design, and materials.

❖ **LU Goal 4:** Preserve historic resources to maintain the character of the City’s core historic fabric.

- **Policy LU-13:** Provide reasonable flexibility in applying development requirements and building codes to promote the preservation and rehabilitation of historically and culturally valuable buildings and sites.
- **Policy LU-14:** Explore alternatives to the demolition or inappropriate exterior modification of structures and sites that are historically significant or otherwise deemed eligible for state, or national registers to accommodate private or public-sector development proposals.
- **Policy LU-15:** Promote Old Town as the City’s primary historical component with the use of design standards.
- **Policy LU-16:** Encourage land uses and development that retain and enhance significant historical resources and sustain historical community character.
- **Policy LU-17:** Protect views of Mt. Rainier as the City develops and grows by using innovative and flexible development standards such as ability to alter setbacks and require changes in building size and shape to preserve view corridors.
- **Policy LU-18:** Partner with county, state and tribal agencies to ensure preservation of archaeologically significant sites.

Future Land Use Designations

The following describes each of the City’s future land use designations and the goals policies for implementing them. This coupled with the Future Land Use Map in Figure 5-2 provides the framework for organizing and directing land uses in Black Diamond. When densities are referred to in this chapter, they are expressed in the number of units per net acre of land, which is the total area within a parcel boundary excluding sensitive areas and buffers. Geologically hazardous areas are not subtracted as part of calculating net density.

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,

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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.

Kommentar [BK1]: New added language shown in underline text.

Kommentar [BK2]: New added language in underline text. Deleted language in strikethrough format.

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- 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).

MPD Goals and Policies

❖ **LU Goal 5:** Provide for alternative, innovative forms of development that preserve open space and promote a balanced mix of housing, employment, civic and recreational activities.

- **Policy LU-19:** Provide significant opportunities for public involvement when considering an MPD proposal
- **Policy LU-20:** Require innovative site design and use of progressive techniques to provide for environmentally sustainable development. This will include the use of “low impact” engineering techniques and the employment of “green infrastructure and construction” as feasible.

5.8 Transfer of Development Rights (TDR) Receiving Area Overlay

The TDR Receiving Areas Overlay is applied to lands that, pursuant to City policies, annexation agreements, or other legal instruments of records, are identified as areas that are suitable to receive development density bonuses through the TDR Program. Properties to which the TDR Receiving Area Overlay is applied should be those identified through the City’s TDR program, as codified in the Black Diamond Municipal Code. The TDR Receiving Areas are intended to develop at urban densities only after the transfer of development rights. General criteria for designating TDR Receiving Areas includes the following:

- 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 will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.

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5.9 Gateway Corridor Overlay

The purpose of the gateway corridor overlay is to provide standards to protect the scenic character of the city's gateways along the SR 169 corridor, with its commanding views of Mount Rainier and other attractive natural features and also along the Auburn-Black Diamond Road to provide a positive transition from the adjacent rural unincorporated area.

The Gateway Corridor Overlay is applied to the following areas:

- Within two hundred feet of the State Route 169 right of way, commencing at the city's northern most boundary to the north side of the Roberts Drive intersection; and
- Within two hundred feet of the Auburn Black Diamond Road from the western city limits eastward to its first intersection with an arterial street.

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 insure 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.

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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: GOAL: Future annexation of the PAAs will not occur until the City's growth is aligned with countywide growth targets and the regional growth strategy.**

Kommentar [BK3]: New added language in underline text.

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

Kommentar [BK4]: Numbering – old LU Goal 6 becomes 7.

- **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.

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5.11 Residential Goals and Policies

Low Density Residential (LDR)

The Low Density Residential (LDR) designation provides primarily for single-family residential neighborhoods on lands suitable for residential development. This designation is intended to foster stable and attractive residential neighborhoods. It should be applied to both existing developed neighborhoods and areas intended for future development. Some of these areas are also designated as TDR receiving areas and are potentially eligible for additional density. Increased density in the LDR designation would only be possible within an approved MPD area with a transfer of development rights from a designated sending area. Residential densities may range from a base density of 4 units per acre to 6 units per acre with the acquisition of TDRs.

LDR Designation Criteria

Properties designated Low Density Residential should generally reflect all the following criteria:

- Existing or planned public facilities are adequate to support residential development at this density.
- The area is free of significant amounts of environmentally sensitive areas, excluding aquifer recharge areas.
- If the area is undeveloped, it is proximate to a neighborhood of single-family dwellings or is well suited to that use and is not suited to more intense residential development.
- The area is identified for Low Density Residential (LDR) development as part of an MPD.

Medium Density Residential (MDR)

The Medium Density Residential Development designation provides for stable and attractive residential neighborhoods of small lot, single-family homes, or attached single- and multi-family residences on lands suitable for these residential intensities. Medium Density Residential areas should be located near commercial services, employment, and arterial roads, and may also be in mixed-use developments. The base residential density in these areas is 8 units per acre. Increased density may be approved up to 12 units per acre with the acquisition of TDRs.

MDR Designation Criteria

Properties designated Medium Density Residential (MDR) should reflect all the following criteria:

- Existing or planned public facilities are adequate to support residential development at this density.
- The area is free of significant amounts of environmentally sensitive areas.
- The area fronts an arterial.
- The area is developed and consists of a mix of attached and detached housing types. A residential neighborhood that is primarily single family with a strip of multifamily housing along an arterial does not meet this criterion.

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- Medium density housing can be developed to be compatible with existing development.
 - The area is identified as a receiving site for density under the TDR program.
- ❖ **LU Goal 7:** Protect and enhance the viability, livability, and affordability of residential neighborhoods while integrating multifamily development and higher residential densities where appropriate.
- **Policy LU-28:** Promote a variety of housing types to provide homes for all income levels and all family sizes on a mix of small and large lots.
 - **Policy LU-29:** Residential development patterns must allow for efficient provision of public services and utilities.
 - **Policy LU-30:** Promote developments to achieve maximum zoned density through clustering to create compact new communities surrounded by open space.
 - **Policy LU-31:** Allow multi-family residential in identified areas or when integrated as part of a MPD.
 - **Policy LU-32:** Use the MPD process to review all proposals on sites larger than 80 acres.

5.12 Industrial, Light Industrial/Business Park Goals and Policies

Industrial (I)

The Industrial (I) designation is intended to provide for industrial enterprises that manufacture and distribute goods for regional, national, or worldwide markets, and that supply jobs and a tax base for the economic growth and stability of the community and region. The industrial zone will accommodate changing industrial technology and facility siting requirements under performance standards that protect nearby properties and environmentally sensitive areas and will protect industrial uses by prohibiting intrusion by non-industrial uses except those that are considered accessory to industrial enterprises. Uses will provide appropriate opportunities for manufacturing, warehousing and distribution, including outside manufacturing and mineral resource processing, where continuing operations do not harm surface and groundwater resources.

Light Industrial/Business Park (LI/BP)

The Light Industrial/Business Park (LI/BP) designation encourages manufacturing activities and manufacturing-related businesses with attractively designed and efficiently used areas for research and development and advanced technology manufacturing. To protect the community and the natural environment, allowed uses are those that do not create significant hazards or negative impacts. The allowed uses and site regulations in the light industrial/business park zone will provide appropriate

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opportunities for manufacturing, advanced technology manufacturing, research and development, light industrial uses, wholesale businesses and essential public facilities, located in a campus-type setting. Corporate and general offices will also be allowed. Limited commercial and retail service activities that support the employees of the immediate area may also be found in this designation. Uses that require significant amounts of storage (both indoors and outdoors) of materials and equipment may be allowed after being subject to screening requirements and an evaluation of compatibility with adjacent uses.

❖ **LU Goal 8:** Provide sufficient opportunities for industrial and business park development sites within the community.

- **Policy LU-33:** Provide local employment opportunities that support the City as a sustainable community.
- **Policy LU-34:** Create an aggressive economic development strategy, with the cooperation of the City, County and business and property owners.
- **Policy LU-35:** Ensure that all Industrial, Light Industrial and Business Park development is consistent with all appropriate environmental standards.
- **Policy LU-36:** Ensure that zoning regulations are sufficiently flexible to accommodate changing industrial needs.
- **Policy LU-37:** Ensure that all Industrial, Light Industrial and Business Park development is functionally and aesthetically compatible with surrounding uses.
- **Policy LU-38:** Recognize that Light Industrial and Business Park uses can be compatible with other less-intensive uses where appropriate performance standards are established.
- **Policy LU-39:** Require Industrial/Light Industrial and Business Park areas to be functionally and aesthetically compatible with existing uses and to buffer impact generating uses from other uses, and site them carefully to minimize environmental impacts.
- **Policy LU-40:** Within areas approved for mineral extraction, require site reclamation and restoration pursuant to state mining laws, local environmental, and land use regulations.
- **Policy LU-41:** Protect industrial lands from encroachment by incompatible uses and development on adjacent lands. Proposed conversions of industrial and employment

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lands to non-employment lands should be discouraged unless there is no net loss of employment within the City.

5.13 Commercial Goals and Policies

Town Center Commercial (TC)

The Town Center (TC) designation recognizes and continues the pattern of development found in the historic “Old Town” center as a community focal point. Black Diamond’s town center as reflected by the Town Center designation is the social and cultural heart of the community and its character should be protected and enhanced. Mixed uses in this area should be encouraged. The Town Center designation is intended to be applied to the historic Old Town center.

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 should not be allowed.

Kommentar [BK5]: New added language in underline text format.

Neighborhood Commercial (NC)

Areas designated Neighborhood Commercial (NC) are intended to provide smaller scale neighborhood centers with convenience goods and services, while protecting neighborhood character. They are also intended to help reduce automobile trip lengths and frequency and to allow for non-motorized mobility.

Neighborhood Commercial areas will emphasize limited retail and service businesses that serve neighborhood pockets. Uses will include restaurants, food stores, day care centers, dry cleaning, personal care and medical and dental services, and similar services. Small B&B’s up to eight units will also be allowed in the NC designation. The design and scale of these areas, and the size, location and design of parking areas, must be compatible with the surrounding the neighborhoods. Pedestrian and (future) transit access will be encouraged by providing shared parking and buildings sited near sidewalks.

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This designation provides for a mix of uses, including residential development, on a single site ranging in size from three to a maximum of ten-acres. Development sites should be located in areas capable of being served by transit when available and capable of connecting to existing or planned pedestrian walkways or bikeways. Existing or planned public facilities must be adequate to support the intended scale of development.

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 TC and NC Designations to create diverse and self-sufficient neighborhoods.

Kommentar [BK6]: New added language in underline format.

- **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.

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- **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.

Kommentar [BK7]: New added language in underline format.

5.14 Public Land Goals and Policies

The Public designation identifies properties under public ownership, whether by the City or other governmental entities that are either currently used or intended for uses such as public utilities, parks, libraries, community centers, or elementary schools. This includes the City's watershed, which is located approximately 1.5 miles southeast of the City limits and is otherwise surrounded by unincorporated King County. Lands falling within the Public category should be those intended to remain within public ownership and management for long periods.

- ❖ **LU Goal 11:** Ensure compatibility between land providing necessary services to the community and surrounding land uses.
- **Policy LU-50:** Public uses should respect the neighborhood and district context in which they are proposed by adherence to the City's design guidelines and zoning code.
- **Policy LU-51:** Public buildings and spaces should be designed to be compatible with Black Diamond's unique architectural heritage and qualities.
- **Policy LU-52:** Public buildings and spaces should fulfill their role as gathering areas and community resources.

5.15 Regional Coordination Goals and Policies

The City recognizes that coordination with neighboring cities, counties, and tribal government is a requirement for sustainable growth and prosperity. The GMA mandates regional coordination and Black Diamond shares planning and growth management responsibilities with King County and the Puget Sound Regional Council (PSRC). In addition to the regional coordination of comprehensive plan policies and allocation of population and employment growth targets, the GMA requires that city and county development regulations identify a process to review the siting of "essential public facilities". These are large scale land uses that provide regional benefits and include airports, state educational facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, and inpatient facilities (e.g. substance abuse, mental health, group home, and secure community transition facilities).

- ❖ **LU Goal 12:** Coordinate land use and development actions with government agencies, adjacent jurisdictions, and tribes as appropriate.

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- **Policy LU-53:** Use the countywide planning policies and PSRC Vision 2040 as a basis for regional coordination and land use decisions.
- **Policy LU-54:** Monitor implementation of the comprehensive plan for changed conditions in the City's anticipated growth, consistent with the City's vision, GMA requirements, countywide planning policies, and PSRC Vision 2040 and make amendments, as necessary.
- **Policy LU-55:** Coordinate with other governmental jurisdictions to site, when necessary, essential public facilities that are typically difficult to site and which are necessary to meet the needs of the regions present and future growth.
- **Policy LU-56:** Conduct appropriate public review and hearing processes, including environmental impact assessments and statements where appropriate, to ensure regional input on the siting of certain development activities.
- **Policy LU-57:** Ensure that essential public facilities sited in the City are consistent with the goals, objectives, and policies of the City's comprehensive plan.

5.16 Open Space Area Protection

A key implementing agreement of the Black Diamond Urban Growth Area Agreement, which provided for the City to expand through the annexation of approximately 467 acres in 1996, is the Black Diamond Area Open Space Agreement (BDOSA). This agreement was signed by King County, Black Diamond, the Plum Creek Timber Co. and the Cascade Land Conservancy in 2005. This agreement identified open space lands around the City for permanent preservation, see Figure 5-1. Open space is essential to the quality of life in Black Diamond. The City identifies the following areas as open space:

- All known environmentally sensitive areas, as regulated by the City.
 - Lands adjoining the Rock Creek, Ginder Creek, Lawson Creek, Ravensdale Creek, and other riparian corridors.
 - The following lakes: Jones Lake, Black Diamond Lake, Frog Lake, Lake Marjorie (Oak Lake), Lake Sawyer, and the land perimeters of those lakes when not subdivided.
 - All existing and proposed public parks and open spaces.
 - King County- and City-identified wildlife habitat corridors.
 - All City, County, and State Parks and trails.
- ❖ **LU Goal 13:** Preserve existing open space areas and continue to develop an open space network that offers opportunities for outdoor recreation and enjoyment and the provision of important ecological functions that contribute to the community's aesthetic beauty and character.

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- **Policy LU-58:** Create an open space system and map overlay for the primary unifying component of the comprehensive plan.
- **Policy LU-59:** Integrate all known significant natural areas (wetlands, streams, steep slopes, geologic hazards, and flood hazard areas) into the open space overlay.
- **Policy LU-60:** Protect and enhance the dominant natural features and open space structures, including gateways, viewpoints, and view corridors that characterizes the City.
- **Policy LU-61:** Protect the City's historical sites and structures by connection to the open space system.
- **Policy LU-62:** Plan for and retain a natural vegetation buffer around the perimeter of the City adjacent to unincorporated Rural-designated land. The buffer may vary in width based upon sensitive areas and other constraints. Once established by development, this buffer is to be permanent. Development adjacent to the buffer is encouraged to combine other open space features with the Urban-Rural buffer.
- **Policy LU-63:** Encourage the preservation and protection of open space through a variety of approaches, including but not limited to, TDR, open space tax incentives, cluster development, public land acquisition, conservation easements, and other public and private initiatives.
- **Policy LU-64:** Encourage the development of a stewardship plan for parks, recreation, trails, and open space. A stewardship plan would identify techniques and ways to maintain and enhance the active and passive open space areas (that lie outside the protected environmentally sensitive areas). The stewardship plan may rely on community involvement to implement the plan.
- **Policy LU-65:** Regularly review the Black Diamond Area Open Space Protection Agreement approved in 2005 to ensure that development is complying with this Agreement.

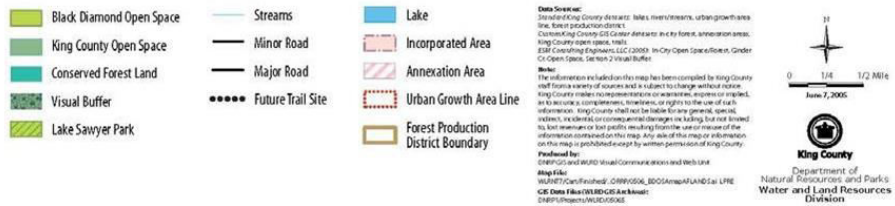
5.17 Shoreline Management

In 2014, the City updated its Shoreline Master Program (SMP) in accordance with WAC 173-26 and with a grant from the Department of Ecology. A map of shoreline jurisdiction is shown in the Land Use Appendix. Pursuant to RCW 36.70A.480, the Goals and Policies set forth in the City's Shoreline Master Program, including any future amendments, are hereby adopted and incorporated by reference into the Black Diamond Comprehensive Plan.

