



CITY OF BLACK DIAMOND
June 12, 2025, Regular Work Session
Council Chambers, 25510 Lawson Street, Black Diamond, WA 98010

THIS IS OFFERED AS A HYBRID MEETING AND MAY BE ATTENDED IN PERSON AT THE ABOVE NOTED ADDRESS OR BY JOINING VIRTUAL/TELEPHONICALLY. CALL IN AND JOINING INFORMATION FOLLOWS:

Zoom link to join meeting:

<https://zoom.us/j/4454477047?pwd=eGxRY3ZEeU14SVM2cGRBcUxCSjdmZz09>

(Note: You do not need a web cam to join the meeting, but you will need audio to hear the proceedings.)

Meeting ID: 445 447 7047

Password: Council

Telephone dial in options:

+1 253 215 8782 US (Tacoma)

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Meeting ID: 445 447 7047

Password: 426953 (phone in only)

6:00 P.M. – CALL TO ORDER, FLAG SALUTE, ROLL CALL

- 1) Review of Draft Comprehensive Plan Periodic Update

ADJOURNMENT



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CITY COUNCIL STAFF REPORT BLACK DIAMOND COMPREHENSIVE PLAN PERIODIC UPDATE

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Date Prepared: May 27, 2025

Introduction

This report serves to inform the Black Diamond City Council about the major steps taken to prepare a proposed update to Black Diamond's Comprehensive Plan. We outline history of public engagement events, Planning Commission meetings, major proposed changes to the Comprehensive Plan, and how the team presented information and choices.

Background

The Growth Management Act (GMA) sets requirements for fast-growing cities and counties to develop comprehensive plans, primarily codified under Chapter RCW 36.70A RCW. King County is one of 18 counties required to "fully plan" under the GMA, and the requirements also include all of the cities and towns within the County. All localities which "fully plan" must make periodic updates which are now on a 10-year cycle, meaning the next periodic update will be due in 2034.

The legislature made significant changes to the GMA since the last time Black Diamond conducted a comprehensive plan periodic update. Many of the changes then trickled down and modified requirements set forth by the Puget Sound Regional Council (PSRC, which encompasses King, Snohomish, Pierce, and Kitsap counties) and King County. The Housing and (new) Climate Elements are the subject of the most significant changes. *Black Diamond is not yet required to adopt a Climate Element, and this is not included in the scope of this update.*

Some of the major legislative changes which impact the Comprehensive Plan and/or the City's development regulations include:

- HB 1220 (2021) requires jurisdictions to update their development regulations to support STEP housing (emergency **shelters**, **transitional** housing, **emergency** housing, and **permanent** supportive housing).
- HB 1110 (2023) requires that middle housing types be allowed in certain cities and limits design review processes that only target multifamily housing; HB 2321 (2024) was a "fix-it" for the original middle housing bill, giving more flexibility to smaller cities like Black Diamond.
- HB 1293 (2023) requires cities to have clear, objective, and understandable design review procedures and standards governing the exterior design of all new developments.
- SB 5290 (2023) relates to new permitting timeline requirements.

- HB 1181 (2023) requires the City to adopt a Climate Change and Resiliency Element as part of the first implementation progress report (due December 31, 2028).

While these bills were taken into consideration during the Comprehensive Plan Update, in order to be properly implemented, many will require amendments to the City’s development regulations. Draft development regulations are forthcoming and will need to go to the Planning Commission, go through separate environmental review, and be sent to the Department of Commerce for a 60-day review and comment period.

Staff Report Organization and Referenced Materials

This report is organized into several parts:

- Initial Gap Analysis and Project Scoping
- Public Engagement
- Summary of Proposed Changes to the Plan
- SEPA Environmental Review
- Notice to State Agencies
- Recommended Findings
- Staff Recommendation

This report is augmented by the materials that are catalogued and included on the City’s website for the project: <https://www.blackdiamondwa.gov/comprehensive-plan> which has been routinely updated throughout the course of the project, offering a window into the process that was used and materials prepared (including multiple draft documents) during the endeavor. This approach provided excellent transparency, served as a way to share information publicly, and was used to fulfill project objectives for driving public participation.

Initial Gap Analysis and Project Scoping

The City’s selected Prime Consultant for this project, AHBL, prepared a gap analysis in early 2023, which yielded three documents – a completed PSRC Checklist, a completed Commerce Checklist, and a *Gap Analysis Memo (dated May 2023)*. The memo summarized changes in context, local policies, and planning efforts since the last Comprehensive Plan update, identifying necessary amendments to align with updated King County Countywide Planning Policies and Multi-County Planning Policies, as well as state laws.

The gap analysis also identified document organizational issues and planning issues that needed to be addressed with the plan, including inconsistent page numbering and chapter sequencing.

➡ [See it on the project website:](#) The Gap analysis memo and completed checklists are included on the city’s project website under “Helpful Handouts”

Key planning issues included: the need to integrate information about the Ten Trails and Lawson Hills projects into the Comprehensive Plan to inform the public about the vested MPDs, legislative changes, and the city’s housing and jobs allocations.

Additionally, the plan must clearly explain transportation modeling and reconcile growth targets with existing vested development to demonstrate responsible planning.

Lastly, the City had previous Comprehensive Plan Amendment requests and applications from 2020, 2021, 2022, and 2023 which remained unresolved. The City had limited resources to amend the plan every year while also responding to appeals. As a result, these previous amendment requests or concepts were addressed in the Land Use Strategies Workshop in August 2023 and the Multimodal Transportation Workshop in September 2023. Some were incorporated into the proposed draft changes while others were not.

Public Engagement

- The various workshop agendas, presentation materials, activity materials and meeting summaries are featured on the city's project website under "Meeting and Presentation Materials" unless otherwise noted

Kickoff and Visioning Workshop

On **March 30, 2023**, the City and consultant conducted a Kickoff and Visioning Workshop to inform and engage residents and stakeholders about the Comprehensive Plan Update, including why it was being undertaken. It also aimed to gather public input on the community's vision for the future and outline upcoming opportunities for continued involvement.

The workshop featured four stations, each displaying one to three informational boards and related plan documents. These included materials on the vision statement and goals, land use and zoning maps, housing and demographics, parks and open space, and the transportation network.

The workshop was well attended, with approximately fifty community members participating (excluding officials and staff). The meeting materials were well received, and attendees expressed appreciation for the opportunity to engage with the material through interactive elements. While some feedback focused more on dissatisfaction with the city's current state than on future-oriented ideas, this revealed a need for clearer public education on topics like traffic concurrency and impact fees. Concerns were also raised about taxes and development.

Overall, participants seemed generally satisfied with the information provided and the chance to contribute ideas and discuss topics of interest. The event also confirmed the viability of the existing vision statement with minimal changes and supported productive discussion.

Land Use Strategies Workshop

On **August 2, 2023**, the City and consultant conducted a Land Use Strategies Workshop to review and discuss various proposed amendments to the City's comprehensive plan concerning the *Future Land Use Map (FLUM)*, development regulations, and language in the City's Comprehensive Plan. Transportation amendments were discussed at the Multimodal Transportation Workshop (discussed later).

The meeting began with a presentation that covered routine items requiring minimal discussion (Part 1), planned topics for a future transportation workshop (Part 2), items deemed unsuitable for consideration (Part 3), and community discussions on more complex comprehensive plan amendment requests—including land use changes to the FLUM, master planned development designations, open space, tree protection, and school impact fees (Part 4)—while deferring some design and mixed-use issues for subsequent workshops. Several boards with the unofficial FLUM maps from 2009 and 2019 were shown at the event.

The consultant prepared a summary memo (dated **August 10, 2023**) to capture the feedback received at the meeting. The workshop had a strong showing from City staff, Planning Commissioners, and Councilmembers, but only a few community members attended. The first part of the presentation focused on previously proposed comprehensive plan amendments (not necessarily by city staff) that were already being incorporated into draft amendments. The discussion around these items was generally limited, with only minimal feedback received.

An amendment suggested from a member (or members) of the public to prohibit public funding for land use analysis was flagged as inconsistent with state laws and state agencies, although the group agreed that

applicants should bear the cost of their own amendment proposals. There was limited audience participation while discussing the differences in future land use designations between 2009 and 2019, but one attendee supported lower intensity uses.

In discussing Master Planned Development (MPD) designations, consensus emerged around preventing existing structures from becoming nonconforming by using strategies like overlays or new zoning. Open space requirements sparked mixed reactions due to the tension between providing amenities and maintaining affordability; generally, the group supported requiring open space in multi-family projects, leaving the specifics to development regulations.

Summer Engagement Events and Survey Results

The City and AHBL staff attended several events throughout the summer of 2023 to solicit community feedback, including Miner's Day (**July 15, 2023**), two events in Ten Trails (**August 11** and **September 16**) and the Monday of the Labor Days weekend (September 4).

The community survey was open from July 11, 2023, to September 19, 2023, and received 190 responses. On October 10, 2023, AHBL presented a summary of public participation to date and survey results to the Planning Commission. Several key takeaways from the survey are summarized below:

- Strong Community Participation: Residents engaged through surveys, pop-up events, and public meetings, showing a high level of interest in shaping the city's future.
- Desire to Preserve Community Character: Participants emphasized maintaining Black Diamond's small-town feel and family-centered community.
- Concerns About Growth and Infrastructure: Citizens expressed concerns about the pace of development, traffic impacts, and the adequacy of infrastructure, the transportation network, and public services.
- Support for Environmental Protection: There was broad support for protecting open spaces, natural resources, and the natural environment.
- Calls for Improved Communication: Some members of the community emphasized that they want more consistent, transparent communication from the city about planning efforts and decision-making.

➡ The survey results and public engagement results presentation are available on the Project Website under "Helpful Handouts"

Multimodal Transportation Workshop

On **September 26, 2023**, the city, AHBL, and the City's transportation consultant Parametrix conducted a Multimodal Transportation Workshop. The purpose of this workshop was to share expected updates to the Transportation Element to meet state and regional requirements, along with a discussion of prior transportation related amendments to the comprehensive plan from 2020 to 2023.

Outreach efforts included multiple website and social media posts, a newspaper ad, direct emails, and a roadside message board located in a key community location.

Several boards were provided at the meeting displaying an unofficial FLUM (2009), the FLUM adopted in 2019, and a Transportation visioning worksheet for attendees to annotate.

The workshop was well-attended by a mix of consultants, City representatives, and about fifteen community members. Community input focused on traffic safety and speeding concerns on Roberts Drive, inadequate sidewalks that are either too narrow or nonexistent in some areas, and a desire for infrastructure improvements such as bike lanes and safer pedestrian crossings. Additional feedback included concerns about travel difficulties on SR-169, interest in completing the Green to Cedar River Trail, and a need for expanded transit options. E-bikes, scooters, and land use were also topics of discussion.

Several announcements were also made at the event. Firstly, that the survey was closed, but that the City would continue to accept feedback by email. Workshop materials and the latest Transportation Improvement Plan would be posted online, and parties of record were encouraged to complete the visioning activity if they missed the Visioning workshop. Finally, it was announced that the development of transportation goals and policies must wait until future land uses are finalized.

Open House

On **April 30, 2024**, the City and consultant hosted an Open House event to provide an overview of the progress made on the Comprehensive Plan since the Kickoff and Visioning Workshop in March 2023. The event drew a strong turnout, including over thirty community members, as well as elected officials, Planning Commissioners, and about eight City staff members, thanks to broad outreach through social media, flyers, and emails. At this point, all of the elements (except for Transportation) were compiled into a single document.

- The draft that was provided for the Open House Event can be located on the Project Website under “Draft Documents” and is labeled “04-30-24 Compiled Draft Document” and shown under the header “Compiled Drafts”
- The Open House Presentation and Summary Memo are available on the “Meeting and Presentation Materials” project page

The project team also presented initial drafts of the proposed FLUM and Zoning Map. Large presentation boards showing various existing and draft maps were displayed, and participants were encouraged to leave comments using sticky notes.

The consultant team presented key updates since the March 2023 kickoff, highlighting how public input and guidance attained from PSRC and Department of Commerce checklists shaped the draft chapters. An online mapping tool developed by the team that allowed users to compare “before” and “after” maps with a slider tool was well-received, and printed maps helped enhance understanding at the event.

Feedback on the initial drafts of the FLUM and Zoning Map (described further below with the Land Use Element changes summary) was generally positive, with attendees appreciating the chance to understand current and proposed designations, though some found the zoning acronyms confusing. Many attendees valued the opportunity to speak directly with City staff about local development, roadway construction projects, and proposed commercial uses.

Draft for “Community Comment”

City Council reviewed much of the draft transportation materials and the “Community Comment” draft on **September 12, 2024**. The Community Comment draft constituted an updated draft prepared following review of all the public comments received up until that point, and included everything except the Transportation Element and Transportation Appendix. The document was also accompanied by a comment and response matrix,

documenting the comments received from a variety of people, including different agencies, Planning Commissioners, City Councilmembers, City staff, and other members of the community, as of that date.

The Planning Commission then reviewed the first complete draft of the remaining transportation materials at their meeting on **September 24, 2024**.

Summary of Proposed Changes to the Plan

The Planning Commission reviewed initial draft Elements of the Plan individually, which were typically accompanied by a staff memo highlighting the significant changes. The City published all of the initial draft Elements and corresponding memos to the Comprehensive Plan Update website in order to keep the public informed of major progress and to seek feedback. In this section, we list the chapters by the order in which they appeared in the plan (which differs from the order in which they were received by the Planning Commission). The updated plan also includes a list of Acronyms, list of Abbreviations and Glossary. **A final product will include additional photos and updated graphics for visual impact and useability.**

➤ Many drafts have been produced for the update, including “initial drafts” to drafts prepared for SEPA Environmental Review and Public Hearings, and sometimes additional versions in between.

➤ The drafts can be viewed online on the City’s project website under “Draft Documents”

1. Introduction

The consultant presented an initial draft of the introduction chapter to the Planning Commission on May 7, 2024 (dated March 2024) with many changes:

- City Code Updates: This table is updated to reflect the major changes to the City’s Code since the adoption of the last comprehensive plan.
- New Regional and Statewide Planning Guidance: The Introduction now features updated GMA Goals, information on PSRC’s latest publication, VISION 2050, and King County’s updated Countywide Planning Policies.
- Edits to Vision Goals: The consultant consolidated several Vision Goals so that each Element would have one overarching Vision Goal.

2. Economic Development Element

AHBL’s subconsultant ECONorthwest presented the initial draft Economic Development Element, Economic Development Appendix, and an accompanying memo to the Planning Commission at their meeting on March 12, 2024. The following is a summary of proposed changes to the Element and the associated appendix:

- Expanded Introduction: The introduction is now expanded with Black Diamond-specific history and key findings from the economic analysis seen in the appendix, and the planning framework now better reflects GMA requirements, VISION 2050, and updated King County policies.
- Content Reorganization: There is a new section that outlines key commercial centers, and some of the content was reorganized and/or renamed for better flow.
- Updated Policy Framework: Existing policies are reorganized under an expanded set of eight goals.

3. Parks, Recreation, and Open Space Element

The consultant presented an initial draft of the Parks, Recreation, and Open Space (PROS) Element to the Planning Commission for their review and feedback on July 11, 2023, and a memo was provided at a future

meeting that detailed the proposed key changes made to this element thus far. Many proposed updates to the comprehensive plan align with the city's most recently adopted Parks, Recreation, and Open Space (PROS) Plan (2022), which was reviewed in conjunction with this chapter. Proposed changes to Chapter 3, Parks, Recreation and Open Space Element and the associated appendix include:

- Title and Introduction Updates: The chapter title now aligns with the PROS Plan and the introduction features additional detail and description.
- Funding and Grant Information: There is added information about Washington State Recreation and Conservation Office (RCO) grants.
- Goals and Policies Alignment: Goals and policies are based on the PROS Plan, which incorporates prior comprehensive plan amendments that were recommended by City staff and the Planning Commission.
- MPD References: There are added references to Master Planned Developments in the appendix.
- Appendix Data and Inventory Updates: The consultant updated dates, facts, statistics, inventory tables, and the Level of Service (LOS) section using the latest PROS Plan data.

4. Natural Environment Element

The following is a summary of changes to Chapter 4, Natural Environment Element, and the associated appendix:

- Planning Framework Updates: Incorporated the Shoreline Master Program (SMP) into the Planning Framework section.
- Climate and Air Quality Goal and Policy Updates: Added new text and goals to address climate change and air quality to reflect current state and regional requirements and updated policies associated with NE Goal 1 to align with state and PSRC checklists. Note that a separate Climate Element will be required in the future, and this is not in the scope of this Periodic Update.
- Appendix Data Updates: Refreshed dates, facts, and statistics using updated city documents and new data sources.
- Ecological Data Revisions: Updated fish species information in the appendix based on the Statewide Washington Integrated Fish Distribution Map (SWIFDM).
- New Environmental Content: Added sections on wildfire impacts and climate change to the appendix using data from the EPA, NOAA, and King County.

5. Land Use Element

Following the summer engagement events, including the Land Use Strategies Workshop, the consultant presented an initial draft Land Use Element to the Planning Commission on November 7, 2023, in addition to a memo dated October 2023, which detailed the key changes. Several mapping products, including an updated FLUM, were not included in this initial draft. The consultant provided initial drafts of the Zoning Map and FLUM to the Planning Commission and public at a later date. Proposed changes to the Land Use Element were based on review checklists, feedback received from public meetings, and the City's survey, among other inputs and following summarizes them:

- Improved Organization and Clarity: Content from the former Land Use Appendix is integrated into the Land Use Element to create a more cohesive and readable section.
- City Context and Development Constraints: The City's Land Use Vision and updated language is added to provide an expanded analysis and discussion of certain elements that reflect Black Diamond's unique development constraints and history, such as its network of environmentally sensitive areas and concerns about growth targets.

- Text Updates and Edits: There are updates and clarifications to existing text and grammar and spelling corrections throughout.
- Enhanced Background Information: There are enhanced sections on Master Planned Developments (MPDs), Urban Growth Area/Annexation Areas, open space, and the TDR program, offering more context and background to help the public better understand these topics.
- Existing Goal and Policy Reorganization: All goals and policies are consolidated into one section, outdated or conflicting items are removed, and the Department of Commerce checklist requirements are now addressed.
- New Policies: New or revised policies support the Heritage Tree program (BDMC 19.30.110), “rural by design” principles (BDMC 18.86 and 18.88), options for development agreements (BDMC 18.66), and environmental performance standards for projects that have pollutants (BDMC 18.78). There is also greater specificity around the goals and policies related to cultural and historic preservation, based on feedback from the public.
- Land Use Designations and MPD Updates: Added new sections detailing criteria for future land use designations and Master Planned Developments, added language about how undesignated lands should be handled, and removed outdated or irrelevant phrases and descriptions. In order to avoid a large amount of nonconforming structures, additional future land uses are proposed to accommodate the higher residential densities of the Ten Trails and Lawson Hills MPDs. This includes (1) Medium Density Residential with Transfer of Development Rights (MDR-TDR), (2) High Density Residential with Transfer of Development Rights (HDR-TDR), and (3) High Density Residential (HDR). Medium Density Residential (MDR) is another future land use used, but it has existed since at least the 2009 Comprehensive Plan. Areas that are already vested or built out in Ten Trails receive either MDR or HDR, while areas of Ten Trails that have not yet been vested receive the MDR-TDR or HDR-TDR future land use. These land uses ensure that the transfer of development rights (TDRs) is applied in order to grant the additional density above the base density, which is determined by what the density was when the land was brought into the City. The area of Lawson Hills only has a small area of TDR “receiving areas,” so that is the reason why Lawson Hills does not have the TDR land uses.

Next, we summarize notable proposed changes to the Goals and Policies in the Land Use Element:

- Reorganized and Streamlined Content: All goals and policies are at the end of the Land Use Element to maintain clarity and cohesiveness; redundant or misplaced policies were deleted, relocated, or reworded to better align with their respective goals.
- Revisions to Specific Goals: Goals 2, 3, and 5 are updated with edits to improve relevance and clarity; unrelated policies were removed, new policies were added, and existing policy language was modified or expanded upon. There is an expanded discussion about certain topics (e.g., on growth targets), with additional feedback on historic preservation.
- New and Revised Policies: The consultant added and expanded upon policies about the Heritage Tree initiative (Goal 4), growth monitoring and annexation (Goal 6), and providing a sufficient tax base to facilitate job growth and support local needs (Goal 5). LU Goals 8, 9 and 12 received new or revised policies.
- Deletions: Outdated, overly specific, or unnecessary language in Goal 7 and Goal 10 is now proposed for deletion. LU Goal 13 may be removed because the concept it discusses is covered elsewhere.

Processing note - Updated Future Land Use Map (FLUM) and Zoning Maps - Drafts

The consultant presented first drafts of the proposed Zoning Map and the proposed FLUM at the Open House event in April 2024. These maps recategorized the zones and future land uses respectively to better reflect current conditions, especially with the build-out of the MPD. During the same time, the City published the first

full compiled draft of the Comprehensive Plan on the website. This draft superseded the earlier drafts but did not include the Transportation Element, which was still being reviewed.

While these first drafts of the maps proposed “limited” zones and “limited” future land uses for some of the MPD areas, these designations were renamed as “-TDR” zones and future land uses for better clarity of intent.

6. Housing Element

The Planning Commission reviewed an initial draft of the Housing Element (with a staff memo) at the same time as the Economic Development Element.

The Housing Element’s edits reflect consideration of guidance and requirements from the GMA, the Department of Commerce, the PSRC, and the King County Countywide Planning Policies. The edits also consider the City’s history, goals, and recent development. In addition, the Housing Element also includes information from the City’s Housing Action Plan (HAP) and Housing Needs Assessment, which were adopted by Council in 2021, as well as feedback gained from public meetings and the Comprehensive Plan survey. The King County Affordable Housing Committee (AHC) reviewed this chapter as well.

The following is a summary of proposed changes to Chapter 6, Housing Element:

- Improved Structure and Clarity: Sections are reorganized for readability, with updated data, clearer language, grammar and spelling edits, and the integration of language from the former Housing Appendix and Housing Needs Assessment (HNA).
- Expanded Introduction: The introduction now reflects current GMA and state housing requirements, including considerations for middle housing, affordability, and racial equity.
- Deeper Community Insights: New content in this element reflects residents’ perspectives.
- Enhanced Discussion: More information concerning emerging housing trends like multigenerational living, unaffordable homeownership, housing cost burden, vacancy rates, and information about the MPDs is now included.
- Visual and Analytical Additions: New figures provide more visual insight into Black Diamond household data. Housing targets, forecasts, and capacity language for 2044 projections and King County Countywide Planning Policy forecasts for additional housing units is added. New figures illustrate available data on cost-burdened households to meet requirements on racially disparate impacts(RDIs).
- New Information: There is new data and discussions about RDIs to address new requirements from King County, the PSRC, and the Department of Commerce.

In addition, the following summarizes the major changes to the Goals and Policies of the Housing Element:

- Streamlined Organization: All housing goals and policies are relocated to the end of the element for clarity, and redundant or conflicting items are removed and renumbered.
- Updated and New Goals and Policies: Several policies are revised or added to align with updated state (Commerce) and regional (PSRC, King County) requirements, as well as to help implement HAP actions. These new goals and policies address moderate density housing types, accessory dwelling units (ADUs), and equitable housing access.
- Expanded Scope: Language is more refined to reflect current housing terminology. Note – a glossary of new terms from the 2021 King County Countywide Planning Policies was included in the memo that accompanied the Housing Element.

- **New Goal on Neighborhood Quality:** A fourth housing goal is introduced along with nine associated policies that focus on neighborhood preservation, housing upgrades, and promoting safety and livability based on feedback from the public.

7. Transportation Element

The Planning Commission reviewed the Transportation Element in multiple parts. The first review took place during a Special Meeting of the Planning Commission on May 21, 2024, where Parametrix outlined proposed updates. Parametrix also produced an accompanying memo that detailed key changes to the Transportation Element, including a table that explains how goals and policies were reorganized and consolidated. Many of these changes were derived from the input received at the Multimodal Transportation Workshop in October 2023. The following is a summary of changes to Chapter 7, Transportation Element and the associated appendix:

- **Policy Reorganization:** Transportation policies are restructured under six clear goals, aligning with the format used across all Comprehensive Plan Elements and emphasizing multimodal priorities.
- **Alignment with State and Regional Priorities:** The new goal structure better reflects GMA requirements and regional focuses.
- **Policy Consolidation:** Similar or overlapping policies are combined to reduce redundancy and improve clarity.
- **Updated Parking and Street Policies:** Parking policies are revised for greater flexibility, and references to the City's Complete Streets Ordinance are incorporated.
- **New Focus Areas Added:** Additional policies address climate change and environmental impacts, equity, multimodal transportation, and regional growth priorities—meeting updated Puget Sound Regional Council (PSRC) and GMA requirements.

8. Capital Facilities and Utilities Element

The consultant presented an initial draft Capital Facilities and Utilities (CFU) Element and corresponding memo to the Planning Commission at their meeting on January 9, 2024 and this Element was reviewed preliminarily by the City's MDRT Director, Public Works Director, and other City staff, including the Chief of Police. The following is a summary of key proposed changes to Chapter 8, CFU Element:

- **Improved Clarity and Structure:** Language was revised throughout the element for better clarity, flow, and readability, and an "Organization and Key Components" section was added.
- **Appendix Integration:** Relevant content from the appendix is incorporated directly into the element, eliminating the need for a separate appendix.
- **Expanded Introduction and Framework:** The introduction was enhanced to better explain the element's purpose, and a new section entitled "Organization and Key Components" was added.
- **Infrastructure and Master Planned Developments:** There is now a discussion about how the MPDs impact infrastructure.
- **Utility Service Data Updates:** The most recent available data and future needs projections for each utility and service type is now included.
- **Public Health and Environmental Focus:** In response to public input, language is added to emphasize environmental health, public safety, and utility provision impacts on public health.
- **Fire and Emergency Medical Services Updates:** The fire services section is streamlined and updated to include the Lawson Hills Fire Station and an interlocal agreement with Mountain View Fire and Rescue.
- **New Sections and Cleanup:** There are added sections on community facilities (library, hospital, cemetery, and community center), financing, Level of Service (LOS) standards, and siting essential public facilities to comply with state GMA planning requirements. Outdated or irrelevant content like concurrency discussions is now removed.

Additionally, there are several relevant points at the end of the CFU memo that were for the Planning Commission's consideration. The 2023–2028 Capital Improvement Plan (CIP) is incorporated into the draft, with the understanding that project lists for the CIP will evolve as plans are updated and new needs arise. The City Council will continue to be responsible for annual updates to the CIP. Additional long-term projects would be added to the CIP to cover the full 2024–2044 planning horizon.

Future updates are also planned for utility data, service maps, and level-of-service (LOS) standards, with adjustments reflecting current conditions, service types, and modern staffing practices.

SEPA Environmental Review

The City and consultant prepared a State Environmental Policy Act (SEPA) Checklist for the Black Diamond Comprehensive Plan. A SEPA memo dated November 2024 outlines the information contained within the checklist. Section A of the checklist details the City's Comprehensive Plan Update history, noting that there have been three updates to the Comprehensive Plan since the GMA was adopted in 1990 and SEPA documentation for at least six plan amendments since 2000. It outlines the required adoption process, including a public hearing by the Planning Commission followed by City Council approval. The section also includes a summary of the updated Comprehensive Plan and its elements, which have been reviewed for consistency with the GMA, regional plans like VISION 2050 and the King County Countywide Planning Policies, and which reflect community input.

Additionally, the SEPA checklist information highlights the City's preparation of Environmental Impact Statements (EIS) for Ten Trails and Lawson Hills, with ongoing application of identified mitigation measures. It also notes that SEPA environmental reviews are regularly conducted for amendments to key infrastructure and school district plans. Although the Comprehensive Plan Update is a non-project, non-site-specific action and thus it is not required to address individual environmental elements under the GMA per WAC 197-11-235 (3)(b), Section B was completed to disclose relevant information and show that the updated plan will not cause unmitigated environmental impacts. Many elements of the plan are intended to mitigate potential impacts from future development.

SEPA environmental review for a Comprehensive Plan is known as a ***non-project action***, and Section D of the SEPA Checklist includes responses to required environmental questions for these types of actions, addressing potential impacts related to emissions, transportation demand, natural resource use, and effects on sensitive ecosystems. *In brief:* The Natural Environment Element outlines protections for Critical Aquifer Recharge Areas and Fish and Wildlife Habitat Conservation Areas, with policies aimed at preserving air and water quality, and ensuring that future development near sensitive areas complies with existing critical area and shoreline regulations. The Land Use Element promotes growth within the established Urban Growth Area (UGA), considers the distribution and location of land uses within the City, and considers the significant level of development yet to occur within the Master Planned Developments, while the Transportation Element assesses infrastructure capacity and outlines strategies to meet transportation needs over the next 20 years. Additionally, the Capital Facilities and Utilities Element evaluates current services, identifies future needs, and supports coordinated infrastructure planning to ensure energy, communication, and waste services keep pace with development. All future projects will undergo individual reviews to address site-specific environmental impacts.

The following items are on the state's SEPA Register

(<https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202500616>):

- SEPA Non-Project Checklist and Signed Determination of Non-Significance (DNS)

- Draft proposed FLUM (note: the draft map has been updated since to classify the In-City Forest as Public and minor changes to formatting)
- Draft proposed Zoning Map (note: the draft map has since been updated to designate the In-City Forest with Public zoning and minor changes to formatting)
- The draft Comprehensive Plan (version dated February 18, 2025, for SEPA Environmental Review)

The City of Black Diamond issued a SEPA Determination of Non-Significance (DNS) on the 2024 Comprehensive Plan Periodic Update on February 18, 2025, under City File Number PLN25-0011. A 14-day comment period followed and closed on March 4, 2025 and there were no appeals.

In response to comments received during and after the SEPA comment period some further edits have been made to the Plan draft document; however, these edits are not substantial enough to warrant additional environmental review.

60-Day State Agency Notice

Pursuant to RCW 36.70A.106 and WAC 365-196-630, each county / city planning under the GMA is required to notify the WA State agencies via the Department of Commerce, Growth Management Services office, prior to adopting any changes to comprehensive plans. Black Diamond fulfilled this requirement on February 27, 2025. The 60-day “notice of intent” period ended on April 28, 2025.

2025 Planning Commission Meetings – Adoption Phase

Briefing in March 2025

In March 2025, AHBL presented a broad overview to the Black Diamond Planning Commission. The purpose of this meeting was to provide a brief background and context about the comprehensive plan update process to date, and brief the group (and audience members) on the proposal. The first section of the presentation included background about public participation throughout the periodic update process, comprehensive plans, and GMA regulatory requirements (including new requirements for this periodic update cycle). The next section of the presentation went through each element and discussed the major changes made to each element of the comprehensive plan and its appendices.

Finally, the presentation provided an overview of the anticipated adoption timeline for the comprehensive plan to help the Planning Commission prepare for the public hearing stage of the periodic update process. This was particularly important since the Planning Commission composition has changed; many members were appointed after the project launched and was well underway.

Public Hearings in April 2025 – May 2025

Two public hearings for the Black Diamond Comprehensive Plan with the Planning Commission occurred in April 2025. The first meeting was on April 8, 2025. The purpose of this meeting was to share the latest version of the Comprehensive Plan draft, including comments received since the previous Planning Commission meeting in March and during the SEPA comment period, and initiate the adoption process. The consultant once again provided a brief overview of the entire comprehensive plan process thus far. Because there was significant public comment, a second Special Meeting of the Planning Commission was held on April 22, 2025. Additional meetings took place on May 6, 2025 and May 13, 2025. The Planning Commission did not issue a formal recommendation, and many members expressed a desire for further review and study.