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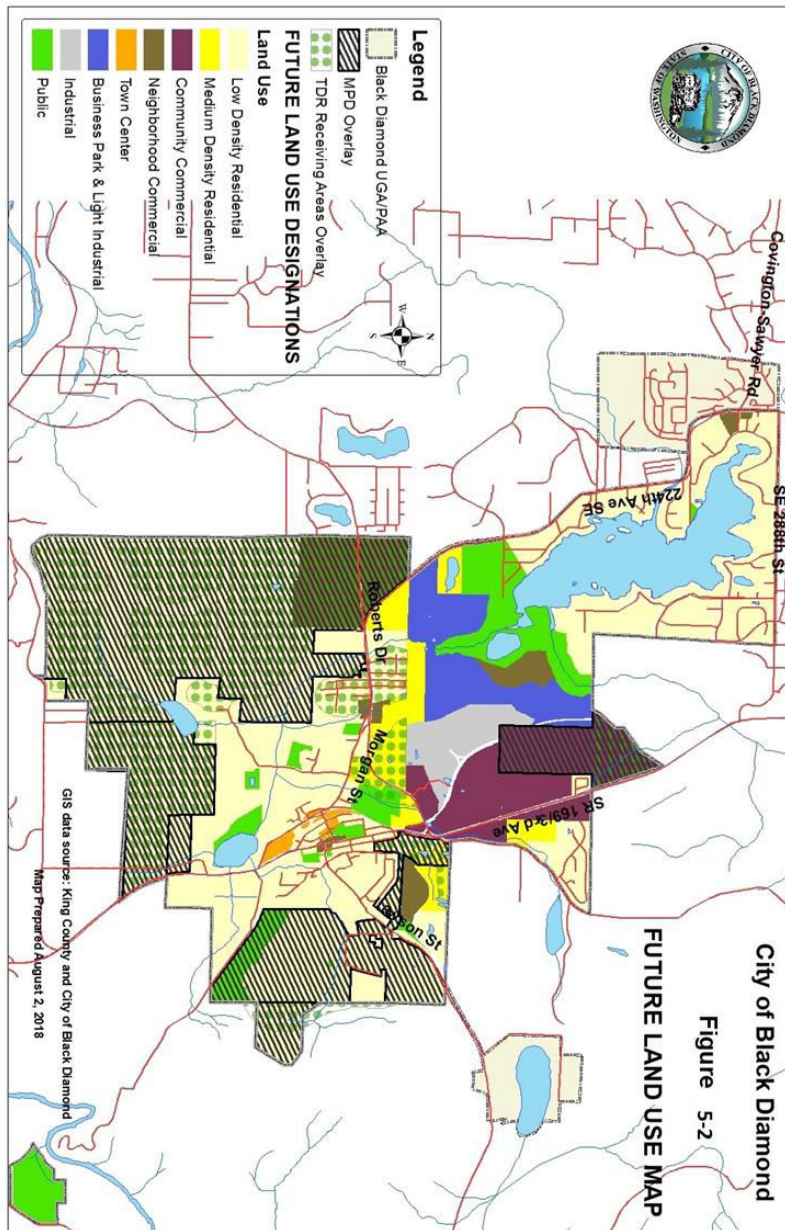


Figure 5-1



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5.18 Future Land Use Map



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CHAPTER 7. TRANSPORTATION

7.1 Introduction

The City of Black Diamond's (City's) transportation system is essential to its ability to move people and goods efficiently throughout the city and to provide connectivity between Black Diamond and the greater Puget Sound region. As with many communities, the City's development pattern, natural features and transportation system are inextricably linked. As a small community of predominantly rural character, the transportation network within Black Diamond is reflective of the original settlement pattern, varied topography, and gradual growth up to the present. As accounted for in this Comprehensive Plan update, significant amounts of new residential and commercial development are forecasted within the Lawson Hills and The Villages master planned developments (MPDs). This chapter of the comprehensive plan, also called the comprehensive transportation plan, identifies the policies and strategies for maintaining a safe, efficient, and effective transportation system that will serve both current and future needs for the City of Black Diamond. This chapter is supported by the Transportation Technical Appendix attached to this Plan, which summarizes the data analysis completed to support the comprehensive transportation plan.

7.2 Planning Framework and Consistency Statements

The Growth Management Act (GMA) (RCW 36.70A) includes planning requirements that link transportation directly to land use decisions and fiscal planning. The comprehensive transportation plan is structured within the context of these GMA requirements. Comprehensive Plans are required at a minimum to include the following elements for transportation:

- Inventory of local and state facilities and services
- Land use assumptions for estimating travel.
- Traffic forecasts for at least ten years based on adopted land use plan.
- Level of service (LOS) standard for local arterials, state facilities and transit routes.
- Estimated traffic impacts and needs to meet current and future demands.
- Action plan to show compliance with level of service standards
- Pedestrian and bicycle component.
- Multiyear finance plan that identifies funding resources for action plan.

The GMA also requires coordination and consistency among planning efforts where there are "common borders or related regional issues" (RCW 36.70A.100). The Act also requires countywide and multicounty planning policies to serve as frameworks for ensuring consistency among local comprehensive plans (RCW 36.70A.210). The City's comprehensive transportation plan has been prepared consistent with State GMA requirements.

In addition, the Regional Transportation Planning Organization legislation, which was adopted with the GMA, mandates that regional agencies, Puget Sound Regional Council (PSRC) in this case, certify that the transportation elements in local comprehensive plans are consistent with regional transportation plans (RCW 47.80.023). PSRC is tasked with reviewing local agency comprehensive plans to ensure that

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regional and local planning efforts are coordinated, and adopted regional policies and provisions are addressed. Most notably this includes Vision 2040, the region's strategy for addressing anticipated growth of population and employment through 2040. Transportation 2040 is the region's long-range transportation plan that outlines the investments and strategies needed to keep the region moving as growth occurs. Regional population and employment forecasts provided by PSRC that include city approved growth projections were used to estimate future transportation needs. The City's comprehensive transportation plan has been prepared consistent with PSRC's Vision 2040 and Transportation 2040 regional planning initiatives.

PSRC requirements for Comprehensive Plans include the following major elements for transportation:

- Include transportation system management and demand management programs and strategies.
- Use land development tools and practices that support alternatives to driving alone, including walking, biking, and transit use.
- Include complete street provisions and improve local street patterns for walking and biking.
- Avoid new or expanded facilities in rural areas.
- Design transportation facilities to fit the community in which they are located.
- Use urban design principles when developing and operating transportation facilities in cities and urban areas.
- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.
- Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

King County requirements are generally consistent with those of the GMA and PSRC. One exception is that the County requires each local jurisdiction to establish mode-split goals for non-single-occupancy vehicle travel to all significant employment centers.

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.

Kommentar [BK1]: New added language in underline format.

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- **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.

Kommentar [BK2]: New added language in underline format.

7.3 Elements of the Transportation Chapter

This Chapter of the Comprehensive Plan, with the information provided in the technical appendix, includes the following key elements:

- **Transportation Policies.** A list of policies the City will focus on to develop and maintain an efficient transportation system;
- **Transportation Improvement Program.** A list of transportation improvements to mitigate traffic congestion;
- **Funding Strategy.** A plan for funding the improvements and a contingency plan with additional funding sources; and
- **Concurrency Management System.** A monitoring system the City will use to make sure the transportation network will be able to accommodate development as it occurs.

7.4 Transportation Policies

The policies contained in this chapter are designed to guide development of the City's transportation system to serve development allowed under the land use chapter and adopted zoning. These policies are intended to guide the actions of the City, as well as private decisions related to individual developments.

Design, Construction, and Maintenance

The following policies guide the design, construction, operation, and maintenance of the City's transportation system. An underlying objective is to develop a multi-modal transportation system to serve all existing and future land uses. The policies address design and construction standards of transportation facilities to accommodate all types of transportation safely and efficiently. Level of service standards, maintenance standards, and the need for Transportation Demand Management strategies are also addressed.

- ❖ **Policy T-1 Roadway Design Policy:** The City will ensure adequate and safe access to property via a system of primarily public and limited private roads by:

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- Utilizing the functional classification system for existing and planned roadways to determine the level of mobility for all travel modes, level of access, and use.
 - Establishing a range of transportation standards and criteria to ensure roadways are designed in a manner that fits within the context of the built or natural environment, and consistent with the intended functional classification.
 - Implementing urban design principles in transportation programs and projects within the locally designated Town Center, Old Town.
 - Ensuring all roadway designs are coordinated with King County, Washington State, the Federal Highway Administration, and Metro Transit to achieve compatible design criteria, where applicable. The standards will also comply with federal and state design criteria.
 - Investigating the allowance of “low impact development” designs that minimize pavement width and emphasize the use of landscaping, and natural stormwater infrastructure treatment methods.
- ❖ **Policy T-2 Intersection Design Policy:** Intersection design should prioritize safety and efficiency for active and motorized modes of travel thus the roundabout is the preferred intersection control type for all new intersections when the mainline is an arterial or collector. Alternative intersection control types may be selected if roundabouts are determined to be unfeasible or inappropriate by the City engineer based on evaluation of the following considerations:
- Safety for each mode of intersection users (e.g. pedestrians, bicyclists, motorists);
 - Adequacy of right of way and/or availability of additional right of way;
 - Environmental risks that could result in significant adverse environmental impact or substantially increase project costs; and
 - Physical context of project site including visual, natural and cultural setting.
- ❖ **Policy T-3 Connectivity Policy:** Improve local roadway features, and patterns in a manner that enhances walking, bicycling, and transit use through improved connectivity.
- The City of Black Diamond recognizes that increasing connections throughout the city not only reduces vehicle miles of travel and therefore, pollution and traffic congestion, but also increases the sense of unity in the community. Therefore, the City will limit the use of cul-de-sacs, dead end roads, loops, and other street layouts that form barriers to travel. Where roadway connectivity is impractical, pedestrian and bicycle access ways should be provided.
 - The City will encourage the use of trails and other connections that provide ease of travel at mid-block locations, between neighborhoods, and to key destinations. Private streets should generally only be allowed to serve a limited number of lots/dwelling units and/or only in unique circumstances. Private streets should not detract from overall motorized and non-motorized circulation.

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- ❖ **Policy T-4 Level of Service (LOS) Standard Policy:** Monitor and adjust LOS standards that promote the optimal movement of people and goods. Ensure that new development does not degrade transportation facilities below adopted standards.
 - The adopted standard shall be LOS D for intersections along SR 169 and LOS C for all other arterial and collector roadways, and transit routes within the Black Diamond city limits. The LOS shall be based upon the Highway Capacity Manual and methodology detailed in the Transportation Element Support Appendix.
 - Assess transportation LOS standards for potential inclusion of pedestrian, bicycle, and transit.
- ❖ **Policy T-5 Maintenance Policy:** Maintain the City's transportation system at a level with a goal of achieving and maintaining a Transportation Improvement Board (TIB) average pavement rating of 70 to 80 and that seeks to use sustainable processes and materials.
 - The City will establish programs and schedules, such as a pavement overlay program, for the level and frequency of maintenance on its roadways, bikeways, and sidewalks.
- ❖ **Policy T-6 Driveway Spacing Policy:** Limit and provide driveway access to the road network in a manner consistent with the function and purpose of each roadway.
 - The City will seek consolidation of access points to state highways, arterials, and major collectors. This will complement the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local roads.
 - New roadways or redeveloping properties must comply with the spacing standards to the extent practical, as determined by the city. As the opportunity arises through redevelopment, roadways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.
- ❖ **Policy T-7 Local Access Policy:** Implement standards to limit the number of access points for each lot 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. Safe and convenient access requires multiple routes of ingress and egress. This is important for both residential convenience as well as for fire and police protection. A standard should be developed that balances unique topographic characteristics, future development plans, and the need for providing adequate access.
- ❖ **Policy T-8 Transportation Demand Management (TDM) Policy:** Transportation demand management (TDM) helps people use the transportation system more efficiently through education, incentives, products, and programs that remove barriers to non-drive alone modes such as transit, carpool, vanpool, walking, biking, and teleworking. TDM activities help get the most out of transportation investments. TDM implementers seek to accomplish a primary objective: connect all people with travel options that optimize the transportation system's

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capacity. TDM activities produce wide-ranging benefits to individuals and the transportation system—saving people time and money and reducing traffic congestion, vehicle emissions, and fuel consumption while supporting physical activity and enhanced safety. TDM activities make existing transportation investments perform better, extend the life of existing infrastructure, and can improve outcomes for new investments. TDM is typically implemented through programs administered by employers, major institutions, local jurisdictions, transportation management agencies, transit agencies and other transportation agencies and providers. Examples of TDM actions include:

- Encouraging employers to provide information and promote the use of transit, carpools, or vanpools; promoting reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part- or fulltime at home or at an alternate work site closer to home; and encouraging employers to provide TDM measures in the work place through such programs as preferential parking for High Occupancy Vehicles (HOVs), improved access for transit vehicles, and employee incentives for sharing rides.
- Establishing mode-split goals for non-single-occupancy vehicle travel to all significant employment centers in the City.
- Managing parking by including incentives for rideshare vehicle parking.
- Promoting reduced parking requirements for new construction.
- Promoting investments in walking and cycling infrastructure.

❖ **Policy T-9 Transportation System Management Policy:** Transportation System Management (TSM) is an approach to mitigating congestion and improving traffic operations through better management and operation of existing transportation facilities rather than expanding capacity.

TSM techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety using low-cost but effective strategies such as:

- Intersection and signal improvements
- Roadway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies

The City of Black Diamond will encourage management of the transportation system by:

- Maintaining the existing transportation system assets;

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- Supporting use of HOVs, including buses, carpools, and vanpool programs through both private programs and the direction of Metro Transit;
- Implementing roadway connectivity, and access spacing standards;
- Investing in pedestrian, bicycle, and transit facilities; and
- Coordinating with WSDOT or other affected agencies to determine if communications or other ITS infrastructure should be addressed as part of roadway design/construction. Identifying opportunities to improve travel reliability and safety with TSM solutions.

❖ **Policy T-10 Pedestrians, Bicycles, and Transit Policy:** Black Diamond recognizes the primacy of pedestrians and other non-motorized modes of mobility. The City shall lessen dependence upon and the influence of the automobile by encouraging complete streets and multi-modal travel for all users including pedestrians, bicyclists, and transit passengers of all ages and abilities. City actions will:

- Require new roadways to incorporate pedestrian, bicycle and transit facilities including appropriately spaced crosswalks on arterials and collectors.
- Provide for transit user needs beyond basic provision of service (e.g., by providing sidewalk and bicycle connections, bus pads, benches, shelters) to encourage higher levels of use.
- Continue to provide sidewalk, bike lane, and multi-use path infill along existing roadways.
- Implement the Black Diamond Trails Plan.
- Encourage development of a network of off-road facilities for non-motorized travel in connection with new development and to identify potential off-street bicycle routes (Class I) for cyclists wherever sufficient public demand and space can be made available.
- Ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.
- Explore options to improve the walkability of the narrow streets lacking sidewalks typical of older portions of the City, including key sidewalk extensions, connections to trails, context-appropriate wayfinding signage, shared auto and pedestrian street policies and road improvements.
- Explore options to upgrade the physical environment of older existing neighborhoods to improve safety for pedestrians and bicyclists through reduced vehicular speed, warning signage, sidewalk widening at intersections, adding shoulders, improved paving, vegetation trimming to improve visibility and walkability to provide a safe and appealing walking environment.

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In lieu of physical upgrades, the City may, with the assistance of the City traffic engineer designated certain streets as shared vehicle and pedestrian facilities. As part of the designation process, the City traffic engineer will examine speeds, signage, and road improvements and adopt standards and ordinances to establish and facilitate reasonable accommodation for pedestrians.

❖ **Policy T-11 Safe Routes to School Policy:** Safe and desirable walking and bicycling routes shall connect schools to residential, recreational, and commercial areas throughout the City of Black Diamond to encourage families to walk or ride to school. To implement this policy, the City shall:

- Work with local school districts to develop appropriate route plans in compliance with WAC 392-151-025.
- Seek funding to support pedestrian improvements through the State of Washington's Safe Routes to School Program.
- Consider such factors as crash history, safety concerns and current or potential nonmotorized access when prioritizing non-motorized access to schools.

❖ **Policy T-12 Transportation Health and Safety Policy:** The City of Black Diamond will provide a transportation system that enhances the health and safety of residents by:

- Improving safety at locations with known safety issues.
- Minimizing conflict points (Location within intersection or roadway where two or more road users may share the same space at the same time resulting in potential collision) and improve safety of high accident locations.
- Expanding the sidewalk, bike lane, and multi-use path network in the city.
- Periodically reviewing and improving messaging for the travelling public.
- Reducing the amount of collisions involving pedestrians and cyclists.
- Improving personal security (e.g., street lighting).
- Identifying transportation improvements along emergency response routes.
- Maintaining prevention and recovery strategies that are coordinated locally and regionally under the Regional Transportation Recovery Plan.

❖ **Policy T-13 Parking Policy:** The parking needs of the City will be balanced by:

- Encouraging the construction of additional parking in the historic "Old Town" area of Black Diamond, both within the public right-of-way and in off-street lots.
- Promoting the addition of parking spaces in the "Old Town", possibly to include the use of a Local Improvement District (LID) to fund these parking improvements.
- Identifying available areas to provide parking facilities for weekend bicyclists.

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- Continued discouragement of on-street parking along the SR 169 corridor.
- Encouragement of adequate, but not excessive on-street parking on commercial and residential streets where it can be safely accommodated through both minimum and maximum parking allowances and monitoring of parking utilization.
- Development of an off-street parking plan for Old Town to address provision of shared parking, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to the City to ride on weekends.

Road Character Right of Way

Policies contained in this subsection promote the unique characteristics of Black Diamond and address issues regarding land use development emphasizing desired locations for development throughout the city. These policies also address the City's view on right-of-way issues.

❖ **Policy T-14 Character of the City Policy:** Enhance the character that the City currently possesses by:

- Encouraging 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;
- Limiting the number of traffic signals within Black Diamond by considering the use of roundabouts as the first solution where appropriate;
- Implementing road standards and development guidelines consistent with LOS standards, to minimize paving widths; preserve desirable trees and vegetation through minimized right-of-way clearing; and allow creative designs;
- Implementing separate road standards for the older, historic areas within the city that are specific to individual street geometries, with the goal of not causing undue disruption to existing neighborhoods;
- Identifying transportation investments that support mixed-use and pedestrian friendly development;
- Prioritizing transportation investments that serve the locally designated Town Center, Old Town; and
- Exploring all viable multi-modal transportation improvement alternatives to single occupant vehicle transportation.

❖ **Policy T-15 Environmental Protection and Conservation Policy:** Design transportation facilities within Black Diamond that minimizes adverse environmental impacts resulting from both their construction and operation. The City will fulfill this need by:

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- Aligning and locating transportation facilities away from environmentally sensitive areas;
- Encouraging Low Impact Development (LID) in the design of transportation infrastructure where practical;
- Mitigating unavoidable environmental impacts;
- Provide opportunity for expressing concerns and comments of interested parties, and;
- Establish policies to minimize the use of de-icers or salt on roadways to protect the environment.

❖ **Policy T-16 Right-of-Way Policy:** Retain existing transportation system rights-of-way, and identify, acquire, and protect rights-of-way for future roadway and bikeway facilities. The policies provided in this Transportation Element will be used by the City to identify current and future transportation system needs. The City will identify specific transportation corridors and protect needed rights-of-way as soon as possible. Some methods used to acquire and preserve rights-of-way include:

- Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development and to support the City's economic development goals;
- Requesting donations of rights-of-way to the public;
- Purchasing rights-of-way by paying fair market value when donations and/or required dedications are not possible;
- Acquiring development rights and easements from property owners;
- Protecting rights-of-way from encroachment by structures, substantial landscaping, or other obstruction is also encouraged by the City. Protection methods may include minimum setback requirements for property improvements and development of guidelines regarding installation and maintenance of landscaping within the public right of-way and;
- Developing criteria and process for the vacation of public rights-of-way consistent with City goals and policies.

❖ **Policy T-17 Road Dedication Policy:** Road dedications shall be allowable on a limited basis consistent with the City's goals to increase the connectivity of the City's roadway network pursuant to the following provisions:

- Connector streets need to be public.
- New publicly-dedicated roadways must comply with City street standards.

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❖ **Policy T-18 Private Road Policy:** Private roads are discouraged and shall be allowable only if the following conditions are met:

- Private roads may provide local residential access, with no connections to the existing or future public street system.
- Private roads shall meet all applicable public road standards, including right-of-way widths.
- A financial analysis shall be performed to determine the amount of funding needed to maintain the road annually including funding to repave the road every 25 years.
- Private roads must be privately maintained through recognized Homeowner's Associations (HOAs). The developer shall establish a street maintenance covenant with each home served by the road establishing the HOA and regular periodic contributions for maintenance and funds to be set aside for future major rehabilitation. The form of the HOA and covenant shall be approved by the City Attorney.
- Internal circulation streets are private roads located within the boundaries of a commercial or multifamily development accessed directly from a public street. Internal circulation private streets shall meet the public local access street pavement section requirements and provide safe pedestrian connections.

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

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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:

Kommentar [BK3]: New added language in underline format.

- 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;

Kommentar [BK4]: New added language in underline format.

- 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.

Kommentar [BK5]: New added language in underline format.

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❖ **Policy T-21 Alternative Level of Service Policy:** Pedestrian and transit friendly development shall be encouraged within the locally designated Town Center, Old Town, and by allowing less restrictive LOS standards for roadways. If the adopted LOS standard cannot be maintained and expected funding for improvements to meet future transportation needs is found to be inadequate, then the City shall:

- Consider the impacts of land use on trip generation to reduce the travel demand placed on the transportation system; or
- Phase or restrict development to allow more time for the necessary LOS-driven transportation improvements to be completed by the development community and/or responsible agency or jurisdiction(s); or
- Reduce the LOS standard for the system or portions of the system to give the City more time to fund the needed transportation improvements.

❖ **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.

Kommentar [BK6]: New added language in underline format.

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-23 Traffic Impact Analysis Policy:** Require that a Traffic Impact Analysis (TIA) be prepared for new developments. The City will require a TIA for new developments that are proposed in the city limits of Black Diamond that generate ten (10) or more vehicle trips in the PM peak hour or are otherwise determined to have the potential for an adverse impact upon the City's transportation system. The study should include site access points, arterial and collector roadways and intersections of arterials and collectors that are impacted by 10 or more

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PM peak hour trips and may not be limited to intersections located within the city. The TIA should also identify gaps in the sidewalk, bike lane, and multi-use path networks, review the collision history of study area roadways (i.e., to identify safety issues, and traffic-related fatalities, serious injury, and pedestrian and bicyclist involved collisions), and evaluate roadway connectivity, and access spacing compliance for the study area. The TIA shall be prepared by the City's traffic engineer and will be accepted after approval by the City.

❖ **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.

Kommentar [BK7]: New added language in underline format.

❖ **Policy T-25 Multi-modal Coordination Policy:** Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system. This will be accomplished by:

- Encouraging King County Metro Transit, as the provider of transit service in the Black Diamond urban area, to evaluate expanding regular fixed transit service within Black Diamond.
- Continued coordination between the City of Black Diamond and King County Metro Transit to provide transit connections between Black Diamond and other parts of King County.
- Supporting development of regional park-and-ride lot facilities by King County Metro Transit and WSDOT. The City encourages such lots on sites promoting compatible land uses and along primary travel corridors for travel between Black Diamond and other urbanized areas in King and Pierce counties.

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Appendix 7 TRANSPORTATION APPENDIX

Introduction

This Technical Appendix summarizes the data analysis completed to support the update of the City of Black Diamond's (City's) Transportation Element (Chapter 7) and includes information pertaining to:

- Transportation level of service, including definitions, relationship to concurrency, standards, and methodology;
- The City's existing transportation system, including operating conditions, availability of other modes of transportation, and the functional classification system;
- State, regional, and local transportation plans and improvements;
- Actions needed to meet the level of service standard;
- Travel forecasts used to estimate future traffic volumes based on future growth identified in the City's Land Use Element; and
- Existing and future roadway conditions and recommended transportation improvements.

Level of Service

A level of service (LOS) standard measures the performance of an existing transportation system and the adequacy of the planned future improvements. Additionally, LOS standards establish the basis for the concurrency requirements in the GMA. Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development." (RCW 36.70A.070 (6)(b)). Therefore, setting the LOS standard is an essential component of regulating development.

Definitions

Conflict Point: Location within intersection or roadway where two or more road users may share the same space at the same time resulting in potential collision. Collisions may involve any mode or road user or users including vehicles, bicycles, and pedestrians.

LOS is both a qualitative and quantitative measure of roadway operations. LOS, as established by the *Highway Capacity Manual* uses an "A" to "F" scale to define the operation of roadways and intersections for motor vehicles as follows:

LOS A. Primarily free flow traffic operations at desired travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.

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LOS B. Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

LOS C. Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower than average travel speeds.

LOS D. Small increases in traffic flow may cause substantial increases in approach delays and, hence decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these factors.

LOS E. Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

LOS F. Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes, and extensive queuing.

Level of Service and Concurrency

The concurrency provisions of the GMA require that local governments permit development only if adequate public facilities are or can be guaranteed to be available within six years to support the new development.

The GMA requires each local jurisdiction to identify future facility and service needs based on its LOS standards. To ensure that future development will not cause the City's transportation system performance to fall below the adopted LOS standard, the jurisdiction must do one or a combination of the following: modifying the land use element, limiting or "phasing" development, requiring appropriate mitigation, or changing the adopted standard.

Level of Service Methodology

The City has established specific methods to calculate the LOS for evaluating the performance of the roadway intersections and transit service and facilities. This section describes those methods.

Intersection Level of Service

For signalized and unsignalized intersections, and roundabouts, the LOS is calculated using the procedures described in the latest edition of the *Highway Capacity Manual* (2010 edition). At signalized and all-way stop-controlled intersections, and roundabouts, the LOS is based on the weighted average delays for all movements, whereas the LOS for two-way stop-controlled intersections is defined by the weighted average delay for the worst movement.

State Highway Level of Service

1998 amendments to the GMA require local jurisdictions to address state-owned transportation facilities, as well as local transportation system needs in their comprehensive plans. Highways of statewide significance (HSS) are designated by the Washington State Department of

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Transportation (WSDOT) for interstate and principal arterials that are essential to connectivity between major communities.

WSDOT adopted LOS standards for HSS facilities is LOS D for urban areas (RCW 47.06.140). The LOS target is established for comprehensive plans and for reviewing developer impacts along urban HSS facilities.

WSDOT also analyzes “screen lines” for deficiencies along state routes using a standard of 70% of the posted speed. This screen line analysis allows WSDOT to identify the “most congested” locations along its HSS facilities. A speed of approximately 70% of the posted speed equates to conditions where a highway achieves the maximum throughput of vehicles.

In 2007, the WSDOT added SR 169 to the list of HSS facilities. The State’s *2007- 2026 Highway System Plan* indicates that SR 169 is expected to operate below the 70% speed threshold (termed ‘operating less than efficiently’) during peak hours in 2030.

Transit Level of Service

The GMA (RCW 36.70A) requires communities to also adopt LOS standards for transit routes.

The City has established guidelines to address the performance of the transit system as follows:

- Encourage King County Metro to expand transit service as the demand dictates;
- Work with King County Metro to determine if additional transit facilities and routes are needed or if existing headways should be decreased (or frequency increased);

Trail Level of Service

The City’s 2008 Parks, Recreation and Open Space Plan established guidelines to measure the performance of the trail system. The level of service standard is to have 75% of the Black Diamond population within 0.5 miles of a trail facility.

Level of Service Standards

Based on the City Council’s recommendations, this plan identifies a LOS standard of LOS D for intersections along State Route (SR) 169 consistent with WSDOT’s standard for urban HSS facilities and LOS C for all other arterials and collectors throughout the city. Setting different LOS standards for specific areas is a common practice that accounts for the function and use of the roadways into the acceptable operating conditions.

The City also recognizes how intersection control (i.e., traffic signals, roundabouts, and stop signs) defines LOS. For two-way and one-way stop-controlled intersections, the LOS is defined by the amount of time vehicles are waiting at the stop sign.

Although a substantial volume of traffic can proceed through the intersection without any delays, a small volume at the stop sign can incur delays that would exceed LOS C or LOS D. To avoid mitigation that would only serve a small volume of traffic, the City allows two-way and one-way stop-controlled intersections to operate worse than the adopted LOS standard (see Table 0-1).

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-1. Existing Level of Service (2015)

Signalized Intersections	Level of Service
Baker St & SR-169	D
Lawson St & SR-169	D
Ravensdale Road & SR-169	D
Roberts Drive & SR-169	D
Morgan St & Roberts Drive	C
216 th Ave SE & SE 288 th St	C
Jones Lake Road & SR-169	D

However, the City requires that these instances be thoroughly analyzed from the operational and safety perspectives and the City will individually evaluate these situations to determine when mitigation is appropriate.

These LOS standards are higher than other cities in the area. For example, the Cities of Maple Valley and Covington have adopted a standard of LOS D. The higher LOS standards adopted within Black Diamond for non-HSS facilities indicate the City's desire to minimize congestion and the willingness to identify and fund future transportation improvements. The higher LOS standards adopted within Black Diamond for non-HSS facilities also will increase the size of intersections and may become an unaffordable standard to maintain. Should the City encounter challenges associated with funding transportation improvements, adoption of lower LOS standards for non-HSS facilities is a permissible option for remaining in compliance with concurrency requirements.

Kommentar [BK1]: New language added -shown in underline 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

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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. This routeSR 169 is also known as 3rd Avenue within Black Diamond.

Kommentar [BK2]: New language added – shown in underline format (both red and blue text).

Kommentar [BK3]: New language added in underline format. Struck words “This route” as shown in strikethrough.

Along the city’s northern boundary, SE 288th Street is an east-west arterial that becomes a City of Maple Valley Street east of Black Diamond. The Roberts Drive arterial provides local east-west access west of SR 169 as well as a link from Black Diamond to the City of Auburn and the Green River Valley employment centers to the west. The Lawson Street/Green River Gorge Road is an east-west arterial providing local access east of SR 169 as well as access to the rural areas and communities to the east.

The Black Diamond/Ravensdale Road is a north-south arterial linking Black Diamond and Ravensdale and providing a secondary link to SR 516 (Kent-Kangley Road) and a link to Issaquah and SR 18 bypassing Maple Valley. The SE Lake Sawyer Road is a north-south arterial that forms the City’s western boundary and provides a connection to SR 516.

Existing Roadway and Intersection Characteristics

SR 169, within the planning area, is a two-lane principal arterial that generally divides the city into east and west sections. SR 169 serves an area extending between the cities of Renton and Enumclaw, providing both regional connections (to SR 18, SR 516 and Interstate 405, SR 410 and local access.

Posted speed limits along SR 169 vary depending on the amount of development adjacent to the highway. Areas immediately outside the city limits are posted at 50 miles per hour (mph). Within the city limits, legal speeds are reduced to 35 mph from the north City limits to 1st Ave, except for a school zone with a reduced speed of 20 mph between Baker St to Lawson St. The speed limit returns to 50 mph from 1st Ave to the southern city limits. All cross-streets intersecting with SR 169 are controlled by stop signs.

SE 288th Street is a two-lane road that runs east-west. The road is a minor arterial that changes to SE 291st Street as it approaches SR 169. The road serves City residents north of Lake Sawyer and also serves as the only access for Maple Valley residents living north of SE 288th Street and south of the Burlington Northern Railroad line. SE 288th (turns into 291st) Street is stop sign controlled at SR 169 and 216th Avenue SE on the west end. At all other intersections, the cross-street traffic is stop sign-controlled. The posted speed is 35 mph.

Roberts Drive (Auburn-Black Diamond Road west of city limits) provides access to the City of Auburn and is a two-lane minor arterial. The roadway branches into two facilities near Covington Creek allowing access to the City of Kent (Kent-Black Diamond Road) and Auburn (Auburn Black Diamond Road).

All cross-streets intersecting Roberts Drive are stop sign-controlled. Roberts Drive is controlled by a stop sign at its intersection with SR 169. Posted speeds are generally 40 mph outside the city limits and 25 to 35 mph once inside the city.

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Green Valley Road is a two-lane minor arterial that connects SR 169 and Auburn. This street is classified by King County as a collector. The roadway is posted for a maximum speed of 40 mph, but operating speed is constrained to 10 to 15 mph in certain areas due to its curvilinear horizontal alignment with steep grades. Green Valley Road is stop-controlled at SR 169. It should be noted that the annexation of property adjacent to Green Valley Road in 1995 included a condition that direct transportation access would not occur from the annexed area onto Green Valley Road.

Lake Sawyer Road/224th Avenue SE/216th Avenue SE is a two-lane generally north/south minor arterial that provides access to a predominantly residential area west of Lake Sawyer. The street generally parallels SR 169 between Roberts Drive and SR 516. There are traffic signals at the intersections of 216th Avenue SE/SR 516, 216th Avenue SE/Covington-Sawyer Road, and SE 296th Street/219th Avenue SE. All other cross-street traffic intersections along Lake Sawyer/216th Avenue SE are stop sign-controlled. Posted speeds vary between 35 mph and 45 mph.

Covington-Sawyer Road is a two-lane minor arterial that connects with 216th Avenue SE on the western border of the city. It provides access to the City of Covington, SR 18 and SR 516.

Morgan Street is a two-lane east west collector from Roberts Drive to Railroad Avenue/ Jones Road. Railroad Avenue extends Morgan Street as a two-lane collector from Morgan Street southeasterly to SR 169.

Functionally, Morgan Street and Railroad Avenue provide alternative connections between Roberts Drive and SR 169, through the downtown area by either Baker Street or Railroad Ave. and Jones Lake Road. The intersection of Morgan Street and Roberts Drive is stop sign-controlled on the minor approach (Morgan Street). Jones Lake Road is controlled by stop sign at its intersection with SR 169. The posted speed limit on Morgan Street is 25 mph.

Lawson Street is an east/west minor arterial with its western terminus at SR 169 and continuing east and northeast out of the city. Near the outskirts of the city, the roadway changes to Green River Gorge Road. The arterial provides access between SR 169 and residential developments in the city and rural areas east of the city. The posted speed limit along this route is 25 mph within the city limits. Near Mud Lake, the speed limit increases to 45 mph. Lawson Street is stop controlled at its intersection with 3rd Avenue (SR 169).

Black Diamond-Ravensdale Road is a two-lane minor arterial linking Black Diamond and Ravensdale and serves as a secondary connection between Kent-Kangley Road and SR 169 and provides a connection to the Issaquah/Hobart Road. The posted speed limit along this road is 45 mph within the city limits. Cross-street traffic along Black Diamond-Ravensdale Road is stop controlled.

Baker Street (between SR 169 and Railroad Avenue/Morgan Street) is a two-lane arterial collector located in the downtown area of the city that also provides connection to all points

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west. The roadway provides access to the post office and school; it has a posted speed limit of 25 mph. It is stop sign controlled at SR 169 and Railroad Avenue/Morgan Street.