Recommended Findings

The following section outlines the recommended findings for the proposed periodic update to the City of Black Diamond's Comprehensive Plan, for Council consideration:

1. The City of Black Diamond, Washington is a fully planning city under the state Growth Management Act (GMA), Chapter 36.70A Revised Code of Washington (RCW), which provides for coordinated planning and growth by cities and counties according to a series of goals.
2. In accordance with RCW 36.70A.130, fully planning cities in King County are required to review and revise their comprehensive plans and development regulations on or before December 31, 2024, as part of a routine and periodic update to local policies and regulations.
3. The City's Comprehensive Plan was last adopted on May 2, 2019 by Ordinance 19-1121 and subsequently amended several times on August 20, 2020 by Emergency Ordinance 20-1145; on December 2, 2021 by Ordinance 21-1169 (later repealed on March 17, 2022 by Ordinance 22-1172); on June 16, 2022 by Emergency Ordinance 22-1177; on December 1, 2022 by Ordinance 22-1186; on November 16, 2023 by Ordinance 23-1195; and on December 5, 2024 by Ordinance 24-1213 and includes the following chapters: Introduction; Community Character and Demographics; Parks, Recreation, Trails and Open Space; Land Use; Natural Environment; Housing; Transportation; Economic Development; and Capital Facilities and Utilities; together with four technical appendices.
4. The City last amended the Official Zoning Map on February 1, 2024 by Ordinance 24-1203 in association with the Palmer rezone applications. Before this, the City last amended the Official Zoning Map in association with the adoption of the City's most recent periodic update on May 2, 2019 by Ordinance 19-1121.
5. The City Council held a work session on January 12, 2023 to be briefed about the Comprehensive Plan Periodic Update.
6. The City Council passed Resolution 23-1540 on April 6, 2023, announcing the start of the Comprehensive Plan Periodic Update process and adopting a Public Participation Plan.
7. The City Council passed Resolution 23-1559 on August 3, 2023, and Resolution 23-1583 on November 16, 2023, deferring annual docketing and application review for the years 2023 and 2024 respectively during the periodic update process.
8. Throughout the 2024 Comprehensive Plan Update, a continuous and broad effort has been made to engage the public and encourage their participation in the project, including creation of a project website with regularly updated content; creation of an email distribution list for interested community members; public notices and information in the City's quarterly magazine, direct mailings and flyers, and posts and announcements on the City's social media; multiple community workshops and open houses; surveys; comment forms; invitations to contact City staff; and public presentations and hearings at City Planning Commission and City Council meetings.
9. The City held a series of workshops and meetings with the public regarding the Comprehensive Plan update including a Kickoff and Visioning Workshop on March 30, 2023; Land Use Strategies Workshop on August 2, 2023; various public participation events in the Summer of 2023; Multimodal Transportation Workshop on September 26, 2023; and an Open House event on April 30, 2024.
10. The Planning Commission was briefed about public engagement efforts conducted for the Comprehensive Plan on October 10, 2023.

11. The City of Black Diamond City Council has established a process and criteria for making modifications to the City's Comprehensive Plan in BDMC Chapter 16.10, including legislative and text and map amendments in accordance with the GMA and State Law.
12. The Planning Commission has reviewed all text of the existing Comprehensive Plan and oversaw the development of the 2024 Plan update including goals and policies contained in the Plan.
13. The Black Diamond Comprehensive Plan for 2024-2044 includes an Introduction and the following chapters (Elements): Economic Development; Parks, Recreation, and Open Space; Natural Environment; Land Use; Housing; Transportation; and Capital Facilities and Utilities; together with four technical appendices.
14. The Planning Commission has reviewed the maps, figures, and tables in the existing Comprehensive Plan and oversaw the revisions as part of the Comprehensive Plan Update, including the Comprehensive Plan and Future Land Use Map.
15. The Parks, Recreation, and Open Space Element; Natural Environment Element; and associated appendices were presented to the Planning Commission at their meeting on July 11, 2023.
16. The Land Use Element was presented to the Planning Commission at their meeting on November 7, 2023.
17. The Capital Facilities and Utilities Element was presented to the Planning Commission at their meeting on January 9, 2024.
18. The Economic Development Element and associated appendix, and Housing Element were presented to the Planning Commission at their meeting on March 12, 2024.
19. Drafts of the City's Zoning Map and Future Land Use Map were published in April 2024 on the City's website and presented at the Open House event on April 30, 2024.
20. The Introduction was presented to the Planning Commission at their meeting on May 7, 2024.
21. Preliminary transportation materials and a "Community Comment" draft were presented to City Council on September 12, 2024, to keep them informed about the periodic update process and allow them the opportunity to provide comments and ask questions.
22. Draft components of the Transportation Element and appendix were presented to the Planning Commission for initial review at their meeting on May 21, 2024, with additional review on the full Transportation Element on September 24, 2024.
23. The King County Affordable Housing Committee (AHC) reviewed the Housing Element to ensure compliance with state and regional housing requirements and provided a comment letter.
24. The general public has had ample opportunities to suggest areas of study for consideration and outreach to Tribes, agencies, and key stakeholders has also occurred.
25. In accordance with the State Environmental Policy Act (SEPA), the City's SEPA Responsible Official issued a Determination of Non-significance (DNS) on February 18, 2025, under City File Number PLN25-0011, and the threshold determination was not appealed.
26. Pursuant to RCW 36.70A.106, the City sent its notice of intent to adopt the proposed comprehensive plan amendments to Department of Commerce on February 27, 2025, which was greater than sixty (60) days prior to the adoption date of this Ordinance.
27. On March 3, 2025, staff briefed the Planning Commission on the Comprehensive Plan Periodic Update process.

28. The Planning Commission held a duly noticed public hearing on the proposed plan on April 8, 2025 which was continued to meetings on April 22, 2025, May 6, 2025, and May 13, 2025. There was ample opportunity for public testimony followed by questions of staff and deliberation among Planning Commission members.
29. On May 15, 2025, the City Council unanimously made a motion to take on the remaining steps of the Comprehensive Plan Update, which was due for completion (by state statute) on December 31, 2024. The City Council expressed gratitude to the Planning Commission and the public for all the work and review on the matter. The City Council further expressed interest in continuing to work with the Planning Commission in the future.
30. The City Council finds that the proposed 2024 Comprehensive Plan Update meets the criteria set forth in the Black Diamond Municipal Code and meets the requirements of the GMA.
31. The City Council finds that the Plan describes the community vision for the next 20 years and sets out goals and policies to help achieve that vision.
32. The City Council finds that the Plan creates a basis for the city's regulations and guides future decision-making.
33. The City Council finds that the City has met its public engagement goals outlined in the Public Participation Plan Addendum to Ordinance 14-1044 (Resolution 23-1540).
34. The City Council finds that the proposed Future Land Use Map (FLUM) is consistent with the City's planning goals and objectives.
35. The City Council finds an amendment to the City's Zoning Map is necessary to implement the Comprehensive Plan and the Zoning Map can be amended pursuant to a legislative change.
36. The City Council finds that the proposed Future Land Use Map (FLUM) and the Plan Elements are consistent with each other, the King County Countywide Planning Policies, the PSRC VISION 2050 Plan, and the GMA.
37. The City Council desires to update Black Diamond's Comprehensive Plan to comply with periodic update requirements set forth in the GMA and reflect the current long-range goals and policies of the City.
38. Adoption of an Ordinance completes the City's periodic update of its comprehensive plan in accordance with Chapter 36.70A RCW.

Staff Recommendation

Staff recommends approval of the **2024-2044 Black Diamond Comprehensive Plan** draft as presented, together with the proposed zoning map.

Attachments:

- Exhibit A: Timeline of Black Diamond Development, 1990s-Present
- Exhibit B: Comment Response Log
- Exhibit C: Comment Letters

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DRAFT 2024-2044 COMPREHENSIVE PLAN CITY OF BLACK DIAMOND

PREPARED FOR
CITY COUNCIL ACTION
MAY 27, 2025



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Appendix 1. Economic Development

Appendix 2. Parks, Recreation, and Open Space

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Attachments:

- Land Capacity Memo
- Growth Targets for 2044 Memo
- Proposed Zoning Map

CHAPTER 1: INTRODUCTION

Black Diamond is a beautiful and active city in the Puget Sound area. The City lies in the heart of the Green River region of south King County, Washington, about 25 miles from Seattle, as the crow flies. The picturesque city is surrounded by forested hills, mountain views, and multiple streams and lakes. Over the decades, Black Diamond has transformed from an industrious mining town to a growing city with a rich history and strong community identity.

Originally inhabited by the Bəqəlšut of the Coast Salish People, this region was defined by its thriving fish stocks and the aroma of smokehouses.¹ The late 1800s brought about a seismic shift when Black Diamond was developed to operate as a company coal town for almost fifty years. In the 1930s, its owner, the Pacific Coast Coal Company deeded the land and housing and gave the water system and roads to the community. By the early 1950s, the Pacific Coast Coal Company's remaining land holdings were acquired by the Palmer Coking Coal Company. Much of this land has since been retained for mining and investment purposes. The City of Black Diamond incorporated on January 20, 1959.

Over the years, the city's size and population have grown through several annexations and the community has focused on preserving many natural features and amenities. Significant growth is anticipated over the next twenty years. Black Diamond residents, together with stakeholders and other supporters, have affirmed they wish to continue to ensure that quality of life is maintained and enhanced, the future Vision and goals are upheld, and local government will continue to operate in a financially sound and responsible manner.

The Black Diamond Comprehensive Plan is founded on several key planning concepts to achieve the City's Vision. The Plan embodies a holistic approach to support sustainable growth and development by preserving open space, and protecting quality habitat including riparian corridors and wetlands when determining lands that are appropriate for development at different intensities.

1.1 Purpose of the Comprehensive Plan

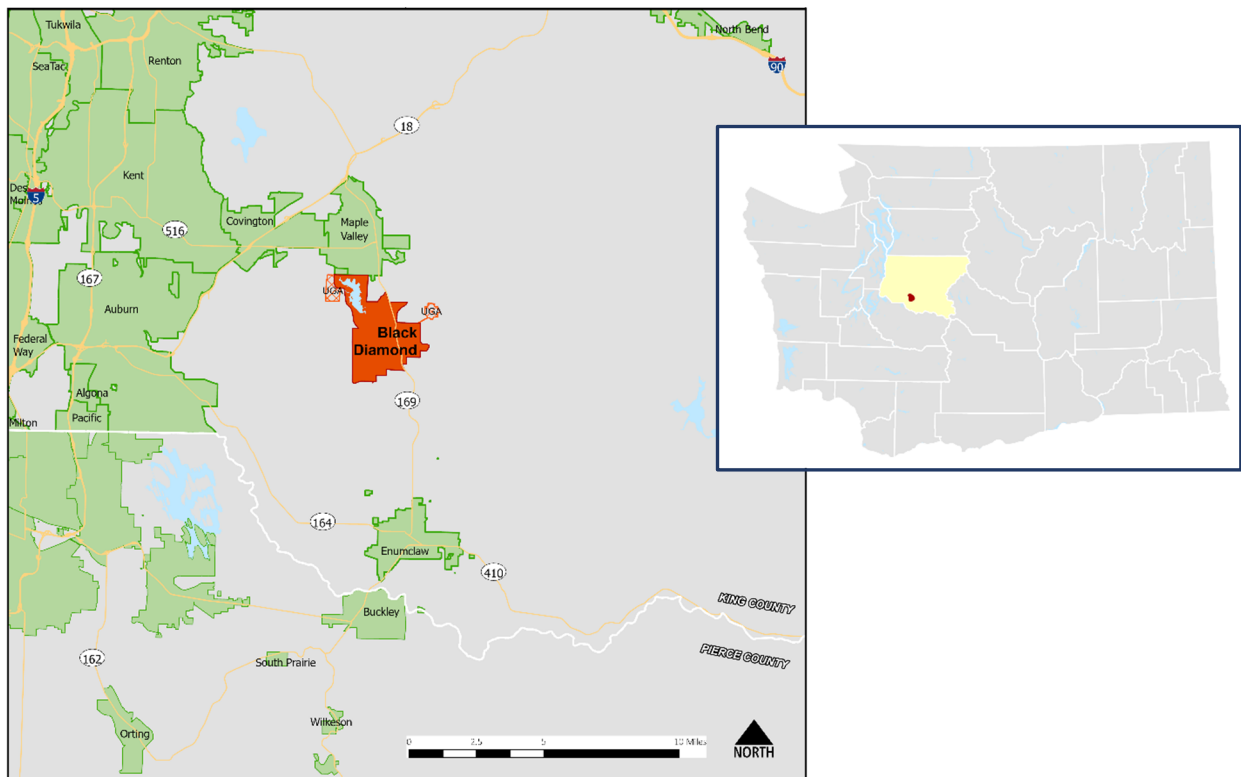
Many of the day-to-day decisions made by City officials can have a significant impact on how a community develops and functions. A comprehensive plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals. Comprehensive plans are meant to be internally consistent, coordinated, and built on public input to create a solid basis for implementation.

What is a Comprehensive Plan?

A Comprehensive Plan is a broad statement of the community's vision for the future. It contains policies primarily to guide the physical development of the city, as well as certain aspects of its social and economic character. Comprehensive Plans indicate how the community envisions the city's future and

¹ "Indians of the Pacific Northwest," 2012, Deloria Vine, Fulcrum Publishing.

sets forth strategies for achieving the desired vision. It does so by directing regulations and implementing actions and services that support the vision.



A plan has three characteristics. First, it is comprehensive: the plan encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it is general: the plan summarizes the major policies and proposals of the City but does not usually indicate specific locations or establish detailed regulations. Third, it is long range: not only does this plan address some of the most pressing matters facing the community now, but it also plans for the next 20 years. Although the planning horizon for this plan is 20 years, many of its policies and actions will affect the City of Black Diamond well beyond that horizon.

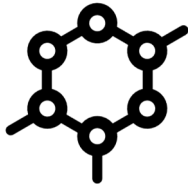
While a Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also intended to be a living document that must accommodate change. Therefore, the plan is meant to be regularly updated to account for changing issues or opportunities that the City faces.

Plan Applicability

This Plan applies to the city incorporation limits of Black Diamond and the planned annexation areas (PAAs). The PAAs and city limits make up the Urban Growth Area (UGA) which was previously determined by King County. Black Diamond is unique in that a small, unconnected portion of the city limits near the Green River does not fall within the UGA. Figure 1-1 illustrates the city limits, PAAs, and UGA.

Functions of a Comprehensive Plan

Policy Determination



First, a Comprehensive Plan encourages City officials to look at the big picture, to step away from current pressing needs to develop overriding policy goals for their community. Second, it creates an environment for the City Council to guide its decision-making openly and democratically. The plan serves to focus, direct, and coordinate the efforts of the departments within City government by providing a general comprehensive statement of the City's goals and policies.

Policy Implementation



A community can move more effectively toward its goals and implement its policies after they have been agreed to and formalized through the adoption of a Comprehensive Plan. The Comprehensive Plan is a basic source of reference for officials as they consider the enactment of ordinances or regulations affecting the community's physical development (such as a zoning ordinance or a particular rezone), and when they make decisions pertaining to public facility investments (such as capital improvement programming or construction of a specific public facility). This ensures that the community's overall goals and policies are accomplished by those decisions.

Guidance



The Plan also provides a practical guide to City officials as they administer City ordinances and programs. Some of the plan's policies can also be implemented through administrative decisions during project review. This ensures that the day-to-day decisions of City staff are consistent with the overall policy direction established by the Council.

Communication/Education



The Comprehensive Plan is a document that communicates to the public and to City staff the policy of the City Council. This allows the staff, the public, private developers, businesspeople, financial institutions, and other interested parties to anticipate what the decisions of the City are likely to be on any particular issue. As such, the Plan provides predictability. Everyone is better able to plan activities knowing the probable response to their proposals, and how to protect investments made on the basis of policy. In addition, the Comprehensive Plan can educate the public, the business community, the staff, and the City Council itself on the workings, conditions, and issues within the City. This can stimulate interest about community affairs and increase citizen participation in government.

1.2 Accomplishments since 2019 Comprehensive Plan Update

Black Diamond has experienced many exciting changes and developments since the last Comprehensive Plan Update. As a growing community, Black Diamond must invest in essential services for all residents.

Major achievements in the last several years include the following:

1. Groundbreaking of the Ten Trails MPD and continued construction of thereafter; the City's MDRT department was created in 2011 to manage development permitting within the MPDs and oversee the development agreement.
2. The Black Diamond Elementary School was constructed (2017) which currently serves about 400 students.
3. Black Diamond's first roundabout was constructed in 2017 at the intersection of Auburn-Black Diamond Road and Lake Sawyer Road. Additional roundabouts continue to be constructed as the ~~buildout of the~~ Master Planned ~~Development grows~~ Developments grow, providing increased safety and efficiency at these important intersections.
4. The City adopted an updated Parks, Recreation, and Open Space (PROS) Plan, including a new system for determining Level of Service for the parks. Having a PROS Plan allows the community to apply for grants through the Recreation and Conservation Office (RCO) for a ~~6~~six-year period, with an update to the plan required at the end of the six-year period.
5. Improvements were made to Roberts Drive including ~~a new water line~~ new water and sewer lines, roadway improvements, and a pedestrian walkway. These improvements meet several transportation policies by enhancing the safety, design, and connectivity of the road. The Oakpointe developers funded a portion of this project.
6. The City secured grant funding for various park improvements and to foster business development, including improvements to the Gomer Evans, Jr. Memorial Park, future construction of a new skatepark, and providing recreational amenities to the Black Diamond Gym (including new signage and lighting).