All remaining roadways in the city are local roads with two-lane cross-sections. Most local roadways have posted 25 mph speed limits.

Existing Roadway Volumes and Travel Conditions

Figure 7-1 depicts the City's road network and associated 2015 traffic volumes, which are based on PM peak period turning movement counts collected at each of the 10 intersections within the city and included in the City's concurrency program. These traffic counts were supplemented with available traffic data for SR 169 provided by WSDOT. These PM peak hour volumes were used to evaluate the existing LOS for each intersection, which is summarized in Table 0-2.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-2. Existing Level of Service (2015)

Signalized Intersections	Level of Service	Delay (seconds)
SE 296th St/216th Ave SE/SE Covington-Sawyer Rd	B	16
219th Ave SE/SE 296th St/Lake Sawyer Rd SE	B	13
Unsignalized Intersections	Level of Service	Delay (seconds)
216th Ave/SE 288th St	D	25
SE Auburn-Black Diamond Rd/Lake Sawyer Rd SE	B	13
SR 169/SE Black Diamond-Ravensdale Rd	F	75
SR 169/Roberts Drive	E	43
Morgan St/SE Auburn-Black Diamond Rd	B	11
SR 169/Baker St	C	20
SR 169/Lawson Rd	C	16
SR 169/Jones Lake Rd	B	13

Note: intersections shown in bold do not meet LOS standards

Consistent with the City's adopted LOS standards established in this plan, intersections must operate at LOS D or better along SR 169 or LOS C or better for all other locations. The majority of intersections within the city operate at an acceptable LOS; however, three intersections currently operate below their respective standards: 216th Avenue/SE 288th Street, SE Black Diamond Ravensdale Road/SR 169 Roberts Drive/SR 169, and Roberts Drive/SR 169. For Black Diamond Ravensdale Road/SR 169, the primary contributor to the delay is the westbound left movements from the minor street, while for Roberts Drive/SR 169 the primary contributor is the eastbound left movements.

Other Modes

Rail Service

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Presently, there are no railroads located within the city limits. Rail lines that historically provided service from Seattle through Renton to the city have been decommissioned. The last coal trains left Black Diamond in 1969. The old rail line passed through town in a north-south direction paralleling Railroad Avenue.

Public Transportation Service

The City currently has a low population density and is distant from major Puget Sound urban employment centers. Public transportation service is available but is limited. Current transit service in the City is provided by King County Metro routes 143 and 907. Route 143 provides Monday-Friday peak-period fixed-route connections along SR 169 between Black Diamond and downtown Seattle through Maple Valley and Renton,. Metro's Demand Area Response Transit (DART) route 907 provides hourly all-day connection to Renton Monday to Friday, with service connections available at the Renton Transit Center. DART uses smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request within the area south of Roberts Drive, east of Morgan Street, north of Baker Street, and west of 3rd Avenue. DART also travels to Enumclaw between Black Diamond and Enumclaw.

Table 0-3 summarizes existing transit services in the city. Route 143 provides 15 to 20-minute service during commute hours with service to and from Black Diamond to downtown Seattle in the morning and from downtown Seattle to Black Diamond in the evening. DART Route 907 provides 60 -minute service during off-peak hours.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-3. Summary of Existing Transit Service

Route	Beginning Location	Ending Location	Headway Range (minutes)	Start	End	Trips
143	Downtown Seattle	Black Diamond** (via Renton)	15-20	3:59 PM	7:07 PM	6
143	Black Diamond**	Downtown Seattle (via Renton)	15-20	5:20 AM	8:34 PM	6
DART 907	Renton TC	Black Diamond*	60	8:45 AM	4:30 PM	8
DART 907	Black Diamond*	Renton TC	60	7:50 AM	5:33 PM	10

*Service to Black Diamond at 3rd Avenue & Baker Street.

**First and last run to/from Black Diamond starts and ends at Renton Transit Center (TC) and does not serve downtown Seattle (Departs Renton at 6:11AM and departs Black Diamond at 7:08PM).

A park and ride lot located at the Masonic Lodge at 3rd Avenue/Baker Street provides 30 parking spaces for weekday parking for transit users. There are two other facilities in Maple Valley; the Maple Valley Park and Ride is located at SE 231st Street/SR 169 approximately 6.6 miles to the north of the Black Diamond Park and Ride and provides 122 spaces and the Maple Valley Town Square Park and Ride is located 4.1 miles north and provides 97 spaces.

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The existing transit service meets the City's defined LOS criteria. However, in the future, additional service as well as provisions for bus pullouts, bus stops, and park and ride lots will become necessary, as the population increases.

Metro has an active Community Connections (formerly alternative service) project in Black Diamond - the Black Diamond-Enumclaw Community Ride (part of the South East King County Community Connections project). The project is currently in a two-year performance measurement phase, approaching the end of year one and Metro is currently examining the service for potential service modifications.

Surface Freight Transportation

There are no freight terminal facilities located in the city. However, truck operations related to mineral extraction, logging, and landfill commonly use the road network, primarily on SR 169.

Pedestrian Facilities

There are somewhat limited sidewalk facilities along the arterial and collector road network within the city. While adopted City road construction standards now require sidewalks on all new roads, many of the roads in areas of town that were developed prior to the 1980s were constructed to rural standards with gravel shoulders or no shoulder at all. Existing pedestrian facilities are illustrated on several subdivisions developed in the last 20 years were developed with sidewalks including: King County Housing Project (Rainier View), Ridge at Black Diamond, Diamond Glen, Morgan Creek, Eagle Creek, Lawson Hills Estates.

Bicycle Facilities

No formal bicycle network exists within the city. Bicyclists currently use the existing roadways as informal routes, although there are no markings or signs to support the street usage for bicycles. City residents have voiced a desire to include bicycle facilities within the transportation environment. Recently the City has widened the westbound lane of Roberts Drive to provide for a 14-foot-wide shared bike lane on Roberts Drive from Bruckners Way to just past the library.

Trail Facilities

The city has an adopted 2011 Trails Plan that outlines strategies to expand the local trail system. There are currently two multipurpose King County trails that are in the planning and engineering phases to provide combined hike, bike, and horse trail opportunities in the area. The Cedar to Green River Trail is a 3.7-mile multipurpose trail following an abandoned railroad corridor north of Maple Valley to SE Kent-Kangley Road. The next two phases of the Cedar Green trail will extend through Black Diamond along Ravensdale Creek, through the City's Lake Sawyer Regional Park and then south along the western city limits to the top of the Green River Gorge where it will connect with 218th Ave SE as access to the Green River, ending at the Flaming Geyser Park. The Cedar River Trail is a paved 17.3-mile multipurpose trail following an abandoned railroad corridor from Lake Washington in downtown Renton to Landburg Park on Summit Landsburg Road.

Shoreline/Water Transportation

There are no navigable waterways for freight or passenger transportation in the Black Diamond area. The region's primary river, Green River, is mainly used for recreational purposes.

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Aviation Transportation

The nearest major airport facility is SeaTac International Airport located approximately 22 miles to the west. The City does not have a local airport; however, a privately-owned field with a runway length of 1,500 feet is located along Roberts Drive west of SR 169.

Nearby public-use airports include Kent's Crest Airpark (6 miles), the Auburn Municipal Airport (14 miles) and the Renton Municipal Airport (18 miles). Seaplanes land and take off from lake Sawyer, one resident moors a private seaplane during high water in summer months.

Parking Facilities

On-street parking is presently provided informally throughout the city in conjunction with the local street network. Parking is restricted on SR 169. Additional public parking is currently needed, particularly in Old Town, and near the SR 169 corridor for weekend bicyclists driving to the city to ride, and for weekday commuters who wish to use transit.

Functional Classification System

Roadway classifications define the character of service that a street is intended to provide. The City has classified its roadway system and adopted roadway design standards based on the roadway's functional and physical characteristics. The functional classification system is a hierarchical system providing for the gradation of traffic flow from an access function to a movement function. The functional classification system for the City is described in **Table 0-4** and the accompanying roadway design standards are summarized in **Table 0-5**.

The following list provides the planned classifications by roadway.

Principal Arterials

- SR 169

Minor Arterials

- SE 288th Street
- Roberts Drive
- North Connector*
- North-South Connector*/Abrams Road
- Black Diamond-Ravensdale Road
- Lake Sawyer Road
- Pipeline Road*
- Lawson Connector*

Collectors

- Annexation Road*
- Southeast Loop Connector*
- Morgan Street
- Baker Street (west of SR 169)
- South Connector*
- Railroad Avenue (Jones Lake Road)
- Lake Sawyer Extension* a

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Local Access

All remaining roadways within the city are shown on Figure 7-1 and Table 0-4. These tables serve as only a general guide for the different classifications and the City's Road Design Standards should be reference for further clarification.

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-4. Functional Classification System Definition of Roadway Functions

*Speed limit in fully developed areas

Classification	Function	Continuity	Spacing (miles)	Direct Land Access	Minimum Intersection Spacing	Speed Limit (mph)	Parking	Comments
Principal Arterial	Primary – Intercommunity and intrametro area traffic movement Secondary – land access	Required	1/2 in CD; 1 in urban residential; 1-5 in suburban and fringe	Limited – major generators only	1/2 mile	35-45*	Prohibited	
Minor Arterial	Primary – Intercommunity and intrametro area traffic movement Secondary – land access	Required	1/8 – 1/2 in CBD; 1/2 – 1 in urban; 1-3 in suburban and urban fringe	Restricted – some movements may be prohibited; number and spacing of driveways controlled	1/4 mile	30-35	Generally Prohibited	Backbone of the street system
Collector	Primary – Collect/distribute traffic between local roads and arterial system; Secondary – land access; Tertiary – interneighborhood traffic movement	Desirable	Not less than 1/4 mile from higher classified arterials	Safety controls; limited regulation	300 feet	25-30	Limited	Through traffic should be discouraged
Local	Land Access	None	As needed	Safety controls only	300 feet	25	Permitted	Through traffic should be discouraged

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-5. Road Classifications and Development Standards

Classification	Minimum Right-of-Way (feet)	Minimum Paved Width (feet)	Additional Design Standards
Principal Arterial	60-100	38-62	Sidewalk, extra lane width for bicycles, planting strip
Minor Arterial	54 (2 lane) 66 (3 lane)	30 (2 lane) 40 (3 lane)	Sidewalk, extra lane width for bicycles, planting strip
Collector Road	60-72	28 (2 lane) 40 (3 lane)	Sidewalk, extra lane width for bicycles, planting strip
Local Access (Industrial)	50	28	Sidewalk, planting strip
Local Access (Commercial)	60-68	36	Sidewalk
Local Access (Residential)	48-60	22-32	Sidewalk, planting strip

Source: 2009 City of Black Diamond Engineering and Design Standards

Current Transportation Plans and Improvements

The City is working to identify the near-term improvements that address transportation needs for its community.

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 ~~WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway.~~ Within the city, WSDOT has proposed minor widening to allow for a two-way left turn lane north of the historic core of the city and a truck climbing lane south of Green Valley Road. For purposes of this plan, the City is assuming a 3-lane section for SR 169

~~through the old town area and through the north commercial area, with potential widening at intersections to accommodate turn lanes. The City is also planning long term for further widening (4 or 5 lanes north of Roberts Drive to the City's future north connector and is seeking additional right of way through dedication upon major development or redevelopment where the right of way width is less than 100 feet.~~ 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.

Kommentar [BK4]: New language added and existing language deleted. Both shown in underline/strikethrough format.

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.

Kommentar [BK5]: New language added in underline (blue and red text). Strike through is proposed for deletion.

King County

King County has identified two future improvements in the North Enumclaw/ Ravensdale Planning Area, which includes Black Diamond (detail is in the County's *2016 Transportation Needs Report*). The County's list of improvements in or around the city is shown in **Table 0-6**.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-6. King County Identified Black Diamond Area Facility Improvement Needs

Project #	Project Action	Location	Priority	Cost
NM-5051	Provide non-motorized facility	Black Diamond-Ravensdale Rd SE: from SR 169 to 276th Ave SE	High	\$2,480,000
RC-142	Reconstruction of existing 1.3-mile roadway segment	SE Green Valley Rd from 243 rd Ave SE to SR 169	High	\$2,140,000

Source: 2016 King County Transportation Needs Report

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

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

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Master Planned Developer to construct as identified in Table 0-9. 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.

Kommentar [BK6]: New added language shown as underline text.

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

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Table 0-7 6-Year Transportation Improvement Plan (TIP) 2021-2026

Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
1	2021	General Street Improvement	N/A	N/A	Use for opportunities to leverage private funds, short overlays, chip sealing, crack sealing, patch work, addressing minor safety problems	N/A	\$35,000/year; \$210,000 total	Local City Funds
2	2021	Grant Matching for Street Projects	N/A	N/A	Use for grant applications to provide the required match	N/A	\$40,000/year; \$240,000 total	Local City Funds
3	2021	Covington Creek Bridge	N/A	N/A	Replace culverts at Covington Creek with a bridge	N/A	\$ 2,002,000	King County Flood Control District Funds
4	2021	Morganville South Improvements	N/A	N/A	Overlay of Union Dr., Morgan Dr., and Alpine Dr.; pedestrian safety improvements		\$ 94,000	CDBG Grant for water main replacement
5	2021	Rock Creek Bridge Rehab	N/A	N/A	Sealing and painting underside of the bridge	N/A	\$ 75,000	Local City Funds
6	2021	Morgan Creek Neighborhood Roads Preservation	N/A	N/A	Seal Coat or chip seal	1.19	\$ 75,000	Local City Funds
7	2022 to 2025	Roberts Drive/SR 169/BD-Ravensdale Roundabout	N/A	N/A	Two 1-lane Roundabouts	N/A	\$ 10,000,000	Developer Mitigation & possible Grant funding
8	2022	Roberts Drive Rehabilitation, Cemetery Road to Library	Cemetery Rd.	King County Library	Grind, patch, replace panels, crack sealing, shoulder widening; street lighting improvements at Morgan/Roberts intersection	0.25	\$ 175,000	Grant/TIB, Local City Funds

Kommentar [BK7]:
TIP and replaced with (adopted) one.

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

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9	2022	Downtown Public Parking	N/A	N/A	Develop additional public parking in the downtown area of Baker St. and Railroad Ave.	N/A	\$ 145,000	Local City Funds/Grants
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Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
10	2022	Morgan Creek Pedestrian Connection	Kanasket Dr.	SR 169	Pedestrian connection from the backside of the Morgan Creek Neighborhood to SR 169	0.14	\$ 200,000	Developer-Funded Frontage Improvements
11	2022	Downtown Pedestrian & Bicycle Link Study	James St.	Jones Lake Road	Study to identify best routes for pedestrians to bypass SR 169 through the downtown area	0.88	\$ 30,000	Grant/Local City Funds
12	2023	Roberts Drive Reconstruction, Library to SR 169	King County Library	S.R. 169	Widening and overlay, sidewalk, street lighting, and stormwater improvements	0.56	\$ 1,750,000	TIB Grant, Local City Funds
13	2023	232nd Ave./Pl. SE Overlay	Pavement change at 29615	End of Public Road (302nd)	Asphalt patching and overlay	0.44	\$ 150,000	Grant/ TIB, Local City Funds
14	2023	Baker Street Sidewalk	Railroad Ave.	Lawson St.	Sidewalk on the south side of Baker St. between Railroad and SR 169, then on the west side of SR 169 between Baker and Lawson	0.21	\$ 700,000	Grant/ TIB, Local City Funds, Developer frontage improvements
15	2024	SR 169 Sidewalk, Roberts Drive to James Street	Roberts Dr.	James St.	6-foot wide sidewalk on the west side of SR 169	0.20	\$ 550,000	TIB Grant, Local City Funds
16	2024	4th Avenue Overlay	Park St.	James St.	Patching and overlay, including some widening; includes sections of Baker St., Park St., and James St. between 3rd & 4th	0.21	\$ 75,000	Grant/ TIB, Local City Funds

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17	2024	5th Avenue & 6th Avenue Loop	N/A	N/A	Widening and overlay local access streets. Includes 5th, 6th, Baker, and Hammond	0.36	\$ 125,000	Grant/ TIB, Local City Funds
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Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
18	2025	Lawson Street Overlay	S.R. 169	Newcastle Dr.	Surface grinding, select panel replacement, shoulder widening, asphalt overlay	0.36	\$ 160,000	Grant/ TIB, Local City Funds
19	2025	Lawson Street Sidewalk, Ph. II	6th Ave.	Newcastle Dr.	6-foot wide sidewalk on Lawson Street	0.19	\$ 400,000	Grant/Safe Routes to School, Developer Mitigation
20	2025	Diamond Glen Neighborhood Improvements	N/A	N/A	Patching, crack sealing, and overlay	0.25	\$ 130,000	Grant/ TIB, Local City Funds
21	2025	216th Ave SE / SE 288th Street Roundabout	N/A	N/A	Intersection improvement to handle higher traffic volume	N/A	\$ 1,400,000	Developer mitigation
22	2025	Downtown Pedestrian & Bicycle Link	James St.	Jones Lake Rd.	Sidewalk extensions and bike lanes	0.88	\$ 440,000	Grant Funds
23	2026	Lawson Connector/ Lawson Parkway	SR 169	Lawson St.	New 36' wide minor arterial connection to SR 169 with pedestrian facilities, bike lanes, and street lighting	0.60	\$ 3,200,000	Developer
24	2026	Lawson/ Botts Drive Intersection Improvements	N/A	N/A	Intersection controls for new intersection, include stop controls	N/A	\$ 500,000	Developer
25	2026	216th Ave. SE Overlay	SE 288th St.	SE 296th St.	Patch and overlay	0.41	\$ 165,000	Grant/ TIB, Local City Funds
				South to new commercial and multi	New minor arterial connection to SR 169 with			

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26	2026	North Connector	169	family housing	roundabout	0.25	\$ 1,000,000	Developer Funded
27	2026	228th Ave. SE/229th Ave. SE/229th Pl. SE/SE 292nd Pl.	228th Ave. SE	232nd Ave. SE	Patching and overlay	0.62	\$ 150,000	Grant/ TIB, Local City Funds
28	2026	Morgan Street & Roberts Drive	N/A	N/A	New signal	N/A	\$ 350,000	Grant, Developer Mitigation

Rank	Year	Improvement	From	To	Type of Improvement	Length in Miles	Estimated Cost	Funding
29	2026	Baker Street & SR 169 Intersection Signal	N/A	N/A	New signal to facilitate turning movements and pedestrian crossing	N/A	\$ 650,000	Grant, Developer Mitigation
30	2026	Rainier View Overlay	Baker St.	SR 169	Patch and overlay in the Rainier View Senior Housing Neighborhood	0.41	\$ 150,000	Grant/ TIB, CDBG Grant, Local City Funds
TOTAL ALL PROJECTS							\$ 25,291,000	

FUTURE PROJECTS FOR CONSIDERATION

Rank	Year	Improvement	From	To	Type of Improvement	in Miles	Cost	Funding
31	--	SE 288th St. Sidewalk	N/A	N/A	Sidewalk on SE 288th St. to link to future trails and future sidewalks. Project limits will be determined at a future date	0.5	\$ 500,000	Grant, Developer Mitigation, Local City Funds

NOTE: The City has identified the need for maintenance on these streets. There are more projects in these categories than can be funded or completed in six years. Projects in the earlier years have a higher probability of getting funded and completed. Projects in the later years have a lower probability of being funded and completed. If funding does become available and is secured for any project on the list, it will be moved to the top of the list for construction. The City is also considering future projects outside of the 6-year range that may be included in future updates of the Transportation Improvement Plan.