Changes to Code / Development Regulations

The Growth Management Act requires that local governments enact land development regulations that are consistent with and implement the Comprehensive Plan. To accomplish this, the City regularly reviews development regulations to ensure consistency with the comprehensive plan and identifies the need for amendments. The City has undertaken a great number of amendments since the Plan was adopted and the following list provides a snapshot of amended sections that have occurred in the past several years:

2019	Provided updated language and standards to several code sections regarding accessory uses, including accessory dwelling units (Ord. 1120) Adopted a periodic review (update) of the Shoreline Management Program (SMP) (Ord 1127)
------	--

ERRATA SHEET

2020	Adopted school impact fees (Ord. 1146) Updated flood damage prevention measures and procedures (Ord. 1150)
2021	Updated sensitive areas code (Ord. 1158) Updated SEPA regulations and procedures (Ord. 1159) Created a definition for senior housing (Ord. 1163) Established transportation impact fees (Ord. 1165)
2022	Amended code language regarding SEPA appeals (Ord. 1176) Adopted updated Stormwater Management Regulations (Ord. 1178) Established the diversity and inclusion advisory committee (Ord. 1179) Amended zoning regulations and processes and created a Zoning Use Matrix (Ord. 1183)
2023	Updated building codes, including the International Building Code, the International Residential Code, and more. Repealed BDMC Chapters 20.04 and 20.08 (repealing prohibition of medical, recreational marijuana) effective January 1, 2025

Expansion of City Services and Improvements

- The City created a new, updated website in 2021 to improve communication and citizen access to information.
- In 2022, City Hall was able to expand its office space, utilizing the entire Roberts Drive property and investing in updates to the building.
- In summer of 2023, a groundbreaking occurred for the new Lawson Hills Fire Station ~~which was constructed in 2024. The new fire station will allow the City to significantly improve fire and other emergency response times with construction continuing in 2024 and 2025.~~

Community Engagement and Communications

The City of Black Diamond has emphasized community connection and engagement in the past several years. A variety of annual community events helps to create a welcoming, connected community. The following list highlights ways in which the City has prioritized connecting and communicating openly with the community.

- “The City Connection” quarterly newsletter has been shared ~~online~~ since 2008, and helps keep citizens aware of changes, updates, and events going on in the city. **A section summarizing the status and estimated completion for all upcoming development projects for the city will be included in the updates. It is mailed to all residents and posted to the City’s website.**
- Black Diamond Labor Days – This annual event occurs over Labor Day weekend, and brings the community together over activities like food, crafts, games, music, and a parade.
- Miners Day – Celebrating the history of Black Diamond, this annual summer event includes antique sales, artists, crafts, food, and other family-oriented activities.
- National Night Out – This is a nationwide event that promotes partnership between communities and their police and aims to build relationships between neighbors.
- Town Hall Meetings are held twice a year and give the community an opportunity to talk directly with their City Council representatives.
- Hometown Christmas is an annual holiday celebration held each December.

1.3 Significant Changes since 2019 Update

Aside from the achievements above, it is important to acknowledge major changes since the last comprehensive plan update, which was adopted in 2019.

By 2024, a portion of the Master Planned Developments has been built and plat applications continue to be vested. Parts of the built and/or vested MPD ~~do not conform with any of the City's prior zoning districts~~ may become nonconforming when the applicable MPD permit expire, so ~~the~~ additional zones ~~needed to be added~~ are proposed. ~~This includes~~ These include one more medium density residential zone (MDR12) and two high density residential zones (HDR18 and HDR30). The proposed new MDR12 zone conforms to the ~~existing~~ existing medium density residential (MDR) future land use, whereas a new future land use, high density residential (HDR), had to be created to allow HDR18 and HDR30 zones.

Other important updates to zoning and land use ~~included the addition of an Open Space zone,~~ include fixing scrivener's errors, in the prior future land use map (FLUM) and ensuring consistency between the zoning map and the ~~future land use map (also referred to as the FLUM)~~. ~~Previously, much of the current Open Space areas were a part of the MPD area and not yet formally set aside through its respective plat.~~

In addition to major changes within the city, the years 2021 through 2023 were characterized with profound and significant changes to the Growth Management Act, when the state legislature passed a series of bills addressing housing, climate change, and other legislative topics that guide or limit how cities plan for their communities. This had trickle-down effects on the requirements set out by the Puget Sound Regional Council and King County, especially related to housing. The section below further outlines the relationship between the Growth Management Act, PSRC, and King County in relation to this Comprehensive Plan.

1.4 Planning Framework

Growth Management Act

In 1990, the Washington State Legislature passed the Growth Management Act (GMA) to provide a basis for local, regional and state solutions to growth pressures. Since then, the GMA has been amended numerous times. The GMA is found in Chapter 36.70A of the Revised Code of Washington (RCW) and one section, RCW 36.70A.020, outlines fifteen goals with which this plan must comply. (See "Summary of GMA Goals")

Cities and Counties planning under GMA are required to prepare comprehensive plans to guide growth and development for a 20-year period and further must demonstrate the capacity to accommodate 20 years of forecasted growth. The GMA establishes mandatory "elements" (or chapters) for inclusion in local comprehensive plans. The mandatory elements include land use, housing, capital facilities, utilities, transportation, and climate. The state legislature added economic development and parks and recreation as additional required elements; however, those are not yet mandatory since no state funding was put in place to help cities develop them. Nonetheless, this Plan includes economic development and parks and recreation elements due to their importance for the overall well-being of

the City and its residents. No plan element is more important than another and each element is meant to complement the others.

Summary of the Growth Management Act Goals

1. **Urban Growth:** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce Sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation:** Encourage efficient multimodal transportation systems that reduce greenhouse gas emissions and per capita vehicle miles traveled coordinated with other plans.
4. **Housing:** Plan for and accommodate housing affordable to all, promoting a variety of residential densities and housing types while preserving existing housing.
5. **Economic Development:** Promote the retention and expansion of existing businesses and recruitment of new businesses.
6. **Property Rights:** Private property shall not be taken for public use without just compensation made; landowners' property rights shall be protected from arbitrary and discriminatory actions.
7. **Permits:** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural Resource Industries:** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
9. **Open Space and Recreation:** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. **Environment:** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen Participation and Coordination:** Encourage citizen involvement in the planning process, including the participation of vulnerable populations overburdened communities.
12. **Public Facilities and Services:** Ensure public facilities and services supporting development are adequate to serve such development without decreasing current service levels below standards.
13. **Historic Preservation:** Identify and encourage the preservation of lands, sites, and structures, which have historical or archaeological significance.
14. **Climate Change and Resiliency:** Address ways to adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
15. **Shorelines of the State:** The goals and policies of the Shoreline Management Act are included in a city's comprehensive plan.

Regulatory Measures

The GMA requires that local governments enact land development regulations that are consistent with and implement the Comprehensive Plan. In order to accomplish this, the development regulations should be regularly reviewed to ensure consistency with the Comprehensive Plan in order to identify the need for amendments. In particular, the zoning code and zoning map must be consistent with the future land use map and policies established in the plan. The future land use map and land use policies in the Comprehensive Plan establish the use, density, and intensity of future development within the City.

Concurrency Management

Comprehensive plan policies also meet the GMA requirements for concurrency by establishing level of service (LOS) standards for capital facilities. The concurrency management system sets forth the procedures to be used to determine whether public facilities have adequate capacity to accommodate a proposed development. The concurrency management system also identifies the responses to be made by the City when it is determined that the proposal will exceed the LOS established, thereby exceeding the defined capacity, and failing to maintain concurrency. This includes the criteria the City uses to determine whether development proposals are served by adequate public facilities and establishes monitoring procedures to enable periodic updates of public facilities and services capacities. Under the GMA, concurrency management must be established for transportation; however, jurisdictions may establish concurrency for any public services or facilities for which they have established LOS standards in their comprehensive plan. LOS standards may be established for fire and emergency facilities, police, schools, sewer and water, transportation, and parks and recreational facilities and services.

King County Countywide Planning Policies

As part of the GMA, King County adopted Countywide Planning Policies (CPPs) which provide a consistent planning framework to guide each city's plan. The CPPs also address the need to plan outside of city boundaries by establishing urban growth areas (UGAs) and in the City's case, potential annexation areas (PAAs). CPPs focus on planning issues that are regional in nature such as housing, employment, essential public facilities, and critical infrastructure demands for issues like transportation and energy. Driven by recent changes to the GMA, the CPPs have taken on a greater role, especially in relation to housing. This is to ensure that cities within King County make adequate provisions for housing in their Comprehensive Plans, including housing for all income levels at various densities, emergency housing, and permanent supportive housing.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) works to ensure a healthy and prosperous future in the Central Puget Sound region. PSRC membership includes the four counties of King, Kitsap, Pierce, and Snohomish, most of the cities they contain, including Black Diamond, and several federally recognized Tribes. The PSRC helps the region in multiple ways, including planning for growth and helping communities secure federal funding for transportation projects.

VISION 2050

PSRC's VISION 2050 is a long-range plan for our region's future which attempts to better manage growth over the coming decades. The document includes Multicounty Planning Policies (MPPs), which focus on the promotion of regional growth strategies to address land use, economic development, transportation, public facilities, and environmental issues. This Regional Growth Strategy (RGS) forecasts the geographic distribution of people, residential units, and jobs resulting from population growth. The MPPs serve as the regional guidelines and principles used for the Regional Council's certification of policies and plans.

The City's comprehensive plan sets out a vision and policies for how Black Diamond will accommodate forecasted growth until 2044 while meeting the regional objectives expressed in VISION 2050. The City recognizes the need for regional planning and is therefore committed to keeping its policies and actions consistent with the VISION 2050 Plan [wherever possible in light of prior legal and contractual obligations](#).

Internal Consistency

All plan elements must be consistent with each other. For example, if the Housing Element requires us to support additional housing density, then other elements like Land Use or Transportation should include improvements to also support this outcome.

Public Involvement

For the Plan to remain relevant, the citizens of the community must remain in touch with its implementation. As conditions and community priorities change, there will be a need for annual opportunities to make amendments to the Plan. As the community matures, the vision of the future will change, and new needs and priorities will emerge. Continued public involvement and communication is crucial to keeping the process fresh and engaging .

On December 18, 2014, Black Diamond City Council passed Ordinance No. 14-1044 which repealed outdated comprehensive plan regulations and added Chapter 16.10, Amendments to the Comprehensive Plan and Development Regulations. Exhibit A of this Ordinance is an adopted "City of Black Diamond Growth Management Act (GMA) Public Participation Program Handbook" (or simply the City's GMA PPP).

On April 6, 2023, the Council passed Resolution No. 23-1540, which acknowledged the kick-off for the 2024 Periodic Update and created an addendum to the GMA PPP which outlines the Public Participation Plan for the 2024 Periodic Update specifically. This addendum specified that underrepresented groups will be specifically targeted for outreach.

GMA requires that Public Participation Plans outline efforts to engage vulnerable populations, overburdened communities, and those who may have been disparately impacted by housing policies. It

will be important for the City of Black Diamond to continue to engage with a wide range of people in future updates.

The 2024 Periodic Update process included robust public engagement to meet the City's goals and ensure a fair and transparent planning process, including:

- A 20-question online and paper survey, which was heavily advertised on digital platforms and posted around town.
- Engagement booths at multiple events, including Miner's Day, Labor Days, and two Ten Trails events, where the survey was heavily promoted, and staff were available to answer questions, hear feedback, and add people to the list of interested parties.
- Multiple workshops, including a kickoff/visioning meeting, land use workshop, multimodal transportation workshop, and an open house.
- [Monthly Email](#) updates to a large "interested parties" list.
- The creation of a webpage to keep the public up to date, including draft documents and other useful information like workshop and survey results.

Two of the survey questions asked respondents what Black Diamond needs *more of* and *less of*. The following images depict the most common themes expressed by respondents, with the larger words representing the most numerous responses.

What does Black Diamond need more of?



What does Black Diamond need less of?



1.5 Black Diamond Vision

Vision Statement

A Vision Statement is a concise description of what the community sees for itself in the future, even if part of that includes existing conditions. The vision statement forms the backbone of this plan. Black Diamond's Vision Statement has remained largely unchanged since 1991, remaining relevant and fresh through the years and many changes though a lot of growth since including multiple annexations and the approval of two Master Planned Developments (Ten Trails and Lawson Hill). During the 2024-2044 Periodic Update, members of the community were asked to contemplate changes to the Vision Statement but there was general consensus to ~~retail~~retain the language.

In the year 2044, Black Diamond will be a beautiful, active, friendly community based on a rich historic heritage and exceptional natural setting, with a small-town atmosphere. Forested areas and open space remain, while development maintains a healthy balance of moderate growth and economic viability.

The economic base will be a mix of retail, industrial/business park, office, and tourism~~tourist, and local cottage~~ industries. Residential development will be a mix of types, sizes, and densities, clustered to preserve maximum open space and to access a system of trails/bikeways/greenbelts which connect housing, shopping, and employment with nearby regional parks and recreational facilities.

Citizens actively participate in an effective and open government decision making process that reflects community values. There will be good cooperation among nearby jurisdictions, as well as adequate public services and environmental protection to provide a safe and healthy quality of life for all citizens, from children to seniors.

Vision Goals

The Vision Statement is amplified with the following Vision Goals set out for each Element, which direct the more specific goals and policies of their respective element.

~~Community Character Vision Goal 1: Preserve and encourage the “small town” atmosphere.~~

Parks, Recreation, 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 recreational [opportunities](#).

Natural Environment Vision Goal-1: Retain the City’s ~~natural environment and~~ scenic beauty [and exercise](#).

~~Natural Environment Vision Goal 2: Conversion of natural of spaces to developed land is discouraged or occurs only in areas where natural systems present the fewest environmental constraints while exercising~~ responsible stewardship over natural resources and amenities.

Land Use Vision Goal-1: Establish a pattern of development that ~~maintains and enhances a safe and healthy quality of life within the community, from children to seniors~~ [the community’s quality of life and respects the City’s heritage](#).

Housing Vision Goal-1: Make housing available to all economic and social segments of the community.

Transportation Vision Goal-1: Establish and maintain a transportation system that provides safe and cost-efficient movement of people and goods.

~~Transportation Vision Goal 2: Minimize the environmental and social impacts of transportation to critical areas.~~

~~Transportation Vision Goal 3: Provide a transportation system that has adequate financing for necessary transportation improvements.~~

~~Transportation Vision Goal 4: Maintain a transportation system that is consistent with Puget Sound Regional Council’s forecasts and vision.~~

~~Capital Facilities Vision Goal 1: Ensure that public services are available to support development future development.~~

~~Utilities Vision Goal 1: Utility facility planning will be consistent to meet public service obligations for future growth.~~

Capital Facilities and Utilities Vision Goal: [Ensure that public services and utilities are available to support existing needs and future growth.](#)

Economic Development Vision Goal-1Goal: Encourage job creation by making the community a better place to live, work, and ~~do business~~ [visit](#).