Actions Needed to Meet Level of Service Standard

Two intersections operate below their respective LOS standards under existing conditions: SE Black Diamond-Ravensdale Road/SR 169 and Roberts Drive/SR 169. Intersection control (e.g., a roundabout or traffic signal), additional turn lanes and roadway widening improvements would be needed at these locations to meet acceptable LOS standards. These actions are included in the 2015-2021 improvements as shown on Figure 7-5. The design and permitting of these intersections is already underway required to be constructed by the City's Development agreement with the Master Planned Developer in the City.

Travel Forecasts

The City of Black Diamond's existing travel demand models were updated to reflect the current and future level of development to be in place by the year 2035 both within the City and the Puget Sound Regional Council (PSRC) planning area. The land use data was obtained from PSRC and refined with city staff input to account for the approved Master Plan Developments (Lawson Hills and The Villages) and other development potential. The travel forecasts were based on the following land use projections:

- year 2014 - 4,361 population, 1,627 households and 561 jobs
- year 2035 – 19,262 population, 7,674 households and 3,709 jobs

The existing travel demand models were also updated to reflect the current and future transportation investments programed to be in place by the year 2035 both within the City and the Puget Sound Regional Council (PSRC) planning area.

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.

Kommentar [BK8]: New added language in underline text.

At the expiration of the Developer Agreement in 10 to 15 years the implementation of transportation capacity projects may shift to a City funded transportation capacity program with traffic impact fees and may vary depending on market forces, availability of utilities and actions taken by the jurisdiction.

Forecast Horizons

The TIP is linked to the City's planned land uses and the anticipated traffic volumes. There are two forecast horizons presented in the comprehensive transportation plan:

- Short-Term: 2015 to 2021
- Long-Term: 2022 to 2035

The short-term forecast coincides with the City's TIP and represents current growth trends and expected short term development within the city. Future levels and timing of land development were based on conversations with City staff, local landowners, and development firms. Changes to development patterns and priorities may vary the need for and the completion order of the transportation improvements. The long-term traffic forecast represents the future growth in housing, employment and background traffic that will produce the expected 2035 traffic projections. The City's Development Agreement with the Master Planned Development (MPD) Developer requires updates at the beginning and middles of the three phases of development so as to program the timing of transportation capacity adding projects to come online as needed.

Transportation Improvement Recommendations

This section of the transportation plan establishes intersection and roadway improvement programs for the periods 2015 to 2021 and 2022 to 2035.

Arterial and Collector Roadway Improvements

A conceptual configuration for the future roadway system in 2035 is shown in Figure 7-4. New arterial and collector roads include: Pipeline Road, Annexation Road, Lake Sawyer Extension, Lawson Connector, South Connector, Southeast Loop Connector, and North Connector.

The proposed roadways are to show the general route and connections of future roadways and are not specific to design level locations. Alternative roads and alignments may be considered. The intent is to show a basic route, connections and concept and the exact locations will be determined after engineering and environmental review. These new roads will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials.

The Pipeline Road will provide an east / west alternative to Roberts Drive and will enhance the circulation and access for industrial development. The North Connector will provide a north / south alternative to SR 169 in the middle of the City. The Annexation Road would provide north-south and east-west circulation through the southwestern portion of the City's Expansion Area. Other new facilities are proposed to improve general circulation.

Agency Coordination

Improvements on SR 169 will require coordination with WSDOT. The City has adopted a Gateway Overlay District from the North City boundary to Roberts Drive regulating how development will occur along the roadway including separated meandering sidewalks within the front setbacks of the properties. The Comprehensive Plan should include a vision for SR 169 through the city. The City could use the vision to begin discussions with WSDOT to coordinate the future design of the road. Then as development occurs along the highway, improvements (such as lanes, sidewalks, bike lanes, median planting, turn pockets, driveways, and signals) could be implemented

consistent with the overall design. The City will continue to participate in the implementation of or future updates to the SR 169 Route Development Plan (WSDOT, 2007) and as well as any other regional transportation planning efforts.

Intersection Control Requirements

Although the construction of new collector roads and connecting arterials will help distribute traffic, key intersections will warrant traffic control and intersection improvements to meet the City's LOS standards in the future. The City identified roundabout-controlled intersection improvement as the preferred solution to address the increasing turning movements at intersections. Where it is shown that the traffic movements cannot be handled and or the site conditions will not allow for a roundabout, signalization of the intersection can be considered. The necessity for and location of intersection improvements would be established at the time development occurs. The City will look to avoid locating signals in its historic downtown area.

Many intersection control improvements are expected and warranted during the 20-year planning period. The improvement for roads and intersections will be implemented incrementally with developments as traffic volumes increase.

Roadway Conditions – 2021

This plan anticipates future conditions for the year 2021 to derive the Six-year TIP. The analysis includes the roadway projects identified in the Six-Year 2015-2021 TIP (dependent on growth-driven traffic demand) plus additional improvements identified in the Master Plan Development needed to ensure that the roadway system meets the City's adopted LOS standards.

2015 to 2021 Recommendations

Development and increasing traffic from neighboring jurisdictions will increase traffic volumes throughout the city. Figure 7-5 and Table 0-9 list the 2015 to 2021 recommended actions. The transportation improvements recommended are expected to meet the projected travel needs throughout the city.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-8. Transportation Capacity Adding Projects (2015-2021)

Project References		Project Description	General Timing	Funding Source
Project Number & Name from 2009 comp plan (new projects in <i>italics</i>)	AKA			
A1, Annexation Road,	The Villages MPD Community Connector	Minor arterial from Lake Sawyer Road SE across Roberts Drive to south end of Phase 1A, Villages MPD; individual phases described below.	Expected within 6 years	MPD Developer
A2, Lake Sawyer Extension Road	Ring Road	A road with a single lane in each direction with bike lanes, rain gardens/landscaping, and a sidewalk on each side.	Expected within 6 years	MPD Developer
<i>Reconstruction of Roberts Drive from west City limits to 236th Ave SE</i>	Frontage Improvements on SE Auburn -Black Diamond Road (Roberts Drive)	Overlay and widening with sidewalks, bike lanes, street lights, landscaping, storm water infiltration	Expected within 6 years. Partially completed in 2017	MPD Developer
SE Auburn Black Diamond Road (Roberts Drive) / Annexation Road	Intersection of Community Connector and SE Auburn Black Diamond Road	Single lane roundabout.	Expected Fall 2018.	MPD Developer
SE Auburn Black Diamond Road/ Lake Sawyer Road / Lake Sawyer Extension	Intersection Improvement at SE Auburn Black Diamond Road and Ring Road	Single lane roundabout	COMPLETE in 2017	MPD Developer
SR 169 / Roberts Drive / Lawson Connector	Intersection improvement at SR 169 / Roberts Drive / Lawson Connector (or Parkway)	Roundabout improvement with pedestrian improvements	Expected within 6 years	MPD Developer and City grant funds
SR 169 / SE Black Diamond – Ravensdale Road	Intersection Improvement at SR 169 / Pipeline Road / Black Diamond Ravensdale Road	Roundabout improvement with pedestrian improvements	Expected within 6 years	MPD and City grant funds
SE 288 th Street / 216 th Avenue SE		Re-channelize south leg of intersection to provide refuge/merge area for westbound left-turning vehicles	1 COMPLETED	MPD Developer
<i>Roberts Drive Improvements</i>		Road widening for shared bike lane,	Expected	MPD, grant and

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from 236 th Ave SE to Bruckners Way		sidewalks and streetlights extending pedestrian facilities across Black Diamond and linkage to the r	within 6 years	City funds
SR 169 from BD Ravensdale Road to James Street	Sidewalk link from Old Town to north commercial	Provide sidewalks and bike lane facilities from BD Ravensdale Road to James Street	Expected within 6 years	Grant and City funds
Ginder Creek Trail linking Roberts Drive to Morgan Street		Construct a gravel surface trail for access to City open space and shorter access to the library.	Expected within 6 years	Grant and City Funds
Later phase of A1 above.	Extend The Villages MPD Community Connector	New road with bike lanes and meandering paths/walkways . Constructed in phases as necessary to provide access to each Phase 2 plat that takes access from the Community Connector.	Expected within 6 years	MPD Developer
A3, Lawson Connector	Lawson Parkway	New road linking Lawson Hills MPD to State Route 169 with pedestrian facilities, bike lanes and streetlights.	Expected within 6 years	MPD Developer
Lawson Street Sidewalks Phase 2	Frontage Improvements along Lawson Street	Sidewalks on Lawson Street 6 th Ave to Botts Drive	Expected within 6 years	MPD, grant and City funds
Intersection Improvement at Lawson Parkway/Lawson Street/ Botts Drive		Stop control will be provided when intersection is constructed. Additional improvements may be needed in the future.	Expected within 6 years	MPD developer
A5, North Connector, phase 1		Minor arterial serving north commercial area with roundabout access to SR 169.	Expected within 6 years	MPD Developer

Note: The projects above identify needed facilities within the City if the project growth takes place during the 13-year period. New capacity adding projects will be the responsibility of the project's developer to design and construct to meet the demands of the new growth within the City according to the Development Agreement with the City or through the City's SEPA process. The City's role is monitoring, review and collecting a proportionate share of mitigation fees from infill development for affected intersections. New development will also be responsible for providing on-site roads, trails, sidewalks and circulation, which is not identified in the TIP

Roadway Conditions - 2035

The traffic volumes anticipated for the year 2035 are depicted in Figure 7-7. The City expects that additional arterial roads will be needed in the planning area. SR 169 and Roberts Drive will continue to carry the largest volumes of traffic. The Morgan Street and the Railroad Avenue connection between Roberts Drive and SR 169 would serve as a prominent collector road.

2022 to 2035 Recommendations

Future transportation recommendations for the 2022 to 2035-time horizon (dependent on growth-driven traffic demand) are shown in Table 0-8 and Figure 7-6. The program improves existing facilities, provides connections to “fill-in” the existing system, and constructs new facilities to meet the projected travel needs throughout the city.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-9. Transportation Capacity Adding Projects (2022-2035)

Project References		Project Description	General Timing	Costs & Funding Source
Project Number & Name from 2009 comp plan (new projects in <i>italics</i>)	AKA			
Intersection Improvement at Roberts Drive / Morgan Street and maybe future North Connector		Roundabout	Within 7 to 20 years	\$11,600,000 MPD Developer
Intersection Improvement at SE 288 th St/ 216 th Ave SE		Roundabout or signal	Within 7 to 20 years	MPD Developer
A6, Pipeline Road		Construct New City minor arterial roadway from Lake Sawyer Road. SE to SR 169 with roundabout improvement on Lake Sawyer Road SE.	Within 7 to 20 years	MPD Developer
Intersection Improvement at Covington Sawyer Rd. and 216 th Ave SE		New signal and re-channel adding turn lanes and possibly through lanes or roundabout	Within 7 to 20 years	MPD Developer
A5: North Connector phase 2		Connect new city minor arterial , North connector to the pipeline road.	Within 7 to 20 years	MPD Developer
A5, North Connector phase 3		Extend North Connector from the pipeline road to Roberts Drive.	Within 7 to 20 years	Future Developers
SR 169 Roundabout improvements at Roberts Drive / Lawson Parkway		Roundabout improvements which could include slip lanes or upgrade to a two-lane roundabout	Within 7 to 20 years	Future Developers
Intersection Improvement at Roberts Drive / Morgan Street and maybe future North Connector		Roundabout	Within 7 to 20 years	MPD Developer
SR 169 Roundabout improvements at BD Ravensdale Road / Pipeline Rd.		Roundabout improvements which could include slip lanes or upgrade to a two-lane roundabout	Within 7 to 20 years	Future Developers
A8, South Connector	South Connector	A new east west collector in south Black	Within 7 to 20	\$7,560,000

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		Diamond connecting SR 169 to southwest Black Diamond	years	Future Developers potentially with City and grant funds
A9, SE Loop connector	SE Loop Connector	Construct a new collector street from Lawson Hills MPD to SR 169 for a second connection	Within 7 to 20 years	\$7,125,000 Future Developers potentially with City and grant funds
Widen SR 169 From Roberts Drive to north City limits		Widen SR 169 to 4 lanes from Roberts Drive to north City limits.	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / RR Ave / SE Loop Connector	SR 169 / Jones Lake Road / SE Loop Connector	Signal or roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
SE 288 th Street & 232 nd Ave SE		Channelization improvements	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / South Connector		Roundabout	Within 7 to 20 years	\$630,000 Future Developers potentially with City and grant funds
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	Future Developers potentially with City and grant funds
North Connector & Roberts Drive		Roundabout or maybe a signal	Within 7 to 20 years	Future Developers potentially with City and grant funds
SR 169 / Baker Street & SR 169/ Lawson Street	Intersection improvements for Lawson Street and Baker Street with SR 169.	One roundabout or two signals. Right of Way needed.	Within 7 to 20 years	\$1,260,000
SE Auburn Black Diamond Road / Morgan Street	Roberts Drive & Morgan Street Intersection	Roundabout or maybe a Signal	Within 7 to 20 years	
SE 288 th Street & 232 nd Ave SE		Channelization Improvements.	Within 7 to 20 years	\$630,000
North Connector & Pipeline Road		Roundabout	Within 7 to 20 years	
North South Connector & Roberts Drive		Roundabout or maybe a signal.	Within 7 to 20 years	\$630,000
North South Connector & Morgan Street		Roundabout or signal	Within 7 to 20 years	\$630,000

Note: The projects above identify needed facilities within the City if the project growth takes place during the 13-year period. New capacity adding projects will be the responsibility of the project's developer to design and construct to meet the demands of the new growth within the City according to the Development Agreement with the City or through the City's SEPA process. The City's role is monitoring, review and collecting a proportionate share of mitigation fees from infill development for affected intersections. New development will also be responsible for providing on-site roads, trails, sidewalks and circulation, which is not identified in the TIP.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-10. Master Developer Funded Transportation Projects

Note: Funding and implementation responsibility for the projects listed are the responsibility of the Master Developer. These projects may be listed in the future TIP.

The Villages MPD		Project Description	Construction Threshold	
Project Name	Alternative Name		Phase 1	Phase 2
The Villages MPD Community Connector		1 lane road connecting Black Diamond Road including bike lanes, meandering path and roundabout	Division 1A of Plat 1A	Occupancy of 726th DU in Phase 1A
Ring Road				
Frontage Improvements on SE Auburn - Black Diamond Road				
Source: Black Diamond Memorandum dated August 27, 2012 From Andy Williams, Steve Pilcher RE: Approval of Regional Facilities Implementation Schedule for Phase 1A, The Villages MPD				

Lawson Hills MPD		Project Description	Construction Threshold	
Project Name	Alternative Name		Phase 1	Phase 2
Source: Black Diamond Revision/Correction Submittal Form Dated January 1, 2014, Permit #PLN13-0027 (2C)				

Level of Service–2035

With the listed improvements for 2021 to 2035, the City's arterial and collector road system all roadways and intersections would operate within an acceptable LOS except for 216th Ave SE / SE Covington Sawyer Rd. Table 0-10 indicates the intersection LOS operations within the City for 2035. With the intersection improvements described in Table 0-10, two intersections would not meet the City's LOS C standard. The 216 Avenue SE/SE Covington-Sawyer Road intersection would operate at LOS F and the 216th Avenue/SE 288th Street intersection would operate at LOS F. The traffic volume growth at these locations appears to be primarily from regional growth outside Black Diamond. It is recommended that the City coordinate with King County, City of Covington and Maple Valley to improve connectivity outside the City of Black Diamond to assist with this problem.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-10. Future Intersection Level of Service Summary (2035)

Signalized Intersections	Level of Service	Delay (seconds)
216 th Ave SE/SE Covington-Sawyer Rd	F	176
219 th Avenue SE/SE 296 th St	A	8
Roundabouts	Level of Service	Delay (seconds)
216 th Avenue SE/SE 288 th Street	F	96
Roberts Drive/Lake Sawyer Road Extension	A	8
SR 169/SE Black Diamond-Ravensdale Road	C	16
SR 169/Roberts Drive/Lawson Connector	A	9
Roberts Drive/Morgan Street	A	8
SR 169/Baker St	A	6
SR 169/Lawson Rd	A	6
SR 169/Jones Lake Rd	A	8

Public Transportation

Metro is expected to continue the one existing transit route into the 2021 horizon year depending on ridership levels and available funding. Service frequency may be increased, however, depending upon demand in the City and Maple Valley and Enumclaw areas. By the 2035 forecast year, additional park-and-ride facilities and transit service may be needed along SR 169. Other transit facilities may be necessary to serve new residential and employment within the City, specifically growth in the Master Plan Developments. Subject to available funding, the likely locations would be along Roberts Drive or Lake Sawyer Road. The City MPD's Development Agreement identifies a park and ride facility within walking distance of the highest density portion of the Master Planned Development.

Pedestrian and Bicycle Facilities

Sidewalks, walkways, and bicycle paths are integral parts of road design, as they are typically located within the roadway right-of-way. Sidewalks should be located on roads providing access to downtown areas, schools, parks, shopping centers, office buildings, and along transit routes. Enhanced sidewalk design standards should be applied by the City to address areas with high pedestrian activity, to increase pedestrian comfort and to allow for street plantings.

Bicycle lanes or paths are especially useful where bicycle traffic is high; such as near parks, schools, and other bicycle traffic generators. Bicycles can sometimes be accommodated without a bicycle lane on low volume local or collector roads. The City's standard of wider shared auto and bicycle lanes on arterials and collectors in time should address the need for continuous linked facilities for bicycles.

Bicycles are not appropriate on sidewalks designed for pedestrians. In low volume areas where bicycles and pedestrians share the sidewalk, an 8 to 10-foot-wide path is needed. In areas with high bicycle traffic volumes, a separate 5-foot bicycle path is needed.

Although there is not a system of bicycle paths or lanes in Black Diamond, the City recognizes the importance of pedestrian and bicycle facilities for recreation and commuter uses. The trail system is a major component of the City's proposed non-motorized transportation system. The Black Diamond Trails Plan proposes several expansions to the local trail system with multipurpose trails, off-road hiking trails, off-road mountain biking trails and horse trails. The City's Trail Plan may need to be updated to insure adequate local connections to the major Regional Cedar to Green King County multi-purpose trail that is currently in preliminary design.

Recommendations

The City has added to the sidewalk system significantly in recent years. However, north south linkages and connections to the future regional trail will be needed. Figure 7-2 shows the current extent of the sidewalk system. The City road construction standards require sidewalks on all new roads. It is recommended that sidewalks, walkways, or trails be constructed with or along all new or reconstructed collectors, minor arterials and on most local access roads as appropriate within City limits.

The City is planning for sidewalks and trails throughout new developed areas but not through older subdivisions with narrow existing rights of ways. In the old portions of the City developed prior to the 1980s, the right of way widths are narrow and the narrow roads serve small pockets of development and carry very little traffic. The citizens in these areas walk on or along the existing roads sharing the roadways with vehicles. It is recommended that the City consider formalizing this vehicle and pedestrian shared facility practice with the assistance of a traffic engineer examining speeds, signage and road improvements and adopting standards and ordinances to establish and facilitate this reasonable accommodation for pedestrians. Reconstruction of existing local access roads are very difficult to fund, particularly if sidewalks are included. The older neighborhoods would benefit from reconstruction of the roadways within the existing right of way and roadbed as City funding would be greatly extended bringing reinvestment to these neighborhoods much quicker.

New roadways will include bike lane provisions along arterial and collector facilities in the City. It is recommended that bike lanes or widened lanes for shared use be constructed along existing arterial and collector roadways in the future when they are scheduled for rehabilitation or reconstruction. For example, the City is requiring the Lawson Hills and Villages to include a network of trails as a condition of the developer agreement. City has also added network of sidewalks through SEPA mitigation and Rock Creek pedestrian bridge will link old town and new town. A new trail is being constructed in 2018 along Morgan Drive

As stated in the transportation policies (T-9), the City encourages the development of a network of off-road facilities for non-motorized travel. The City should seek these facilities in connection with new development and should attempt to identify potential off-street bicycle routes (Class I) for cyclists wherever sufficient public demand and space can be made available.

The recommended non-motorized facilities in this plan will have a positive impact on the transportation system. The plan's support for bicycle facilities would also help encourage alternatives for shorter length trips.

Transportation Demand Management Strategies

Transportation Demand Management is a term encompassing a broad range of measures designed to promote alternatives to the single-occupant vehicle (SOV). By promoting these alternatives, mobility can be maintained without expanding the capacity of the road network.

TDM strategies such as those addressed in Policy T-8 generally include increased public transportation service and ride-sharing programs. The City's website includes links to Metro to help facilitate increased use of public transportation.

Transportation Systems Management (TSM) strategies, such as improved signal coordination and timing are related to TDM as alternative methods of improving transportation performance without building new roadways. TSM is the subject of Policy T-9.

Commute Trip Reduction

Washington State's Commute Trip Reduction Law (RCW 70.94.521) requires all employers with more than 100 full-time employees in counties with populations greater than 150,000 (including King County) to implement a commuter trip reduction (CTR) plan. Although presently there are no employers within the City that employ more than 100 employees at a single work site, anticipated employment growth may necessitate a CTR program in the future.

As one way to support CTR goals, the City signed a franchise agreement with a high-speed internet provider (Wave. MPD) to fund Wi-Fi at public locations including school sites, fire stations, etc.

Reducing congestion includes strategies to reduce demands on the transportation system. Some elements of a CTR plan include:

- provision of preferential parking or reduced parking charges, or both for high-occupancy vehicles (HOVs) and institution of paid parking for single occupant vehicles;

- provision of commuter ride matching services to facilitate employee ridesharing for commute trips;
- provision for subsidies for transit passes or employee use of HOVs;
- vehicles for carpooling and van pooling;
- permitting flexible work schedules to facilities employer's use of transit, carpools, and van pools;
- cooperation with transportation providers to provide additional service to the work site;
- provision for bicycle parking facilities, lockers, changing areas, showers for employees who bicycle or walk to work;
- establishment of a program to permit employees to work part or full time at home or at an alternative work site closer to their homes (telecommuting). To facilitate telecommuting, Black Diamond signed a franchise agreement with the internet provider Wave for high speed internet service. Developer agreements required Lawson Hills and the Villages to commit to bringing employment to Black Diamond and commercial development to improve the jobs housing balance and reduce the need for long distance commutes and fund high speed internet at public school sites, fire stations. Etc.;
- establishment of a program of alternative work schedules such as compressed work week (4-day work week); and
- employer-guaranteed ride home for employees who use alternative transportation modes. This program allows employees to use a company vehicle or provides a taxi reimbursement if there is a family emergency or they are required to work outside their normal work hours.

Land Use Policy

A city's ability to regulate land use is the most effective way available to manage travel demand. Land use plans and the planning and zoning sections of city codes are the principal instruments for implementing land use policy. Some examples of land use policy instruments are discussed below:

Zoning and Land Use Designation

Zoning and land use designation of individual parcels are very important in determining traffic impacts. In general, retail (particularly fast-food and convenience stores) generates the most traffic per employee or square foot of development. On the other hand, if there is inadequate commercial zoning compared to housing, residents will have to travel out of town for needed services. A balanced approach will best minimize traffic impacts. Conversely, industrial developments (such as heavy manufacturing and warehousing) generally have lower traffic impacts. Most other commercial activities (offices, medical, etc.) and residential areas fall somewhere in between these extremes.

The City of Black Diamond sits at the edge of the King County Urban Growth Area. Large housing developments are occurring on large parcels of land. The City is requiring public space and forested land to remain. Limits are being created for on-site parking at commercial developments and the amount of on-street parking required in residential and commercial neighborhoods.

Promoting Business

Even though the City of Black Diamond is small it has funded a Business Development Director and continues to seek bringing more employers to Black Diamond so that residents will have more opportunity to live and work in Black Diamond

Standards for Transportation Facilities

City codes may also regulate the number and location of driveways, the required minimum (and in some cases, maximum) number of parking spaces, the number and convenience of bicycle parking spaces, and sidewalk requirements. These requirements can provide for good design that can maximize the efficiency of the roadway system and can promote use of single occupancy vehicle and commute alternatives.

Parking Management

The City of Black Diamond seeks to provide adequate, but not excessive on-street and off-street parking through both minimum and maximum parking allowances. The City will monitor utilization of parking over time and update appropriate codes as needed.

Funding Strategy

The Comprehensive Transportation Plan recognizes the planning and improvement programming process as ongoing and provides a basis for initiating the funding strategy. A funding analysis is included that examines the available sources to pay for the recommended improvements and new roadways. This analysis recommends those strategies which would be most beneficial for the City to pursue when identifying funding for the improvements outlined in the Six-Year TIP.

During the TIP process each year, the City confirms the construction costs of the recommended improvements and new roadways and matches the appropriate funding strategy to construct the planned improvements. The TIP review also allows the City to reevaluate the need and timing for additional improvements.

Proposed Six-Year Financing Plan

The City is required to create a 6-year financing plan for both transportation and capital facilities, however whereas the City of Black Diamond has required that the Master Planned Developer design, permit and construct all of the capacity adding projects in the City's transportation plan as needed to meet the City's adopted level of service, the city needs only to monitor the LOS and enforce the Development Agreement with each implementing plat within the Master Planned Development.

The Six-Year TIP is the result of an interactive process that balances the goals of all comprehensive plan elements. Financial planning for transportation uses the same process as the financial planning for capital facilities; however, the timing and funding for transportation is restricted by the concurrency requirement and the binding nature of LOS standards. PSRC will also be looking for reassessment strategy if the City's capital funding falls short.

In the unique situation in Black Diamond, concurrency was addressed through the review and permitting process for the Master Planned Developments, therefore if the Master Planned Developer does not keep up with the capacity adding projects in order to meet the City's adopted level of service, MPD implementation will be halted. The City's strategy to tie concurrency

directly to THE major developer within the City should give the City a step ahead of most communities that struggle to keep up with maintaining concurrency requirements.

Costs

The costs associated with the city's transportations costs include the following:

- maintenance and operation of the existing and proposed system;
- costs for designing and constructing new and/or expanded facilities;
- general costs associated with administering, planning, and overhead.

Costs associated with the transportation environment in the City include the cost of maintaining the existing City transportation facilities (roads, etc.); upgrading or expanding the vehicular road network, expanding the pedestrian system; and, providing bicycle facilities, system control (signage, markings, etc.), as well as transportation system planning and design. Although the City is not fiscally responsible for the costs associated transportation improvements required by new development, the City is responsible to ensure that capacity adding projects are constructed concurrent with MPD development, and is collecting proportionate share of SEPA mitigation from non MPD projects to ensure equity to the development community

Funding Sources

A number of financial strategies are available to the City to finance the transportation improvements identified in the comprehensive transportation plan. Table 0-11 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 development 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.

Kommentar [BK9]: New added language shown as underlined text.

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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.

Kommentar [BK10]: New added language in underline text.

As required by GMA, the City also funds transportation improvements through the City's Concurrency Management System, discussed below in section 7.9.2.

Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-11. Summary of Possible Local Funding Sources for Transportation Improvements

Comments	Potential of Revenue Generation	Realistic Acceptance	Comments
Local Motor Vehicle Fuel Tax ⁽¹⁻⁵⁾	Good	In-place	Funds distributed on a per capita basis
Transportation Benefit District ⁽¹⁻⁵⁾	Good	In-place but could be raised	
Local option Sales Tax ⁽¹⁻⁵⁾	Good	Difficult	Requires County implementation
Impact Fees; ^(3, 5)	Good but small amount of the total growth funding needed. Would help local equity.	Good	Allows equitable funding of system improvements; some resistance by development community
Developer Contributions ^(3, 4, 5)	Good	In-place	Development may support facilities that provide direct access; not likely to fund general system needs
Local Improvement Districts ⁽⁴⁾	Good	Difficult	Good for local access assessments for specific needs (e.g. sidewalks in commercial area); not good for mitigating through volumes
Bond Financing ⁽¹⁻⁵⁾	Good	Moderate	Contrary to “pay-as-you-go” policy; may be little public acceptance if considered region wide bond measure. Limited by City’s bond rating.
State and Federal Grants ⁽²⁻⁵⁾	Good in the small City Program; Will become more competitive once over \$5000 pop.	Fair	City has had some success in obtaining funds. Once the City has their comprehensive plan approved they will also be eligible for more grants including Federal.
Capital Facilities District ^(2, 5)	Good	Difficult	Would require approval by Council
Potential use of funds: ¹ Operations & Maintenance , ² Capital Projects, ³ Capacity adding projects (traffic mitigation) ⁴ Road improvement, ⁵ Safety			

Plan Administration

Funding Matrix

Table 0-12 presents the recommended improvements, their estimated cost, and the timeframe in which they would be constructed, along with a suggested funding source. Future detail for each project will be developed as part of the annual TIP process. This section summarizes concurrency for the City to use in administering the comprehensive transportation plan.

Concurrency

Legislative Requirement

The GMA requires that each city and county incorporate a Concurrency Management System (CMS) into their comprehensive plan transportation element. A CMS is a policy to determine whether adequate public facilities are available to serve new developments.

“Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.” (RCW 36.70A.070) The city of Black Diamond adopted a robust concurrency ordinance meeting these requirements on December 2015 by Ordinance 15-1070.

The term “concurrent with the development” is defined to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within 6 years of development.

The City’s primary strategy to maintain traffic concurrency is: by the authority of the MPD Development Agreement, the City has placed the construction responsibility of the necessary capacity adding projects on the MPD developer and directly linked the future progress of the development maintaining the traffic LOS.

Other strategies that could be used in order to maintain compliance with concurrency include:

- Increasing roadway capacity or adopting transportation system management (TSM) strategies to accommodate the increase in demand use to development; and
- Adopting TDM strategies, such as increased transit access and rideshare programs, to offset the increase in demand.
- Often it is a combination of improvements and strategies that create the most effective CMS.
- Reduce the LOS standard for the non-HSS system or portions of the system to give the City more time to fund the needed transportation improvements.

Kommentar [BK11]: New added language in underline text.

CMS Implementation

The GMA also requires cities to formalize a CMS into a process that shows measurable results. The City established a position on concurrency in a Concurrency Policy (T-19), codified in Black

Diamond's adopted Concurrency Management Ordinance, Chapter 11.11 of the Black Diamond Municipal Code. The City's CMS program is further defined below.

LOS standards and providing adequate funding

The City recommends the following LOS standards:

- Roadway. LOS D for all intersections along SR 169 and LOS C for all other arterials and collectors within the City. The City will evaluate stop-controlled intersections on an individual basis when the LOS standard is exceeded.
- Transit. LOS standard is expressed in terms of a goal to monitor existing transit facilities and to improve transit operations as demand dictates.
- Other. LOS standard is expressed in terms of a goal to provide pedestrian and bicycle facilities throughout the City.