CHAPTER 2. ECONOMIC DEVELOPMENT

ELEMENT

2.1 Introduction

~~The economic profile for Black Diamond has changed dramatically over the years. Originally inhabited by the Boqol̓st of the Coast Salish People, this picturesque region was defined by its thriving fish stocks and the aroma of smokehouses.¹ The late 1800s brought about a seismic shift when the Black Diamond Coal Company of California relocated from Nortonville, California to set up shop in present-day Black Diamond, forever altering the economic trajectory of the city. With a network of railways at their disposal, the Black Diamond Coal Mining Company began supplying substantial quantities of coal to the burgeoning metropolis of Seattle. This coal-power connection between Black Diamond and Seattle laid the foundation for economic growth and industrial development in the region.² The City of Black Diamond was officially incorporated in 1959, and while coal production has not been steady, the city has increasingly assumed the role of a commuter community.~~

A detailed Economic Profile on Black Diamond was completed during the 2024 Comprehensive Plan Periodic Update and is included in Appendix 1. The Economic Profile contextualizes Black Diamond's progress over the last decade and helps gauge population and employment growth over the next two decades. The Economic Profile was foundational to the goals and policies established in the Economic Element. Key findings include:

- Black Diamond experienced substantial population growth between 2018-2023, increasing 72%, primarily due to the partial buildout of the Ten Trails master planned development (MPD).
- Black Diamond has grown more racially and ethnically diverse over the last five years.
- The share of persons over the age of 25 with a bachelor's degree or higher increased from 20% to over 50% between 2011-2021.
- The population-employment (PE) ratio for Black Diamond was 7.85 in 2021. High PE ratios suggest communities are "bedroom" or commuter communities.
- ~~• By 2044, Black Diamond's population is projected to approach 12,000 residents.~~
- As Black Diamond continues to grow, its demographic profile will continue to shift as new households move into the area. Households are likely to be higher-income overall due to the price point of the new homes included in the MPDs.
- Finance, insurance, real estate, and service jobs are projected to steadily increase and become the largest employment sector by 2050. Retail jobs are also projected to substantially increase, from 13% to 23% of all jobs by 2050.

¹ ~~"Indians of the Pacific Northwest," 2012, Deloria Vine, Fulcrum Publishing.~~

² ~~"Black Diamond: Mining the Memories," 1988, Diane Olson, Frontier Publishing.~~

- Black Diamond is expected to add about 721 jobs by 2044: 681 jobs in commercial sectors and 40 jobs in industrial sectors. This could require an estimated 30 acres of land for commercial development and about 4 acres for industrial development. Black Diamond has ~~a current~~ [ample](#) land supply ~~of 104.6 buildable acres~~ according to the King County Urban Growth Capacity Report, plenty to accommodate expected employment growth. The additional land capacity serves as an opportunity to attract diverse jobs and economic activity.

The Economic Development Element establishes goals and policies that will support economic growth that enhances the City’s character and quality of life, improves the City’s tax base, and creates local jobs. The incorporation of this policy framework into the City’s Comprehensive Plan ensures that economic decision-making is integrated into other aspects of growth and development within Black Diamond.

2.2 Planning Framework

The Growth Management Act (GMA) established the following statewide economic development goal: “Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all residents of the state, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state’s natural resources and local public services and facilities.” The GMA requires local comprehensive plans to contain economic development elements. However, this requirement will not be enforced until state funding is made available. Nevertheless, Black Diamond recognizes that good growth management planning should factor in economic considerations and include an economic element to the previous comprehensive plan update.

Puget Sound Regional Council (PSRC)

The PSRC establishes multi-county planning policies and forecasts through its VISION 2050 regional plan. VISION 2050 recognizes that small and locally owned businesses create jobs and make vital contributions to the sustainability of the regional economy. The PSRC’s economic strategies emphasize enriching the region’s businesses and employment market through job retention, growth and diversification, and supporting small and locally owned businesses.

King County Countywide Planning Policies (CPPs)

The 2021 Countywide Planning Policies (CPPs) were designed to implement VISION 2050 and provide guidance in advance of the 2024 statutory update of comprehensive plans. The overarching goal established in the CPP states, “All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.”

The Economic policies in the CPP are categorized by regional context, business development, people, and places. The goals and policies in this Economic Development Element support the following CPPs:

Regional Context

- EC-2 Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.

Business Development

- EC-5 Help businesses thrive through:
 - Transparency, efficiency, and predictability of local regulations and policies;
 - Communication and partnerships between business, government, schools, civic and community organizations, and research institutions; and
 - Government contracts with local businesses.
- EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.
- EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.
- EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.
- EC-14 Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.

Places

- EC-19 Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g., grocery stores and farmers markets), and transportation choices.
- EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.
- EC-22 Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.
- EC-26 Encourage commercial and mixed-use development that provides a range of job opportunities throughout the county to create a closer balance between the location of jobs and housing.

- EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.
- EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.

2.3 Commercial Centers in Black Diamond

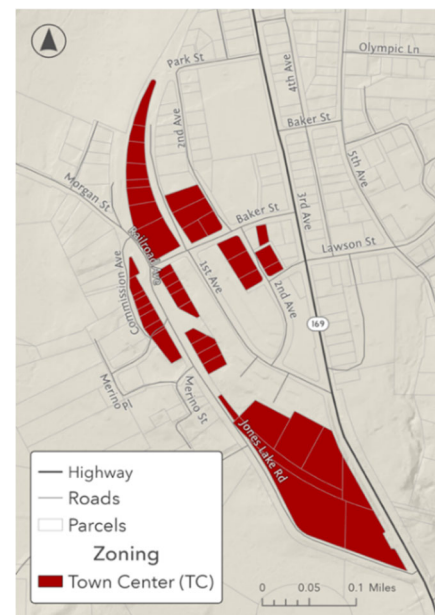
The City of Black Diamond features three distinct and emerging commercial corridors—the Historic Black Diamond, the Gateway Corridor, and the Ten Trails Master Planned Development—that will be instrumental in advancing the city’s economic development objectives. Each of these commercial districts, described in more detail below, possess unique opportunities that will help create a more stable foundation for Black Diamond’s economy via targeted investment, urban planning initiatives, and business partnerships. By thoughtfully leveraging these existing corridors, the city can stimulate job growth, spur new real estate projects, nurture the next generation of local business owners, and forge an economic identity rooted in, but not confined to, Black Diamond’s heritage.

Historic Black Diamond

The Town Center zoning designation, which includes areas along the SR 169 corridor at Lawson Street between 2nd and 4th Avenue, as well as the area along Railroad Avenue near Baker Street represents the historic core of the city. The area contains beloved community staples like the Black Diamond Bakery, the Old Black Diamond Museum, various restaurants, coffee shops, and retail stores. Regarded by many as the historic center of Black Diamond, this district has been referred to by names such as Old Black Diamond, Downtown, Old Town, Historic Black Diamond, and Town Center—though there is no consensus on one single name. Nonetheless, this area contains remnants of Black Diamond’s origins as a coal mining town. Though small and lacking a cohesive identity, this commercial corridor and its businesses form part of the social and economic foundation of the community.

Figure 2-1: Historic Black Diamond, Town Center Zone

Source: City of Black Diamond;
ECONorthwest

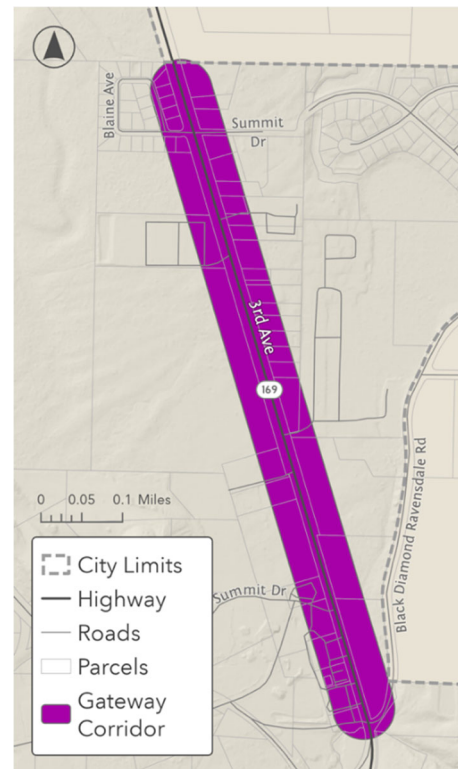


Gateway Corridor

Serving as the northern entrance to Black Diamond along SR 169, the Gateway Corridor stretches south to Roberts Drive. Guided by the Gateway Corridor Overlay zoning, development in this area aims to gently transition from the rural outskirts into the urban center while protecting view corridors of the natural landscape - most notably, Mount Rainier.³ Currently, this area contains an eclectic mix of businesses such as breweries, churches, self-storage, car washes, towing services, gas stations, and some fast-food restaurants. Though still evolving, it forms crucial first impressions of Black Diamond for those entering the city limits. Mindful planning and cohesive development of this corridor can help unify aesthetics, leverage its high visibility and traffic, and ultimately transform it into a vibrant commercial focal point at the entrance of Black Diamond.

Figure 2-2: Gateway Corridor Overlay

Source: City of Black Diamond; EConorthwest

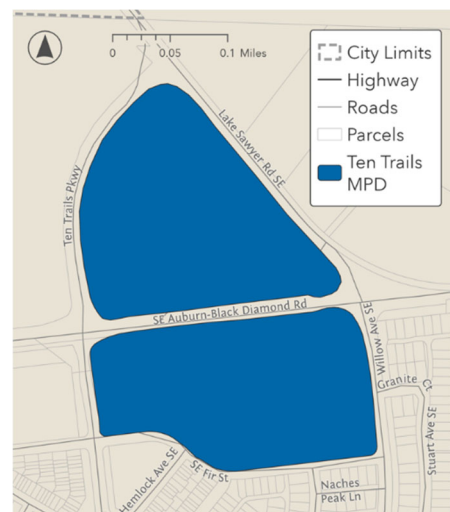


Ten Trails

The Ten Trails Master Planned Development is envisioned to feature significant commercial development along Auburn Black Diamond Road. Currently, there is about 36 acres set aside for commercial in the area. This would be supported by the variety of housing options in Ten Trails catering to a more diverse demographic than the city has hosted in the past. As the Ten Trails community takes shape over the coming years, there will be an increasing demand for retail, dining, and service establishments convenient and accessible to residents. The addition of this commercial district would benefit the greater Black Diamond community through increased tax revenues, business opportunities, jobs, and amenities.

Figure 2-3: Ten Trails Future Commercial Area

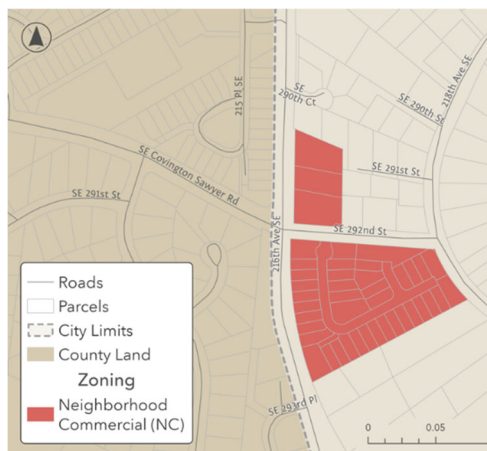
Source: City of Black Diamond;



³ The Gateway Corridor Overlay ~~on this end of SR 169 officially represents~~ [lies at the north end of the City, consisting of](#) the areas within 200 feet of the SR 169 Right-of-Way, commencing at the ~~city's most~~ northern boundary [of the City and extending south](#) to the north side of the Roberts Drive intersection [and other developed areas as described in the municipal code.](#)

Black Diamond has a small commercial area situated in the Lake Sawyer area on the northwest side of the lake at the corner of 216th Ave SE and SE 292nd St, directly along the western edge of Black Diamond's city limits. Zoned for Neighborhood Commercial, this area contains a mix of small businesses like a grocery store, restaurant, and other service-oriented establishments that can meet the daily needs of nearby residents.

Source: City of Black Diamond; ECOnorthwest



Black Diamond is projected to grow substantially over the next 20 years as build out of the master plan communities continues. This population expansion will likely introduce new and diverse resident needs, increasing demand across a wider range of goods, services, and economic activity within the city. The city may experience and target growth in sectors such as small-scale manufacturing, tourism, healthcare, retail, real estate, and more to broaden the base of services available to meet the daily needs of both residents and visitors. While the city cannot choose the individual businesses and industries that ultimately locate in Black Diamond, this Economic Element offers an opportunity for the city to shape a vision for its economic development through strategic policy that is aligned with community values. This means clearly articulating the qualities the community cherishes and would like to preserve, improve, or leave in the past entirely. This section considered key barriers and opportunities that will directly impact Black Diamond’s economic health, including a high-level SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis shown in the table below. The SWOT overview contains key factors the city should utilize to develop effective strategies for achieving its economic development goals.

Figure 2-5: SWOT Overview

STRENGTHS	WEAKNESSES
❖ Household growth and increased diversity ❖ View corridors and natural amenities ❖ Long-term local businesses ❖ Growing educational attainment	❖ Lack of transit access ❖ Lack of cohesive identity and vision, particularly in commercial areas ❖ Lack of diversified economy ❖ Small established commercial presence ❖ Local goods and services to meet daily needs ❖ Job opportunity ❖ Distance from major employment centers
OPPORTUNITIES	THREATS
❖ Population growth for attracting more goods and services ❖ Historic charm and character in Historic Black Diamond ❖ Available land and development interest/opportunity ❖ Access to outdoor recreation ❖ Traffic along SR 169 ❖ Expected job growth, particularly in commercial sector ❖ Remote work ❖ Support for commercial growth	❖ Community division related to growth and future vision ❖ Housing affordability ❖ Remote work

2.5 Economic Development Goals and Policies

Black Diamond envisions a thriving and diverse local economy that leverages its natural and cultural assets, respects its heritage, supports existing and new businesses, and provides quality jobs and services for its growing population.

The Economic Element is intended to provide a framework for enhancing the economic vitality and resilience of the city and its residents. The economic development element sets forth goals and policies to promote a resilient, sustainable, and diverse local economy. A strong economic base supports the well-being of the community by providing employment opportunities and generating tax revenue to fund essential public services. Through thoughtful planning and strategic investments, the city aims to create an environment where businesses thrive, job opportunities exist for residents, and a broad spectrum of household types can participate and share in its successes. The goals and policies outlined in this section provide guidance on how the city can achieve this strategic economic growth.

Goal ED-1: *Develop and support a diversified economy to achieve a sound fiscal base and a range of living wage jobs that support various income levels for the City’s residents.*

Policy ED-1.1: Ensure an adequate supply of land to support a range of employment uses and economic activities.

Policy ED-1.2: Work with other public and private interests to identify and promote sites which can be suitably developed for a variety of local employment opportunities.

Policy ED-1.3: Provide reasonable guidelines and standards for the siting of homebased businesses in residential neighborhoods without altering or impacting the residential character of the neighborhoods.

Policy ED-1.4: Enable and encourage low-impact light industrial uses such as artist’s studios, commercial kitchens, and small-scale manufacturing to locate within the City’s designated commercial areas.

Policy ED-1.5: ~~Recognize~~ Leverage existing tourism and recreation opportunities as contributing to contribute more directly to the City’s ~~economy~~ economic diversity.

Policy ED-1.6: Promote a healthy economy by supporting existing business and encouraging business expansion.

Policy ED-1.7: ~~Work to decrease the~~ Determine a reasonable “target” population-to-jobs ratio ~~and strive to help~~ achieve a closer balance of job opportunity and local population, diversify the local economy, and meet employment targets between ~~available employment opportunities and the local population base.~~

Policy ED-1.8: ~~Encourage the use of master planned projects to co-locate~~ Leverage population growth within the master planned projects to attract new commercial ~~development spaces with new housing units.~~

Goal ED-2: Establish a cohesive vision and policy framework to guide the implementation of economic development goals in the long term. ~~Provide long-term committed leadership to implement economic development goals.~~

Policy ED-2.1: Create an Economic Development Strategic Plan involving local businesses, community groups, school districts, and city leadership that further identifies priorities for job creation in targeted industries, infrastructure needs, regulatory barriers, and incentives to attract needed and desired businesses. ~~Allocate sufficient resources to process development projects efficiently and professionally.~~

Policy ED-2.2: Prioritize regulations and programs that facilitate needed and desired outcomes for achieving an equitable and sustainable local economy. ~~Provide transparency, efficiency, and uniformity of city regulations, policies and procedures.~~

Policy ED-2.3: Develop incentive programs that attract businesses in targeted sectors such as tourism, retail, healthcare, and real estate, reinforce historic character, help create a more centralized downtown core, and help provide living wage jobs. ~~Enable the establishment of new businesses and expansion of existing businesses through fair, consistent, and timely permitting and licensing processes.~~

~~Initiate cooperative and collaborative economic development efforts with other governments, private corporations and nonprofit entities to identify innovative development methods and increase economic vitality.~~

Policy ED-2.4: Prioritize investments in public infrastructure and demonstrate the City's commitment to providing a high quality of life for its residents. ~~establish a cohesive identity in key areas that demonstrate the city's commitment to attracting new economic opportunities for both businesses and residents.~~

Goal ED-3: Serve as an active partner in shaping an environment where businesses can thrive, helping to attract new businesses, enable existing ones to grow and expand, and stabilize those that contribute to Black Diamond's small-town culture and history. ~~Stimulate economic development by leveraging local resources, amenities and assets.~~

Policy ED-3.1: Allocate sufficient resources to process development permits efficiently and professionally. ~~Emphasize and enhance the role of the historic district as the heart of the community and make it the "place to be" for social and civic activities by creating pedestrian friendly spaces.~~

Policy ED-3.2: ~~Value and preserve the historic district to create a visible link to the City's unique past.~~ Initiate cooperative and collaborative economic development efforts with other government, private corporations, and nonprofit entities to identify innovative development methods and increase economic vitality.