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Table Fehler! Kein Text mit angegebener Formatvorlage im Dokument.-12. Transportation Improvement Project – Cost Estimates													
	From	To	Length (miles)	Total Project Cost	2016	2017	2018	2019	2020	2021	2022-2034	Type of Improvement	Potential Funding
New Roads													
Annexation Road	Lk Sawyer Rd	Across Roberts Drive south to A2	0.70	\$ 2,900,000		\$ 2,900,000						New street grid capacity	Development
Pipeline Road	SR-169	Lake Sawyer /Black Diamond	1.50	\$ 11,600,000							\$ 11,600,000	New roadway construction	Development
North Connector	SR-169	South to a new neighborhood	0.25	\$ 1,000,000					\$ 1,000,000			New minor arterial connection to SR-169 with signal	Development
Lake Sawyer Road Extension	Lk Sawyer Rd	Annexation Rd	0.50	\$ 1,800,000		\$ 1,800,000						New street grid capacity	Development
Lawson Connector	SR-169	Lawson Street	0.60	\$ 3,200,000			\$ 3,200,000					Construct 36' wide minor arterial roadway	Development
South Connector	Annexation Rd	SR-169	1.50	\$ 7,560,000							\$ 7,560,000	Construct 36' wide minor arterial roadway	Development
Overlays													
General Streets Improvement				\$ 30000 / year	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000		Short overlays, chip sealing, crack sealing, patch work, addressing minor safety problems	
232nd Avenue SE	SE 288th St	End of Road	0.77	\$ 100,000		\$ 100,000						Chip seal	Grant/Local/Development
Roberts Drive Rehabilitation Phase 2	City Hall	King County Library	0.23	\$ 200,000			\$ 200,000					Grind, patch, replace panels, crack sealing, shoulder reinforcement	Grant/Local
Jones Lake Road	SR-169	Railroad Ave	0.29	\$ 122,000		\$ 122,000						Patching and overlay existing roadway	Grant/Local
288th/224th/216th Chip Seal	SE 312th St	Covington-Sawyer Road	1.46	\$ 129,000		\$ 129,000						Patching and chip sealing existing roadway	Grant/Local
Morgan Creek Neighborhood Roads Preservation			1.19	\$ 97,000				\$ 97,000				Seal coat on existing roadway	Local

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								0					
Minor Road Improvements													
Roberts Drive Rehabilitation Phase 1	Bruckners Way	City Hall	0.28	\$ 100,000		\$ 100,000						Leveling, overlay, sidewalks, pedestrian lighting and roadway widening	Grant/Local/Development
Roberts Drive Rehabilitation Phase 3	King County Library	SR-169	0.56	\$ 1,700,000					\$ 1,700,000			Widen and overlay, sidewalk, street lighting and stormwater improvements	Grant/Local
Sidewalk Extensions & Bike Lanes				\$ 400,000						\$ 400,000		Sidewalk extensions and roadway widening to add bike lanes	Grant
Traffic Controls													
SR-169/Roberts Drive				\$ 7,777,000				\$ 7,777,000				Roundabout or Signal	Grant/Development
Ravensdale/SR-169 interim intersection				\$ 700,000				\$ 700,000				Roundabout or Signal	Grant/Development
Ravensdale/SR-169				\$ 8,000,000						\$ 8,000,000		Roundabout or Signal	Grant/Development
216th Ave SE/ SE 288th St				\$ 1,400,000							\$ 1,400,000	Roundabout or Signal	Grant/Development
Roberts Drive/Lake Sawyer Rd				\$ 1,000,000					\$ 1,000,000			Roundabout	Development
Roberts Drive/Annexation Rd				\$ 1,000,000						\$ 1,000,000		Roundabout	Development
Lake Sawyer Ext/Annexation Rd				\$ 205,600							\$ 205,600	Roundabout	Development
Sidewalk													
King County Housing ADA Improvements (1st Ave)	Baker St	Approx. 250' south of Baker St.	0.10	\$ 155,000	\$ 155,000							Install new sidewalk and curb ramps	Grant
Lawson St. Sidewalk phase 2	6th Ave.	Newcastle Dr.	0.19	\$ 356,000			\$ 76,000	\$ 280,000				Install new 5-foot sidewalk on north side	Grant/Development
Commission Sidewalk	Railroad Ave.	Commission St. behind Museum	0.04	\$ 150,000		\$ 150,000						Install sidewalk, ADA improvements	Grant/Local
Grant/Local TOTALS													
				\$ 51,831,600	\$ 185,000	\$ 5,331,000	\$ 3,506,000	\$ 8,884,000	\$ 3,730,000	\$ 9,430,000	\$ 20,765,600		

Note:
The

2016-2021 TIP. With the installation of the capacity adding projects as identified in Table 0-12 facilities meet the LOS standards based on existing, 6-, and 20-year forecasts. The potential funding plan identifies possible sources for improvements identified in the comprehensive transportation plan.

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Monitoring/Analyzing Available Transportation Capacity

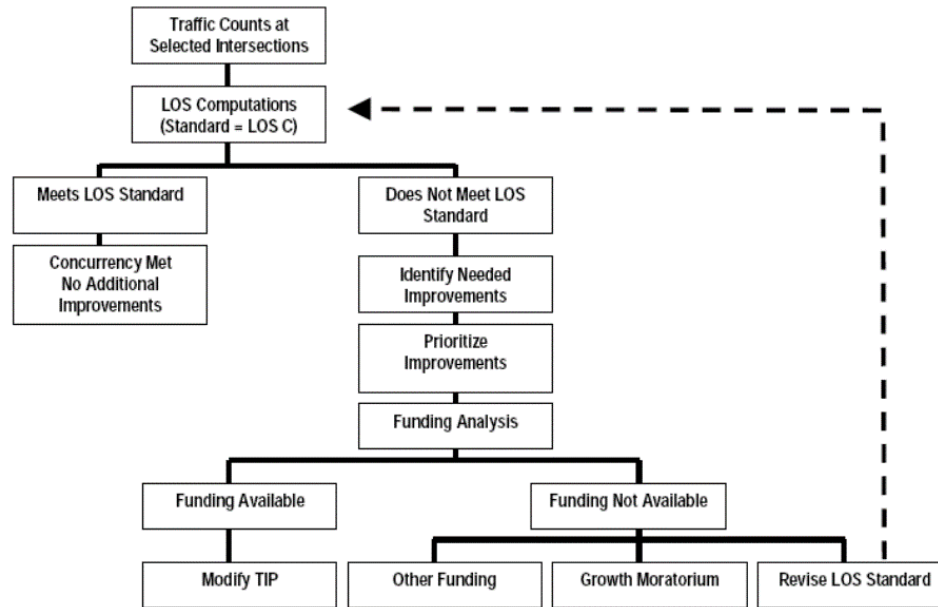
The City requires a Traffic Impact Analysis (TIA) for developments that impact the transportation system. A TIA is a specialized study of the impacts a development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, assignment, and accessibility of traffic to and from the development, and the impact of development traffic on the adjacent roadway system. The City's guidelines for TIAs are similar to those of other communities in western Washington regarding when a TIA is required for a development and the scope of work needed to effectively analyze the impacts of site generated traffic. Generally, if a development adds 10 or more vehicles in the PM peak hour a TIA is required. If deemed necessary by the City, the TIA may also address transit and other modes for impact assessment. The City uses the adopted LOS standards as guidelines for assessing concurrency and mitigation.

A system to monitor concurrency was developed and is illustrated in Figure O-1. As noted in the chart, there are four options for the City to consider:

- **Future Considerations.** In the future as the MPD development agreements near expiration the City will need to begin to look for other funding sources and strategies to meet the future traffic needs post MPD development. Look for other funding sources, such as dedicating the second 1/4 of 1 percent of the Real Estate Excise Tax for street projects.
- **Reassess LOS standards.** GMA allows a community to change LOS standards annually. Any changes to LOS standards should be done in connection with annual TIP reviews.
- **Reassess Land Use.** GMA requires that if the funding for capital improvements (such as roads) cannot be met, the land use or levels of development within the plan should be re-assessed.
- **Growth Moratorium.** Per GMA requirements. If funding cannot be met, and the LOS standard unchangeable, then GMA requires development to be stopped until either issue can be resolved.

Analyzing External Influences on Concurrency Management System.

The City's LOS standards will also be used to evaluate impacts to the transportation system created by development outside the City. The City's annual TIP development process will evaluate if concurrency standards have been exceeded and identify the improvements needed to maintain the City's standards. The City should seek appropriate funding sources to mitigate through traffic impacts.

Figure 7-0 Concurrency Management System

Transportation Plan

The Black Diamond Comprehensive Transportation Plan emphasizes that the transportation system should be designed to provide safe and efficient multi-modal circulation consistent with the City's vision as an active, beautiful and friendly community based on a rich historic heritage and exceptional natural setting, with a small-town atmosphere. This circulation network will facilitate the transportation needs of retail, industrial/Business Park, office, tourist and local cottage industries as well as city residents including a system of trails, bikeways and greenbelts connecting housing, shopping and employment with nearby regional parks and recreational facilities.

The City plans to continue developing its transportation network as a grid system. The Plan will use a grid of similar smaller roads as well as linking existing and planned neighborhoods to accommodate future growth. Street construction standards are to be used to reinforce the transportation goals and policies.

The plan's policy guidance includes using the existing transportation system efficiently and encouraging transportation alternatives, such as transit, HOV use, and pedestrian and bicycle

facilities. Cooperation between affected jurisdictions (the City, State of Washington, King County and the Puget Sound Regional Council) in planning for state highways and county roads is also supported by City policies. The presence of both state and county roads as the primary arterial system requires coordination with King County and Washington State in the planning of these roads.

Alternative Modes

The Comprehensive Plan identifies that a comprehensive network of non-motorized facilities, including trails, sidewalks, and bicycle facilities needs to be developed. These facilities would enhance non-motorized mobility options and reduce automobile dependency. Similarly, an off-street parking plan for Old Town, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to the City to ride on weekends are identified as desired elements of the plan.

The Lawson Hills and Villages Master Planned Developments will both include extensive new trail networks. Lawson Hills will add 4.5 miles of internal multi-purpose trails, sidewalks and forest paths. The Villages will add 12 more miles of trails including connections to off-site locations.

Funding Strategies

To provide for the necessary transportation facilities, the plan identifies an ongoing program of transportation facility planning and private MPD development funded projects by the authority of a development agreement, developer contributions, and public funds. The plan identifies that development should cover the cost of the impact of development on transportation system.

Transportation Improvement Program

Road improvement projects for existing deficiencies are identified for the short term (2010 to 2016) as required by GMA. New roads are identified for both the short-term and the long-term (2017 to 2022) for better circulation for vehicles. The road system identified in the attached map figures forms the basis for the long-term motorized transportation improvements. Non-motorized transportation improvements will be identified in the City's update to the trails plan.

The improvements proposed for the short and long term are intended to mitigate the impacts of anticipated traffic growth. Construction of additional roads identified in the proposed Arterial and Collector System Plan will serve to divert and spread traffic flows.

Transportation and Land Use Element Coordination

The Black Diamond Comprehensive Plan Transportation and Land Use Elements are intended to work together to maintain the City's unique character in the face of increasing regional traffic. Surrounding King County land uses and other regional land use patterns may produce adverse effects on City traffic. Land use patterns that perpetuate automobile dependency would be expected to increase traffic in the City. It should be noted that an isolated change of land uses within the City may not, by itself, be expected to produce improved City-wide mobility.

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

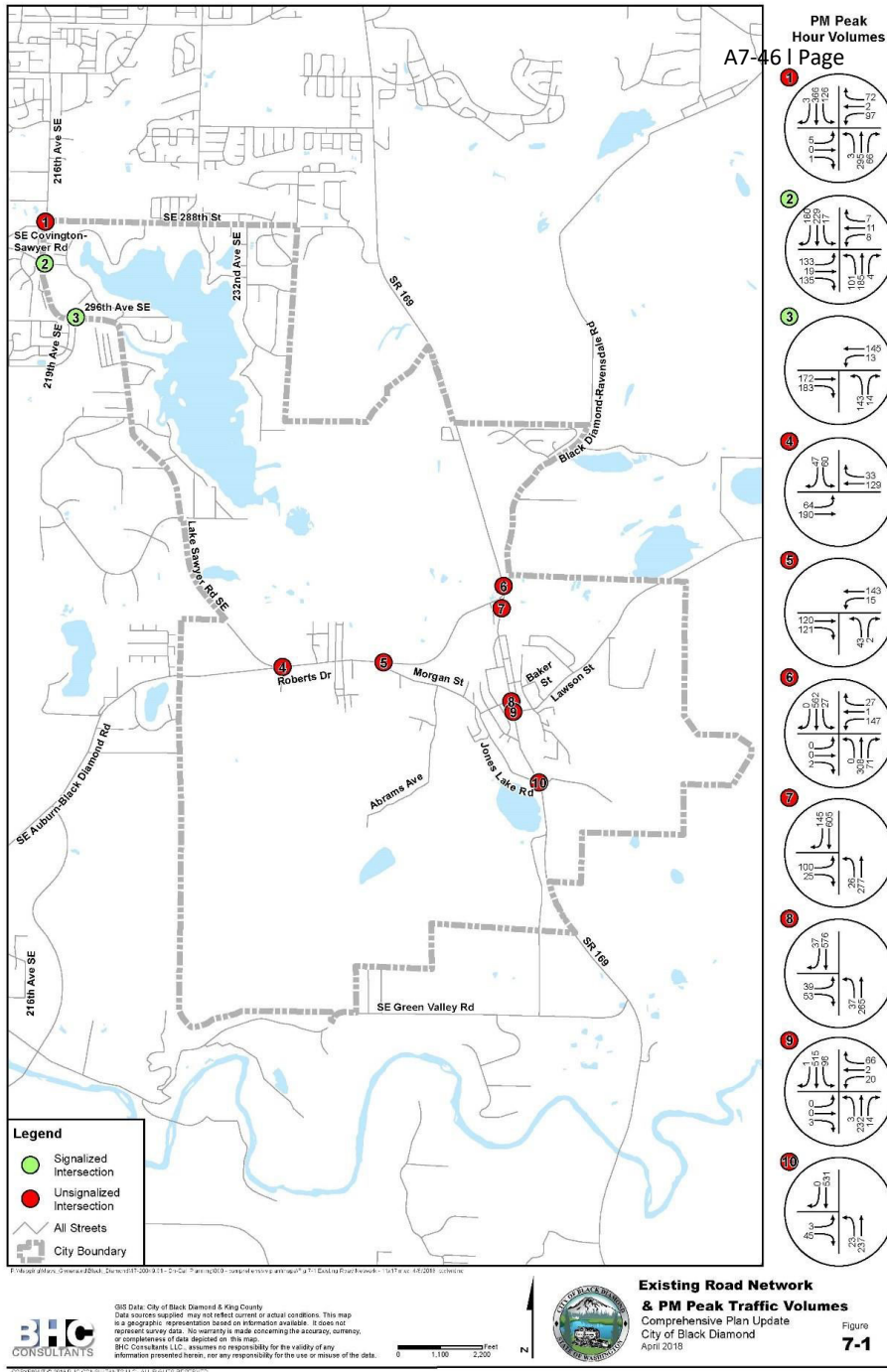
the of the transportation circulation system needs that might be identified through transportation planning. The City has reviewed the plans of the County and State Department of Transportation and has assessed the impact of their plan on the transportation facilities in the City. The LOS standards and 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.

Kommentar [BK12]: New added language in underline text.