Policy ED-3.3: Revise procedures and development regulations that allow for more transparency, efficiency, and uniformity in application. ~~Prioritize bicycle and pedestrian facility improvements that connect the historic district with surrounding residential areas.~~

Policy ED-3.4: ~~Enable~~ Facilitate the establishment of new businesses and expansion of existing businesses through fair, consistent, and timely permitting and licensing processes.

Policy ED-3.5: ~~Recognize~~ Establish a cohesive identity for Black Diamond's through marketing and image building tools that highlight its unique cultural, historic, recreational and environmental assets. ~~as important marketing and image building tools.~~

Policy ED-3.6: Encourage the continuation and expansion of events, promotions, and holiday festivals that attract ~~and strive to market them as unique experiences to~~ residents and visitors to participate more in the local economy.

Policy ED-3.7: Recognize local arts and cultural programs as a contribution to the City's economic diversity by expanding and supporting cultural experiences and investments that can attract more ~~in~~ tourism.

Policy ED-3.8: Support the efforts of local, regional, and state economic development organizations in their promotional activities to attract new businesses and

industries to the community. Businesses in the City are served by the US SBA's Small Business Development Center office at Green River Community College (Auburn) and the Greater Maple Valley-Black Diamond Chamber of Commerce and are important partners.~~Identify and encourage the preservation of lands, sites and structures that have historical, cultural, scenic, and or archaeological importance.~~

~~Increase the amount of retail and service sales occurring within by promoting the City's locally-produced goods and unique services.~~

Goal ED-4: *Stimulate economic development by enhancing the role of the historic district as the heart of the community that creates a visible link to the City's unique past.*~~*Prioritize infrastructure improvements to sites which provide the greatest development capacity for potential property development to create greatest possible returns in extending and providing service.*~~

Policy ED-4.1: Prioritize supportive program and policies for existing and new businesses that contribute to and enhance the historic district's character, making it the "place to be" for social and civic activities.~~Focus investment in infrastructure and services that align with projected population, housing and job growth targets.~~

Policy ED-4.2: Establish a preservation initiative that promotes the use of anti-displacement tools to proactively mitigate commercial displacement risks and stabilize cherished businesses that greatly contribute to the historic character and culture in the Historic District.~~Prioritize infrastructure improvements within the City.~~

Policy ED-4.3: ~~Encourage full utilization and development of designated commercial and industrial areas and take advantage of areas where significant infrastructure investments have already been made.~~ Identify and encourage the preservation of lands, sites and structures that have historical, cultural, scenic, and or archaeological importance.

~~Foster partnerships with community leaders and business to explore equitable cost/benefit trade-offs between private and public sector interests for the costs involved in the provision of water, sewer, access roads, fire and police~~

~~protection and the public benefit which may be realized by the creation of local jobs and increased tax revenue.~~

~~Coordinate with the Washington State Department of Transportation (WSDOT), King County, and adjacent cities to plan for access improvements, intersection improvements, and infrastructure maintenance in the SR 169 corridor.~~

~~Support local business development efforts and property investment projects and programs.~~

~~Balance economic development with environmental protection in a manner that enhances quality of life as Black Diamond grows.~~

~~Encourage the use of “green” materials and techniques and low impact development in all types of construction to increase the City’s “green job” employment sector.~~

~~Encourage citywide solid waste reduction and recycling methods and opportunities.~~

~~Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life in Black Diamond.~~

~~Promote the efficient use of services and resources including conserving water and energy, reducing waste & work cooperatively with local business to help protect the natural environment.~~

Goal ED-5: *Promote Black Diamond as a dynamic basecamp and destination for accessing the area’s abundant outdoor recreation assets.*

Policy ED-5.1: Improve wayfinding signage to increase visitor traffic flow into the city and between recreational sites and commercial hubs in Black Diamond.

Policy ED-5.2: Utilize the Gateway Overlay District to promote Black Diamond’s scenic beauty and facilitate development that enhances it to draw in new visitors.

Policy ED-5.3: Establish programs that can offer financial assistance to existing businesses to improve storefronts, install bike racks, enhance lighting/landscaping, and provide trail information to attract and better serve residents and visiting outdoor recreators.

Policy ED-5.4: Coordinate with the Washington State Department of Transportation (WSDOT), King County, and adjacent cities to plan for maintenance and access improvements in the SR 169 corridor to make accessing Black Diamond safer and more efficient for residents and visitors., ~~intersection improvements, and infrastructure maintenance in the SR 169 corridor.~~

Goal ED-6: Leverage consumer demand from emerging master planned communities to attract and provide adequate retail and services.

Policy ED-6.1: Understand unmet consumer needs to help inform recruitment of grocery stores, restaurants, health, finance, insurance, and real estate services, along with other needed establishments.

Policy ED-6.2: Adopt supportive policies that help attract more commercial development and incentivize mixed-use development to better integrate more affordable housing options and commercial opportunity.

Policy ED-6.3: Develop incentive programs to attract commercial investments that align with community needs and desires, particularly those that help facilitate other community goals related to housing, walkability, sustainability, and urban design.

Policy ED-6.4: Increase the amount of retail and service sales occurring within the City by promoting the City's locally-produced goods and unique services.

Goal ED-7: Prioritize infrastructure investments that support the implementation of economic development goals and policies.

Policy ED-7.1: Focus investments ~~in~~ on infrastructure and services that assist with meeting and align with the scale of ~~projected~~ population, housing and job growth targets.

Policy ED-7.2: Prioritize sites with substantial development capacity to ensure the greatest possible returns for extending and providing service.

Policy ED 7.3: Prioritize projects that efficiently and safely connect key commercial district areas to each other, and to major residential areas, to improve accessibility and encourage visitor flow throughout Black Diamond.

Policy ED-7.4: [Foster partnerships with community leaders and business to explore equitable cost/benefit trade-offs between private and public sector interests for the costs involved in the provision of water, sewer, access roads, fire and police protection, and the public benefit which may be realized by the creation of local jobs and increased tax revenue.](#)

Goal ED-8: [Promote sustainable business practices and environmental protections as they relate to growth and economic development in Black Diamond.](#)

Policy ED-8.1: [Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life in Black Diamond.](#)

Policy ED-8.2: [Utilize incentive structures to encourage the use of “green” materials, low impact development techniques, solid waste reduction and recycling, and efficient use of water and energy for all development types and local business operation to help protect the natural environment in Black Diamond.](#)

2.6 Tools and Strategies

Nurturing a healthy business climate in Black Diamond will be achieved by building on the city’s economic development potential and overcoming existing constraints. The economic development strategies listed below will build positive momentum toward achieving the city’s goals for a more balanced and healthy economy.

Programmatic Strategies

- **Opportunity Site Inventory:** Identify sites where the city can participate in cost-sharing mechanisms for infrastructure development.
 - Establish a policy that prioritizes capital investments to or on opportunities sites or other capital projects that better connect commercial nodes. This could include sidewalks, trails, bike paths, etc.
- **Economic Development Committee:** Establish a city council-appointed committee to help market Black Diamond as a regional recreational center to attract more tourism that can support local businesses. The committee can:
 - Lead an economic development strategy update every 1-3 years.
 - Help convene other governments and private companies that can leverage resources or provide financial support for economic development efforts that support the broader region.
 - Coordinate with the King County Economic Opportunity & Creative Economy or other relevant and neighboring organizations working on workforce development programs to

- help identify ways Black Diamond can collaborate in promoting regional workforce development.
 - Lead a retail leakage analysis to understand unmet commercial needs and outline viable development opportunities.
- **Establish Cohesive Identities for Commercial Nodes:** Develop identities through events, festivals, signage, and other improvements that help establish or enhance existing character within commercial nodes.
 - Consider the benefits of establishing a Local Improvement District to help secure funding for these initiatives.
 - Consider developing and implementing a wayfinding plan that supports the community's economic development objectives.

Financial Strategies

- **Leverage Grant Dollars:** Utilize federal, state, or county grant dollars to support small local business establishment and expansion.
- **Incentives:** Consider incentives such as Multifamily Tax Exemption (MFTE) that might help incentivize more mixed-use development and provide affordable housing options.

Regulatory Strategies

- **Code Audit:** Ensure the zoning code supports/incentivizes a broad range of needed and desired businesses in various zones.
 - **Study Allowed Uses:** Ensure needed and desired businesses are allowed in certain zones, including accessory uses which can support home-based businesses.
 - **Design standards:** Consider revisiting existing design standards to ensure they adequately support efforts to maintain and enhance existing character without compromising development feasibility.
 - **Flexible parking standards:** Develop flexible parking standards that can respond to site conditions.
- **Revised Gateway Corridor Design Standards:** Update the design standards and allowed uses for the Gateway Corridor to enhance its natural beauty but deemphasize its auto-oriented environment.

Procedural Strategies

- **Capacity Building:** Leverage increased tax revenue from population growth to increase government service capacity in city departments that can help create more seamless and accessible development processes for new businesses.
- **Clear and Objective Development Standards:** Establish clear and objective development standards for all development types, reducing the need for conditional use processes or other discretionary review processes.

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CHAPTER 3: PARKS, RECREATION, AND OPEN SPACE ELEMENT

3.1 Introduction

This element guides the development and stewardship of parks facilities in Black Diamond. This element lays the groundwork for the future of the city's park system. It includes inventories of existing parks and identifies current and future park needs.

Parks, recreational facilities, and open spaces are important components of the City and add **immensely** to the quality of life enjoyed by residents and visitors alike. The demand for more and varied community facilities and for city-sponsored recreation programs increases as the City expands and living standards rise.

PARKS, RECREATION, AND OPEN SPACE VISION GOAL:

*Support the stewardship
of natural resources and
amenities throughout the
community in the form of
parks, trails, open space,
and recreational
opportunities.*

The City's parks, recreation, 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 and environmental health as they support the City's economic vitality and supply 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, and open space areas. ~~The~~According to the City's 2021 Parks, Recreation & Open Space Plan (PROS Plan), adopted in 2022, the City's parks, recreation, and open space (PROS) system comprises ~~about 4% of the total city land area and includes~~a total of 175.62 acres, and this number is expected to grow. The land is comprised of 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 (including King County and Washington State Parks) also provide significant recreational opportunities and manage open spaces benefiting Black Diamond residents. All in all, Black Diamond and other agencies have amassed an impressive amount of open space acreage. Much of it encompasses and preserves valuable streams, wetlands, and habitat

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conservation areas. Almost every type of park, trail, and open space experience is within or very near the City's boundaries.

The demand for more and varied community facilities and for city-sponsored recreation programs increases as the City expands and living standards rise.

3.2 Planning Framework

This element serves as an overview for Parks and Recreation in the context of other elements of the Comprehensive Plan, including Land Use, Capital Facilities, and Housing. In particular, this element addresses how development of parks in the city relate to other city activities and planning aspects. This element complements the plans already adopted by the city including the City of Black Diamond ~~Parks, Recreation & Open Space Plan (2021 Update, Adopted June 16, 2022)~~[PROS Plan](#).

In addition to the ~~parks, recreation, and open space~~[PROS](#) system, trails are an indispensable feature of the City's active transportation network. Trails provide people with valuable links and ~~nonmotorized~~[active](#) transportation between neighborhoods; parks, schools, and other public facilities; and commercial areas. By developing its trail system, the City will improve social interactions, health, equity, and mobility for all residents. Because of their value to the multi-modal transportation network, trails are discussed in detail in the Transportation Element of this plan.

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 ~~the parks and recreation~~[that this](#) element must implement and be consistent with the parks and recreation facilities identified in the ~~capital facilities plan element~~[CFP Element \(Capital Facilities and Utilities\)](#). 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 tree canopy coverage within the urban growth area; and](#)
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

This Element meets these directives. ~~The Parks, Recreation, and Open Space~~[Appendix 2 \(PROS Appendix\)](#) provides an inventory and evaluation of demand and facility and service needs.

Countywide Planning Policies

The King County Countywide Planning Policies (~~CWPPS~~[CPPs](#)) 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, 2021). This requirement encourages policies that establish and contribute to the protection and stewardship of open space lands and green corridors.~~[Open space is further discussed in the Land Use Element, particularly in Section 5.3 Planning Framework.](#)

3.3 Parks, Recreation, and Open Space Concepts

~~The Black Diamond Parks, Recreation, 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 providing accessible and well-maintained facilities and services for current and future residents and promoting environmental conservation and education for publicly owned natural open space areas. The City endeavors to provide a system of parks, and recreational facilities that are located within easy reach of every resident while satisfying the community's various 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 meet the community's requirements and expectations.

The City must focus on existing gaps in its ~~parks and recreational~~[PROS](#) system in order to meet future needs as growth continues 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.

These needs can be met through the strategic location of new parks and recreational facilities, and by maintaining and upgrading existing facilities. Adherence to adopted Levels of Service (LOS) standards ensures the City is serious about meeting its parks and recreational needs, as ~~does~~well as ongoing dialog with city staff and legislators regarding systemwide 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 connected network of open space areas and green corridors as the city develops is critical for the City to achieve desirable land use and development patterns over time. Doing so can enhance and protect the overall appearance and character of the city, while retaining its sense of place, design, and character. Connected open space areas and green corridors serve many important functions including recreation, supporting fish and wildlife habitat, and preserving connections between individual features that comprise a natural system (e.g., wetlands linked by a stream in a watershed). They help connect people ~~with~~to 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's open space and green corridors are composed of parks and other publicly owned land, along with critical areas and their buffers.

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

3.4 Financing

The City's Capital Improvement Program (CIP) and Capital Facilities Plan (CFP, or the Capital Facilities and Utilities Elements of this plan) describe capital project needs and funding sources for park projects. The ~~parks, recreation, and open space~~PROS 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 can come from a variety of sources including current operating funds, real estate excise tax (REET), reserve funds, grants, private sector support, and voter-approved general obligation bonds. Other 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 and maximize the City's financial capability to meet the parks and recreational needs. 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, REET, park impact fees, or other funding sources as described above.~~

Washington [State](#) Recreation and Conservation Office (RCO)

The RCO oversees parks and recreation planning throughout the state and is a significant source of grant funding. 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 habitats and biological heritage through open space protection and conservation.

In order to maintain eligibility for RCO grants, the city should routinely update ~~the Parks, Recreation and Open Space plan~~[its PROS Plan](#) and ~~have the plan certified~~[seek recertification](#) by the RCO. The City currently has eligibility for Habitat and Recreation grants through June 2028.

3.5 Parks, Recreation, and Open Space Goals and Policies

[Goal PROS-1: Maintain an updated financially viable plan for meeting park and recreation needs.](#)

[Objective PROS-1.1: Update the parks Capital Improvement Plan \(CIP\) bi-annually as part of the final budget process.](#)

- **[Policy PROS-1.1.a: Review and update the park's CIP semi-annually based on unanticipated impacts to parks, the budget, or City operations.](#)**
- **[Policy PROS-1.1.b: Increasing costs of operation and maintenance service shall be considered in the annual budget process.](#)**
- **[Policy PROS-1.1.c: Review annual budget against recreation level of service standards to determine if investment corresponds with population growth.](#)**

- **Policy PROS-1.1.d:** Update facility rental or use fees on periodic basis to reflect market rates.
- **Policy PROS-1.1.e:** Establish a park impact fee and fee-in-lieu program to increase the annual program budget.
- **Policy PROS-1.1.f:** Maintain records of all investments into park projects.

Objective PROS-1.2: Facilitate partnerships with other agencies and organizations.

- **Policy PROS-1.2.a:** Coordinate joint capital project planning and investment with other public and private agencies where feasible and appropriate.
- **Policy PROS-1.2.b:** Maintain a list of park, recreation, and open space grant programs for improvement projects. This list should be updated as new opportunities and programs arise.

Goal PROS-2: Support the stewardship and preservation of the natural environment.

Objective PROS-2.1: Highlight the City's natural beauty and ecology in parks, recreation, trails, and open spaces.

- **Policy PROS-2.1.a:** Improve the accessibility to, and availability of, existing look out points, vistas, and environmentally sensitive areas.
- **Policy PROS-2.1.b:** Prioritize acquisitions of vacant parcels with lookout points, vistas, or environmentally sensitive areas.
- **Policy PROS-2.1.c:** Incorporate park design and playground features that express the geography and ecology of the region.
- **Policy PROS-2.1.d:** Revise the Black Diamond Municipal Code to preserve scenic views and vistas.

Objective PROS-2.2: Encourage community stewardship through educational opportunities.

- **Policy PROS-2.2.a:** Incorporate more interpretive signage on local native habitats, vegetation, and wildlife to educate the public on the natural history of the Pacific Northwest.
- **Policy PROS-2.2.b:** Organize opportunities for community cleanups of parks and open spaces.
- **Policy PROS-2.2.c:** Provide educational opportunities for kids at City-sponsored events to learn about habitats, local ecology, and human impacts on the environment.
- **Policy PROS-2.2.d:** Provide handouts to residents on how to seasonally reduce their environmental impacts and provide information on local quality issues.

Objective PROS-2.3: Incorporate sustainability measures into park operations and planning.

- **Policy PROS-2.3.a:** Develop a sustainability plan for the City that identifies opportunities and constraints in reducing climate change and environmental impacts.
- **Policy PROS-2.3.b:** Encourage park and facility design to incorporate sustainably sourced materials.
- **Policy PROS-2.3.c:** Develop a list of local sources for materials and labor for construction projects. The list shall include businesses that sustainably source materials, operate within the City, or have sustainability certifications. The list shall be posted on the City's website.
- **Policy PROS-2.3.d:** Develop an incentive program to encourage developers to incorporate sustainability measures into private park maintenance, operations, construction, and equipment.
- **Policy PROS-2.3.e:** Develop new parks in sensitive areas to preserve natural areas and habitats from higher impact developments.

Objective PROS-2.4: Demonstrate commitment to enhancing and preserving the environment.

- **Policy PROS-2.4.a:** Become a recognized Tree City through the Arbor Day Association.
- **Policy PROS-2.4.b:** Develop an urban forestry plan to preserve forested areas that characterize Black Diamond and contribute to the community's aesthetic.
- **Policy PROS-2.4.c:** Adopt a community forestry program with a minimum annual budget of at least \$2 per capita to fund educational opportunities about the environment, trees, and preservation.
- **Policy PROS-2.4.d:** Monitor water quality of the lakes, wetlands, and streams on City-owned land.
- **Policy PROS-2.4.e:** Develop an environmental reporting program with that provides the public opportunities to report park quality or maintenance issues.

Goal PROS-3: Improve community access to parks, recreation, and open spaces.

Objective PROS-3.1: Improve pedestrian infrastructure in the immediate vicinity of existing parks.

- **Policy PROS-3.1.a:** Collaborate with Public Works to incorporate all missing pedestrian park linkages in the public rights-of-way into the Black Diamond Transportation Improvement Plan.

- **Policy PROS-3.1.b:** Work with WSDOT to coordinate pedestrian infrastructure improvements on state routes through the City within one-quarter mile of parks.
- **Policy PROS-3.1.c:** Elevate project priorities on the CIP if the scope includes ADA accessibility improvements.
- **Policy PROS-3.1.d:** Develop an ADA Transition Plan to evaluate retrofit and improvement construction projects at existing parks so that access is brought to current code requirements.

Objective PROS-3.2: Increase distribution of neighborhood and pocket parks.

- **Policy PROS-3.2.a:** Acquire unmaintained homeowner's association parks that do not meet the maintenance requirements in developer agreements.
- **Policy PROS-3.2.b:** Consider creating new parks in areas of the City that are outside existing neighborhood or pocket park service areas.

Objective PROS-3.3: Improve recreational opportunities within existing developed parks.

- **Policy PROS-3.3.a:** Increase the variety and number of recreational opportunities in parks to maximize existing park acreage and achieve LOS A for recreation valuation.
- **Policy PROS-3.3.b:** Develop safe and convenient access to Lake Sawyer for swimmers.

Objective PROS-3.4: Create a comprehensive trail network connecting facilities with points of interest, recreational opportunities, and parks.

- **Policy PROS-3.4.a:** Collaborate with King County for the expansion of the Cedar to Green River Trail through Lake Sawyer Regional Park.
- **Policy PROS-3.4.b:** Determine a potential trail network connection from Lake Sawyer Regional Park to the downtown core and include the trail network in the Black Diamond Transportation Improvement Plan.
- **Policy PROS-3.4.c:** Codify trail standards to ensure consistency in development of pathways in design, aesthetics, and construction.

Goal PROS-4: Create a sense of place within the parks system by integrating unique landscaping, art, corridors, trails, and recreation opportunities that reflects the City's history, design, and culture.

Objective PROS-4.1: Delineate the public parks system from privately maintained parks through consistent and thoughtful design and landscaping.

- **Policy PROS-4.1.a:** Implement a wayfinding signage program throughout parks and trail facilities educating the public on the City’s history and environment.
- **Policy PROS-4.1.b:** Develop consistent signage standards for park facilities to clarify park ownership.
- **Policy PROS-4.1.c:** Establish park design standards to create continuity in site design, furnishings, and construction.
- **Policy PROS-4.1.d:** Adopt standard specifications for park landscaping design and preferred tree species.

Objective PROS-4.2: Emulate the City’s identity by incorporating monuments and art in public parks and open spaces.

- **Policy PROS-4.2.a:** Incorporate and enhance historic and cultural resources into the park and recreation system.
- **Policy PROS-4.2.b:** Collaborate with the Black Diamond Historical Museum and other cultural resource experts to incorporate elements of historical significance throughout the City.
- **Policy PROS-4.2.c:** Acquire and install public artwork and/or cultural displays in community spaces to increase awareness of local history and culture and provide a placemaking component.

Goal PROS-5: Encourage public involvement in the parks and open space planning process.

Objective PROS-5.1: Utilize a variety of communication platforms and methods to keep the public up to date on events, opportunities, and upcoming projects.

- **Policy PROS-5.1.a:** Maintain a Parks and Recreation webpage that is updated with upcoming meetings, policy changes, and volunteer opportunities.
- **Policy PROS-5.1.b:** Reduce barriers to participation in the planning process by maintaining a strong online presence on the City’s website and on social media pages that describes upcoming events and methods to participate.
- **Policy PROS-5.1.c:** The public shall be made aware of all changes relating to the parks capital improvement plan.

Objective PROS-5.2: Foster a stronger relationship with the public by organizing volunteer opportunities.

- **Policy PROS-5.2.a:** Create a community volunteer association to utilize as a resource for parks maintenance, projects, and grant matching.

- **Policy PROS-5.2.b:** Distribute information to stakeholder groups to encourage partnerships and volunteering to encourage participation from a variety of community groups.
- **Policy PROS-5.2.c:** Continue to host community events creating opportunities for social engagement.

Objective PROS-5.3: Continue to prioritize a park planning process that focuses on community input.

- **Policy PROS-5.3.a:** Involve the community in park planning and design stages of proposed projects to solicit input, generate public support, and communicate project information.
- **Policy PROS-5.3.b:** Create an e-newsletter sending quarterly updates to interested community members on upcoming events, opportunities, and projects.
- **Policy PROS-5.3.c:** Survey the community once every five years to understand current preferences, trends, and to evaluate the performance of the parks program.

CHAPTER 4: NATURAL ENVIRONMENT ELEMENT

4.1 Introduction

This Natural Environment Element guides environmental protection and stewardship in the City, providing a framework for protecting natural resources. 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.

NATURAL ENVIRONMENT VISION GOAL:

Retain the City's scenic beauty and exercise responsible stewardship over natural resources and amenities.

4.2 Planning Framework

The primary purpose of this element is to discuss the natural features and amenities in the city, to identify goals and policies for the protection and enhancement of these areas, and to protect sensitive areas from alterations and impacts due to development.

Washington's Growth Management Act (GMA) requires cities and counties to designate critical (or sensitive) areas, which the 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 City's Shoreline Master Program (~~SMP 2019~~), most recently amended in 2019, provides additional environmental protection and consistency of development along Lake Sawyer and its associated wetland area (Frog Lake) as well as a very small segment of Covington Creek situated downstream of the Lake Sawyer weir and shorelands within 200 feet of the Creek. The SMP designates a shoreline jurisdiction, which includes ~~four~~five shoreline environments: ~~High-Intensity~~, Shoreline Residential, Shoreline Residential Limited, Urban Conservancy, Natural, and Aquatic. The SMP establishes regulations and requirements for development in each of the shoreline environments. The SMP ~~locally~~ implements the state's Shoreline Management Act (SMA) of 1971 (RCW 90.58) at the local level.

In addition to the established shoreline environments, the SMP includes:

~~An inventory of the natural characteristics and land use patterns along shorelines covered by the SMA~~

- [An introduction to the SMA and SMP;](#)
 - [General shoreline provisions;](#)
 - [Shoreline use provisions, including basic shoreline uses allowed by shoreline environment and associated development standards;](#)
 - [Shoreline modification provisions, including those for shoreline stabilization, dredging and disposal, fill, and overwater structures like docks and floats; and](#)
 - [A detailed chapter on administration that provides additional guidance on review criteria, the types of permits needed for certain developments, enforcement, and more.](#)
- ~~A permit system to further the goals and policies of both the SMA and the SMP; and~~
~~A Restoration Plan that includes goals, policies, and actions for restoration of impaired shoreline ecological functions.~~

The SMP, including ~~the~~[its](#) goals and policies ~~listed in the SMP~~, is incorporated as an Element (“Shoreline Element”) of this Comprehensive Plan, by reference.

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~~[provide](#) habitat for ~~fish, wildlife,~~ flora and fauna; improve water quality; and reduce the risk to residents of ~~flooding and geologic~~[natural](#) hazards. The City’s Sensitive Areas Ordinance (Black Diamond Municipal Code Chapter 19.10) regulates land use and development consistent with this Element. Maps illustrating the general area and distribution of the City’s Sensitive Areas are in Appendix 3 ([Natural Environment Appendix](#)).

One of the City’s tools for protecting sensitive areas and conserving open space is the Transfer of Development Rights (TDR) Program, which is addressed in the Land Use Element of this plan.

4.3 Natural Environment Concepts

Wetlands

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.

Fish and Wildlife Habitat Conservation Areas

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.

Geologically Hazardous Areas

The City of Black Diamond contains areas that are susceptible to the geologic hazards of erosion, sliding landslides, or, earthquakes, or other geologic events such as differential settlement. In addition, portions of the Black Diamond area are subject to the coal mine hazards, which are attributed to large areas of old mines underneath the city, caused by geological events to areas of coal extraction, known as coal mine hazards. One of the potential threats of this area is differential settlement, which is when a building's foundation settles unevenly, with one part sinking more or faster than another. Development in these areas is subject to geotechnical review to ensure greater public safety. 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. Additional maps of geologically hazardous areas can be found in Appendix 3.

Critical Aquifer Recharge Areas (CARA)

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.~~ Figure A3-5 in Appendix 3 maps the areas susceptible to groundwater contamination around the city.

Frequently Flooded Areas

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. The city regulates development within flood hazard areas according to the Flood Damage Prevention Code, at BDMC Chapter 15.24.

Climate Change

Black Diamond recognizes the importance of supporting local and regional efforts to combat and mitigate the effects of climate change. Environmental protections, emissions reduction, and energy conservation are all important methods of addressing climate change impacts. While other goals and policies address issues that affect climate change, the City has also chosen to employ goals and policies specific to this important issue.

Air Quality

Healthy, clean air is vitally important to the health of Black Diamond residents. Keeping the air clear and clean helps maintain valuable views. In addition, federal funding for transportation improvements is

linked to compliance with federal air quality standards. Because of its geographic and climatic characteristics, the City experiences strong prevailing winds, long summer days, and temperatures higher than those experienced in areas of King County near Puget Sound. 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.

Water Quality

Protecting groundwater and surface waters from pollution and maintaining these resources which can also serve as a critical source of drinking water is vitally important, 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.

Native Vegetation

The protection of valuable native vegetation is an important objective as well as enhancing Black Diamond by planting native vegetation. Native vegetation 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 supplies 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.

4.4 Natural Environment ~~General~~ Goals and Policies

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

Policy NE-1.1: Use best available techniques to preserve and enhance the functions and values of sensitive areas through policies, regulation programs, and incentives.

- Policy NE-1.2:** Actively engage with [the](#) 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-1.3:** ~~Encourage the use of creative and appropriate site design and housing types~~
[Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance](#) to balance environmental protection and achievable density.
- Policy NE-1.4:** Encourage clustering and density transfers for both commercial and residential development to retain natural features, habitat, and sensitive areas as open space.
- Policy NE-1.5:** Coordinate with adjacent jurisdictions and tribes to identify, protect, and develop enhancement plans and actions ~~for habitat networks and wetlands for~~
[critical areas and habitats](#) that cross jurisdictional lines, [and to protect water quality](#).
- Policy NE-1.6:** [Support programs and policies to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected.](#)
- Policy NE-1.7:** [Support and incentivize environmental stewardship on private and public lands.](#)
- Policy NE-1.8:** [Enforce regulations which preserve natural drainage ways and review development plans to limit impacts on natural drainage ways.](#)

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

- Policy NE-2.1:** Conserve areas of native vegetation that connect wetland systems, through regulations, incentives and non-regulatory means.
- Policy NE-2.2:** Ensure wetlands can fulfill their natural functions as recipients of floodwaters and as habitat for wildlife through the sensitive areas ordinance.
- Policy NE-2.3:** Prevent fragmentation of habitat areas and enhance biodiversity through development review procedures.

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

- Policy NE-3.1:** Avoid disturbance to valuable fish and wildlife habitat through the proper location, design, construction, and management of new development.
- Policy NE-3.2:** Minimize disruption of areas in current use by endangered wildlife species or by unique wildlife populations.
- Policy NE-3.3:** Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government.
- Policy NE-3.4:** Implement salmon habitat protection and restoration priorities identified in the Water Resource Inventory Area (WRIA) 9 plans.
- Policy NE-3.5:** 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-3.6:** Coordinate land use planning and management of fish and wildlife resources with adjacent jurisdictions and Tribes.
- Policy NE-3.7:** 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-3.8:** Implement the Shoreline Master Program Restoration Plan.

Goal NE-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-4.1:** 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-4.2:** Minimize areas of vegetation loss and grading disturbance to protect water quality and prevent erosion, when developing on moderate and highly erodible soils.

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

- Policy NE-5.1:** Encourage ~~the reduction of the use of pesticides and chemical fertilizers~~ reduced pesticide and chemical fertilizer use to the extent feasible and identify alternatives that minimize risk to human health and the environment.
- Policy NE-5.2:** Reduce the rate of expansion of impervious surface in the City consistent with local, state, and federal regulations.
- Policy NE-5.3:** Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater.

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

- Policy NE-6.1:** 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-6.2:** 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.

Goal NE-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-7.1:** Reduce greenhouse gases through energy conservation, urban forests, and a reduction in vehicle emissions.
- Policy NE-7.2:** Encourage the innovation of renewable energy resources.
- Policy NE-7.3:** 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-7.4: Support the use of renewable resources and improvements in energy efficiency for new and existing development.

Policy NE-7.5: [Encourage energy-efficient homes, buildings, and building systems.](#)

Policy NE-7.6: [Encourage non-motorized forms of transportation, carpooling, and other trip-reduction measures including the development of paths and multi-use trails throughout the city to potentially reduce auto-dependency.](#)

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

Policy NE-8.1: 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-8.2: Discourage using wood as a source of heat for residential development in low-lying areas susceptible to pollution accumulations.

Policy NE-8.3: ~~Conform to the federal and state clean air acts~~ [Require all City actions and new development to conform to the federal and state clean air acts.](#)

Policy NE-8.4: [Provide regulatory support for electric transportation methods \(i.e., electric vehicle charging stations\).](#)

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

Policy NE-9.1: 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-9.2: ~~Adopt~~ [Maintain and enforce](#) stormwater regulations consistent with ~~Ecology's Surface Water Management Manual for Western Washington (2012 or as revised)~~ [the City's adopted surface water management manual.](#)

Policy NE-9.3: 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-9.4: 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.