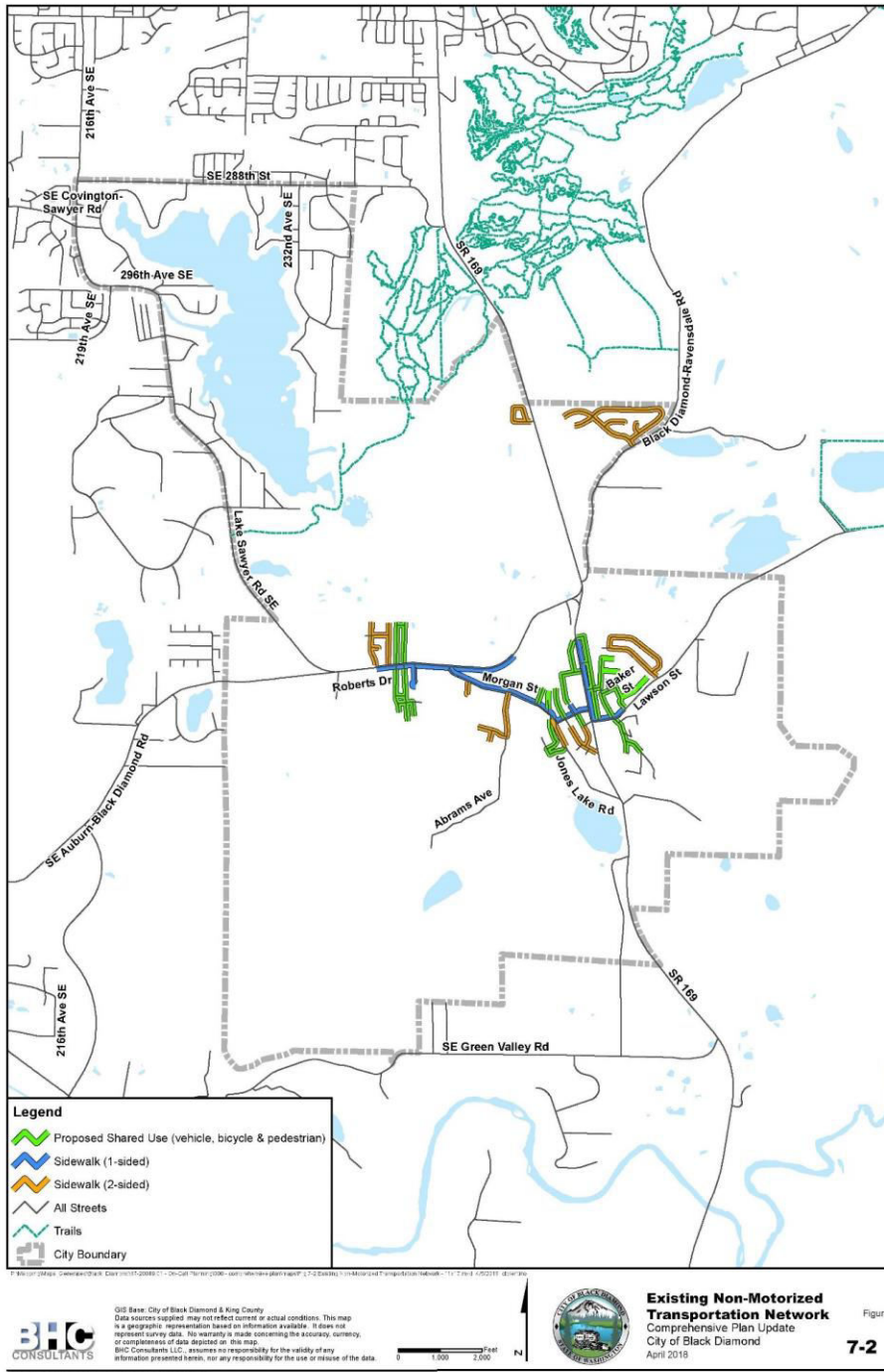
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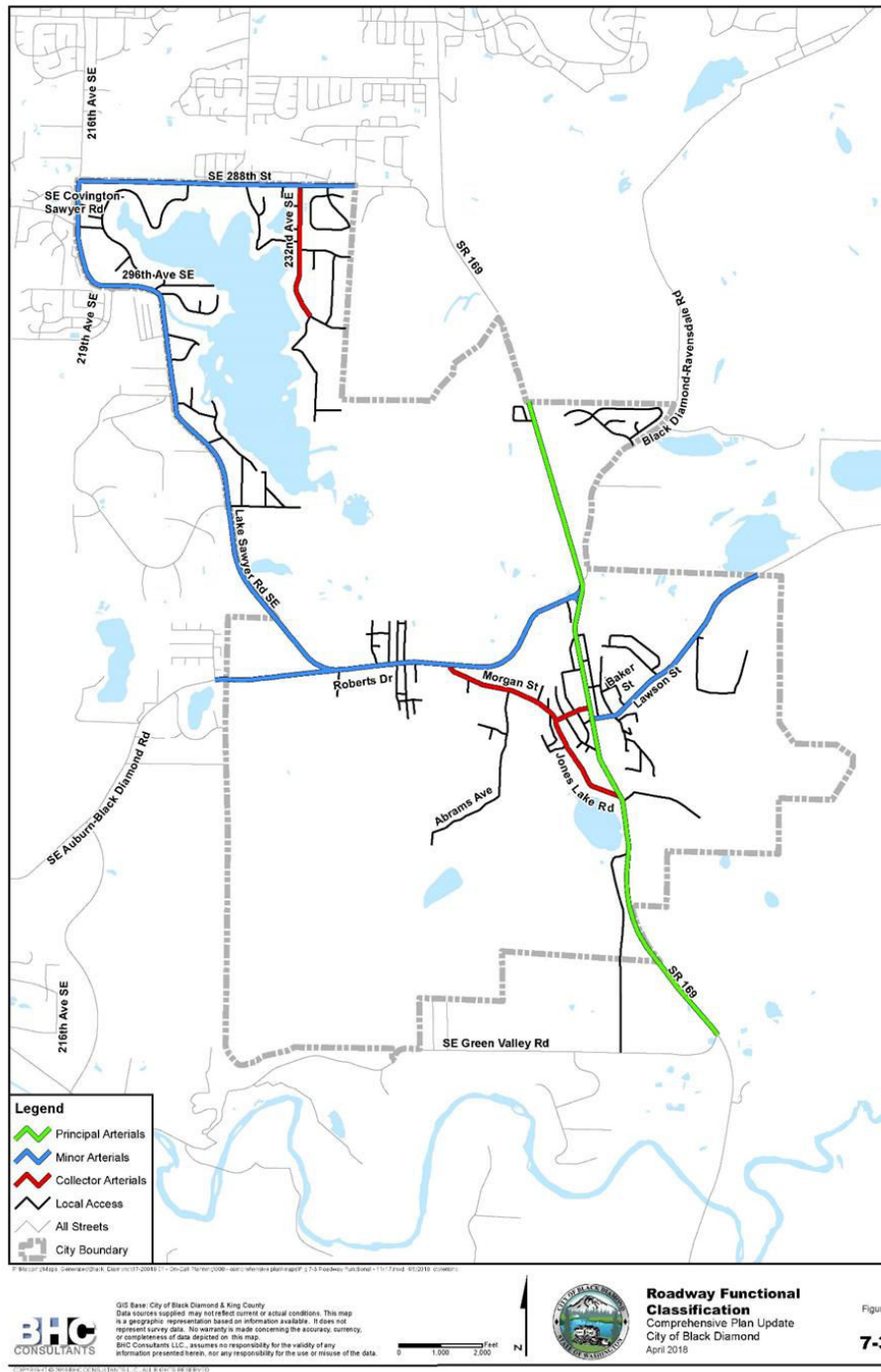


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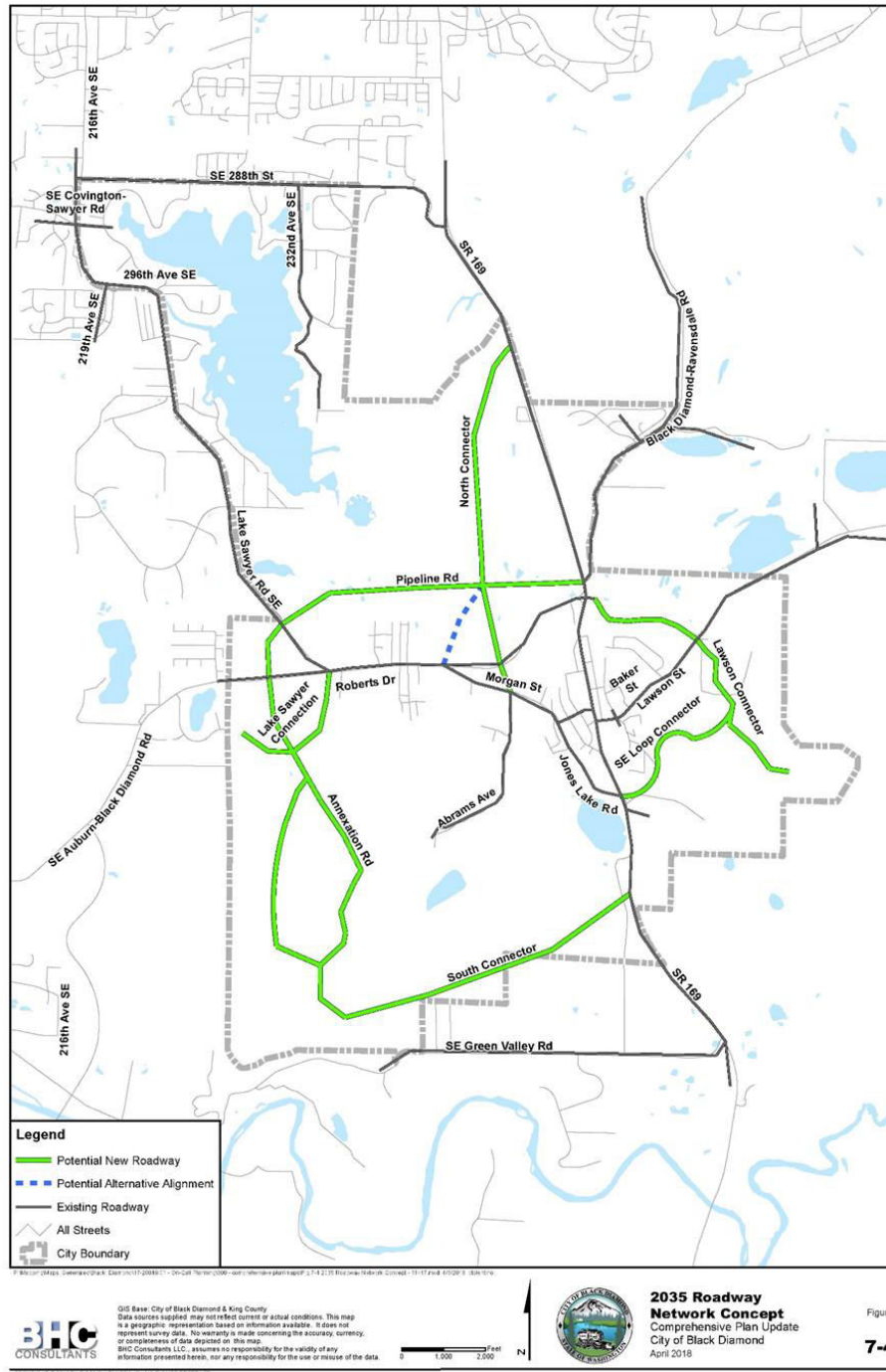
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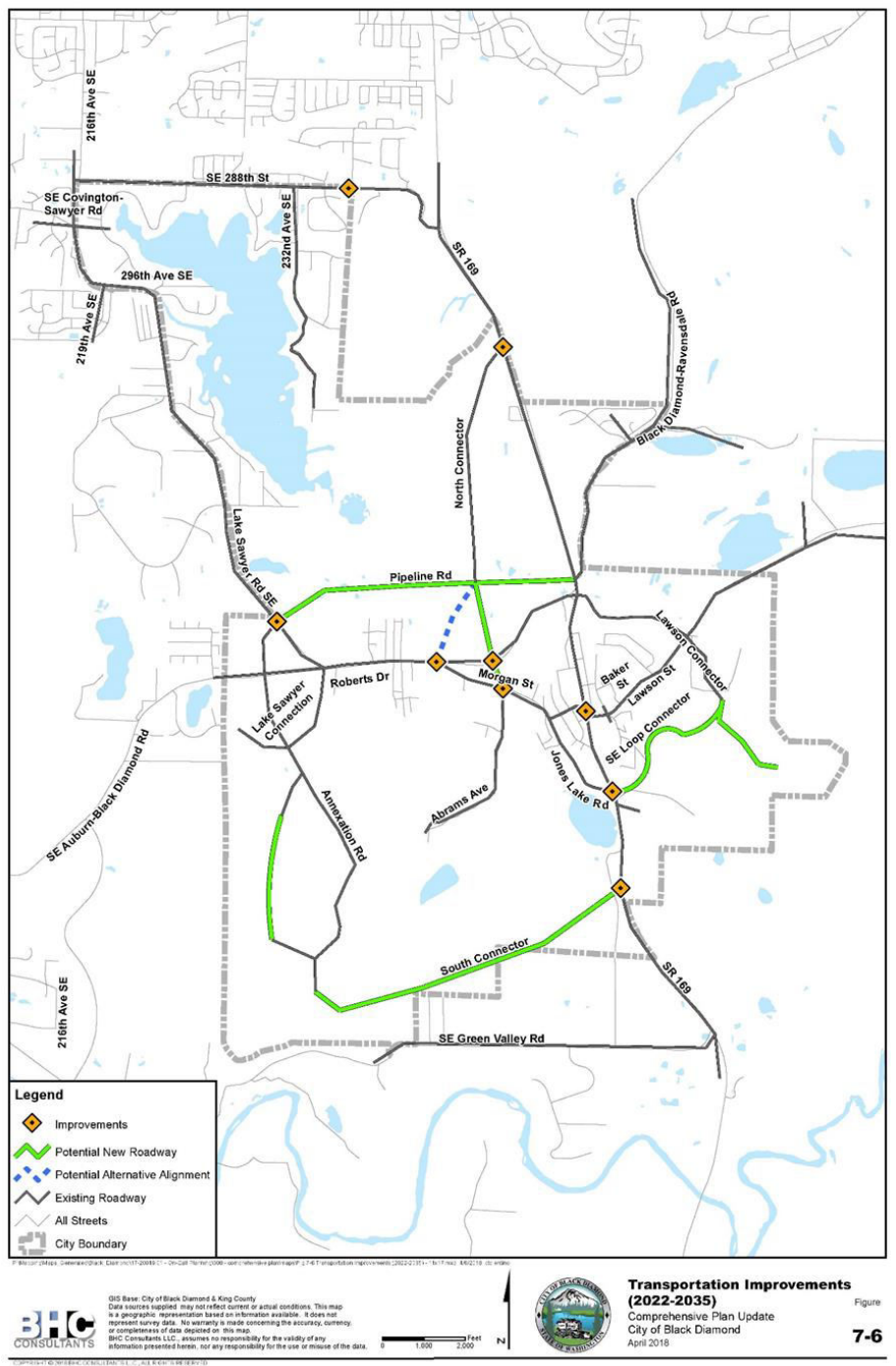


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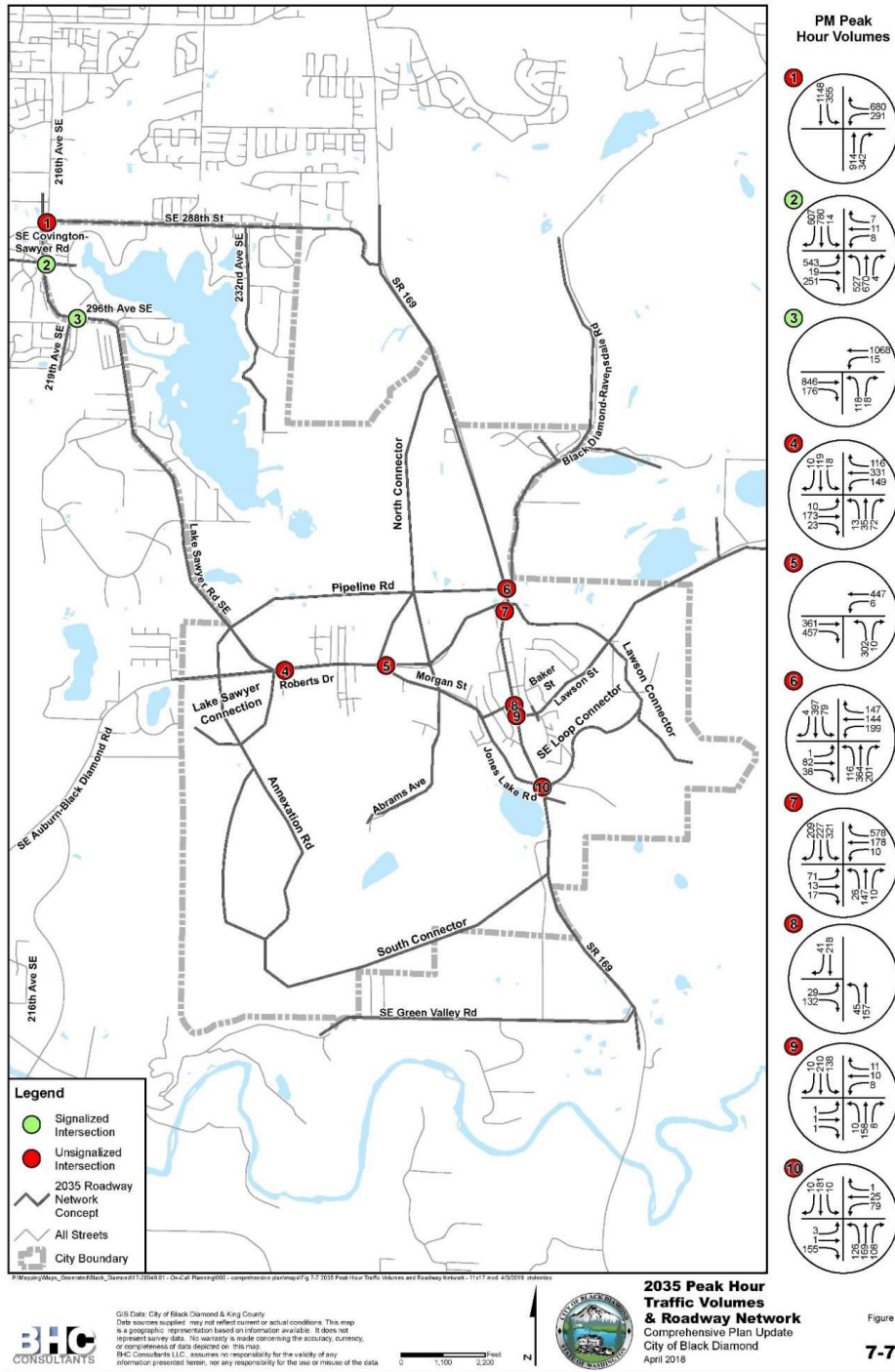
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GIS Data: City of Black Diamond & King County
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.
BHC Consultants LLC assumes no responsibility for the validity of any information presented herein, nor any responsibility for the use or misuse of the data.

0 1,000 2,000 Feet



Figure

7-7

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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).

-
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~~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 ~~insure~~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 ~~R~~oad, 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:~~ **GOAL: 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.

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- **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 NC commercial zoning designations~~ to create diverse and self-sufficient neighborhoods.

Commented [MD1]: Replace with "in the Town Center and commercial zoning designations"

- **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.

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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. This route 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 WSDOT has jurisdiction over SR 169 through the city and establishes the LOS standard for the roadway. Within the city, WSDOT has proposed minor widening to allow for a two-way left turn lane north of the historic core of the city and a truck climbing lane south of Green Valley Road. For purposes of this plan, the City is assuming a 3-lane section for SR-169 through the old town area and through the north commercial area, with potential widening at intersections to accommodate turn lanes. The City is also planning long-term for further widening (4 or 5 lanes north of Roberts Drive to the City's future north connector and is seeking additional right of way through dedication upon major development or redevelopment where the right of way width is less than 100 feet. 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. Table 0-9. 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. Table 0-11 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.