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

Policy NE-10.1: Require protection of significant trees and limit unnecessary disturbance of vegetation during all phases of development and require mitigation as needed, ~~including~~ such as replacement for trees removed during development.

Policy NE-10.2: Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas including habitat corridors, and where visual buffers between uses or activities are desirable.

Policy NE-10.3: Preserve native vegetation within streams, wetlands, and their associated buffers.

Policy NE-10.4: Plant suitable native vegetation within degraded stream, wetland, and lake buffers. Encourage planning suitable native trees and native vegetation within steep slopes.

Policy NE-10.5: Encourage removal of noxious and invasive species as a significant threat to native ecosystems.

Policy NE-10.6: 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-10.7: Monitor compliance with the City's Tree Preservation Ordinance ([BDMC Chapter 19.30](#)) ~~to maintain rural character.~~

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CHAPTER 5: LAND USE **ELEMENT**

5.1 Introduction

Purpose and Intent

This Land Use Element is the central component to the City of Black Diamond comprehensive plan and is intended to influence development patterns over time. In this element, goals and policies are set forth to influence and guide the use of lands within the city and a Future Land Use Map specifically directs the types and locations of land uses (See **Section 5.6**). In doing so, the City determines through this plan where people live, shop, work, and recreate while also setting aside space which will remain undeveloped or protected.

As seen in Chapter 1 (Introduction) of this plan, the Black Diamond Vision Statement is supplemented with several overarching Vision Goals. The Land Use Vision Goal directs the more specific goals and policies seen at the end of this element. These goals and policies provide a means to achieve and maintain a balance of desirable land uses and development patterns over time.

LAND USE VISION GOAL:

Establish a pattern of development that ~~maintains and enhances a safe and healthy quality of life within the community, from children to seniors~~ the community's quality of life and respects the City's heritage.

Organization and Key Components

This Element is organized into several sections (Section 5.2 Land Use History, Section 5.3 Planning Framework, Section 5.4 Development Concepts, Section 5.5 Criteria for *Future Land Use Map* Designations) and culminates with a set of Land Use *Goals and Policies*, together with the *Future Land Use Map* (also referred to as the “FLUM” which is a guiding policy document). The FLUM depicts certain land use designations, which are described in detail in Section 5.5. The FLUM is a tool used to organize and direct development to occur in ideal locations while reducing the environmental impacts of development to increase the quality of life in the City. In this way, the future build out in the City for growth can be accommodated in a manner that is sensitive to the natural environment and physical constraints of land, while protecting private property rights.

5.2 Land Use History

The community historically served as a rural center in southeast King County since its settlement in the 1880's. Over its history, the community has transitioned from one of the earliest and largest towns and employment centers outside Seattle to a local center for resource activities (primarily mineral extraction); then to its current character as a somewhat economically dormant bedroom community for emerging nearby employment centers; and now to a city poised to experience substantial growth over the next several decades as southeast King County continues to urbanize, and as opportunities for development of large parcels of land within the City materialize.

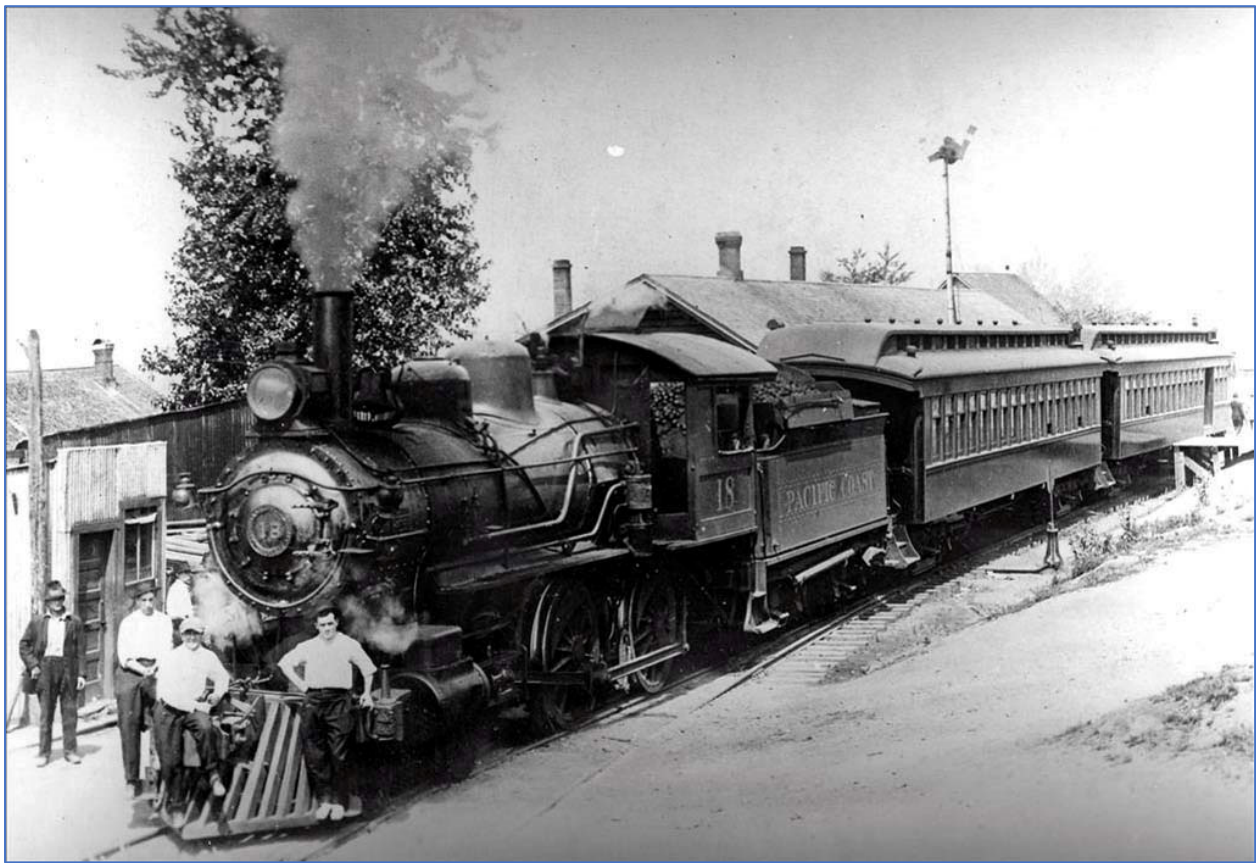


Figure 5-1: Pacific Coast Railroad passenger train, Black Diamond depot, ca. 1920, Courtesy Pacific Northwest Railroad Archives (Accessed via <https://www.historylink.org/File/21373>)

Black Diamond, originally a “company town,” was the center of a large Pacific Coast Coal Company land holding that included other small communities such as Franklin, Newcastle, and Burnett. The local ownership covered portions of the area lying generally between the existing northerly City limits (including Lake 12) and the present SE Green Valley Road (excluding Northern Pacific Railroad land) and between a line extending southerly from the west shore of Lake Sawyer and the Green River Gorge and included a large area south of the Green River around Isabel Lake, Deep Lake, and Fish Lake.

Between the late 1930s and early 1950s, coal mining declined, and the Pacific Coast Coal lands were sold to local residents, Palmer Coking Coal Company, and other large landholders.



Figure 5-2: Miners' houses, Lawson Mine, Black Diamond, February 19, 1902, Photo by Curtis & Romans, Courtesy Washington State Historical Society (1943.42.1049) Accessed via <https://www.historylink.org/File/21373>

Establishment of a City

After a period of being part of unincorporated King County, voters chose to incorporate in 1959. The 1959 City boundaries encompassed the original Black Diamond townsite and Morganville Addition, as well as adjacent lands owned by Palmer Coking Coal Company, Burlington Northern Railroad, the Banchemo family, and a variety of other small and medium size ownership interests.

Comprehensive Planning and Annexations

The City prepared its first comprehensive plan in 1980. That plan proposed future annexation of additional Palmer Coking Coal Company lands to the northwest and east, as well as a small parcel to the southwest. Subsequent annexations completed by 1985 added Palmer Coking Coal Company land to the northwest and southwest.

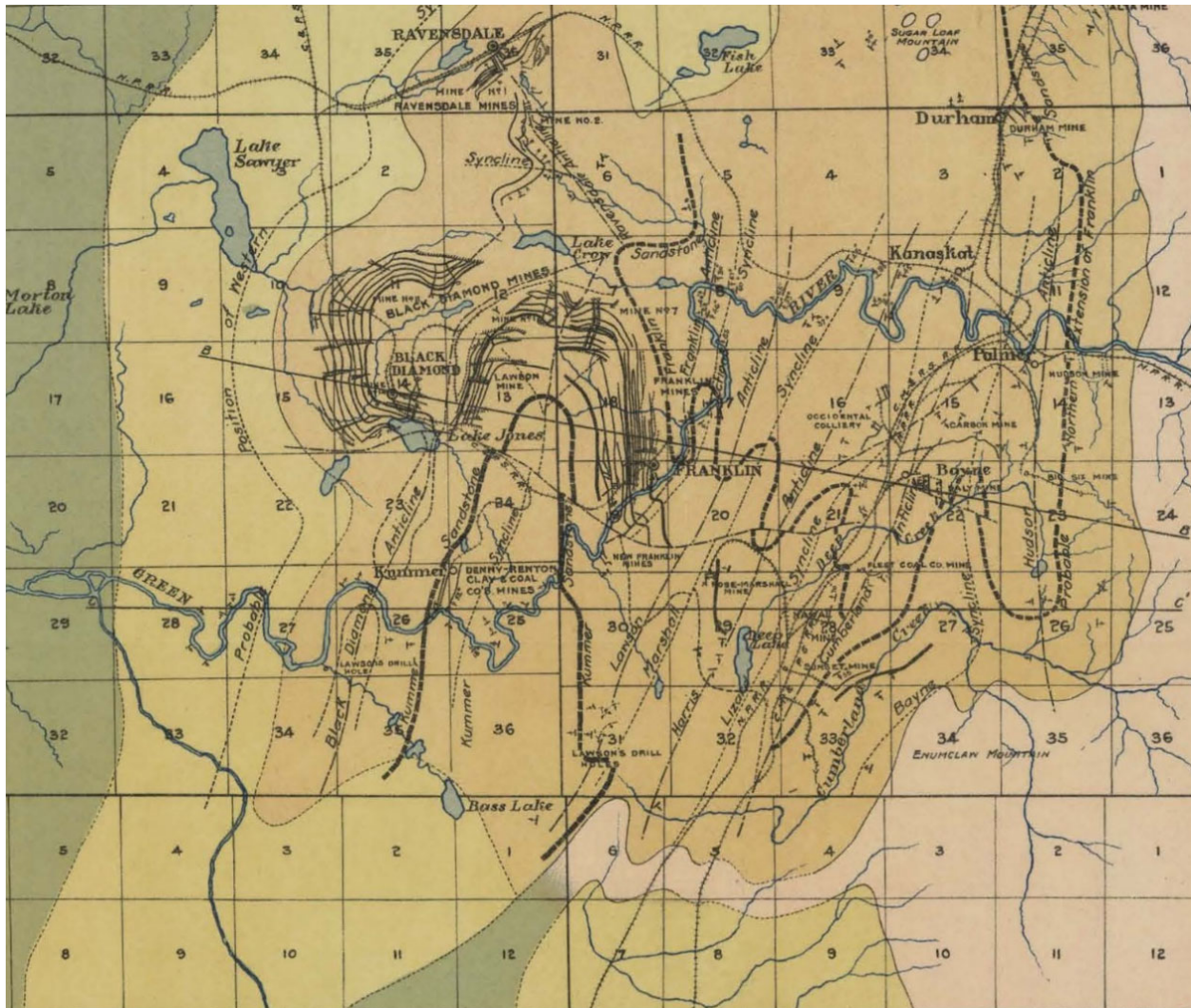


Figure 5-3: Old Mining Areas in and Around Black Diamond (portion of a map from The Coal Fields of King County by George Watkin Evans, Washington Geological Survey, State of Washington 1912)

In 1994 (which was a few years after the state’s landmark Growth Management Act legislation was passed), the City annexed 783 acres¹ at the southwest edge of the City. The land was owned by Black Diamond Associates, Plum Creek Timber (successor to Burlington Northern Railroad land), Palmer Coking Coal Company, and the Berklid family. The annexation added 15 people to the city’s population count, in 7 housing units.

The City completed its first Growth Management Act (GMA) compliant comprehensive plan in 1996. That same year, the City negotiated a Potential Annexation Area (PAA) with King County and nearby property owners that was formalized in the Black Diamond Urban Growth Area Agreement (BDUGAA).

¹ Ordinance 515 and 517

In 1998, the City annexed an additional 786 acres to the northwest, surrounding (and including) Lake Sawyer. This annexation² added 1,480 residents (in 624 housing units) to the City, increasing the population by 82.6% in one year.³

In December 2005, the City completed annexation of its West Annexation Areas⁴ totaling approximately 345 acres.⁵ This did not result in any population growth. Next, in 2009, the City annexed the South Annexation Area (250 acres), and the East Annexation Area (50 acres).⁶

As of 2024, the remaining land within the City's PAA includes:

- Lake 12 Annexation Area: Approximately 160 acres northeast of City limits including a section of the Green River Gorge Road connecting the Lake 12 Annexation Area to the City limits.
- West Lake Sawyer Annexation Area: Approximately 230 acres adjacent to City limits, located west of Lake Sawyer along the Covington-Sawyer road and including Kentlake High School.

The rolling topography and variety of open pastures and meadows, lakes, wetlands and forested areas in the City reinforce the dispersed spatial pattern of development. The City is surrounded, or “framed,” by large blocks of second and third growth forest stands in various stages of growth. The mixture of clustered development areas that are integrated with large undeveloped areas and open space gives the City its unique atmosphere. A large part of land in the City is currently either undeveloped or underdeveloped (not developed at the full potential allowed by existing zoning). Significant forested areas, creeks and lakes occur in the City, some of which are identified and regulated as environmentally sensitive areas.

Master Planned Developments (Ten Trails and Lawson Hills)

Around the same time that the BDUGAA was established (2005) the city leaders contemplated a future vision and goals for Black Diamond, looking to attain efficiencies for infrastructure investments and preserve open space while creating opportunities for the expansion of housing and jobs in the City. To do so, the City Council adopted a Master Planned Development (MPD) ordinance.⁷

The City Council subsequently approved two MPDs in 2010, the Villages⁸ (now known as Ten Trails) and Lawson Hills.⁹ ~~The MPD approvals, including the Environmental Impact Statement (EIS) for both permits,~~

² Ordinance 622

³ Washington State Office of Financial Management. Annexations Approved by OFM 1/1/1990 through 12/31/1999.

⁴ Ordinances 05-803, 05-804 and 05-805

⁵ Washington State Office of Financial Management. Annexations Approved by OFM 1/1/2000 through 8/31/2006.

⁶ Ordinances 09-931 and 09-932

⁷ Chapter 18.98 BDMC

⁸ Black Diamond Ord. ~~11-970~~[10-946](#) authorizing the Villages MPD was passed on ~~December 12, 2011~~[September 20, 2010](#).

⁹ Black Diamond Ord. ~~11-971~~[10-947](#) authorizing the Lawson Hills MPD was passed on ~~December 12, 2011~~[September 20, 2010](#).

~~were appealed but later upheld by the City's Hearing Examiner on April 15, 2010.~~ The City and the MPD proponents subsequently entered into Development Agreements (DAs) in December 2011 in accordance with state law and the City's Municipal Code.

~~The agreements set out that each of the two MPDs are vested for 15 years from the time of their approval (and subject to consideration and approval by the City Council the vested rights may be extended out for an additional five years).~~ The DAs establish a build-out period of 15 years, which may be extended for up to five additional years upon agreement of the City Council and the Master Developer.

- **Ten Trails** (formerly known as The Villages) covers a total of 1,196 acres in the southwestern part of the City. The MPD development agreement allows for a maximum of 4,800 low-, medium-, and high-density residential units, with up to 750,000 square feet of retail, commercial, and light industrial uses, as well as schools, parks, and open space. Of the total project site, ~~42 percent will be open space~~ there will be a minimum of 481.4 acres of open space.

MPD Development Status:

~~As of September 2023, lots for nearly 1,400 units had been created through the final platting process (with lots for another 350+ units in the pipeline for approval with either a pending preliminary plat or passed that stage and in construction).~~

- **Lawson Hills** covers 371 acres in the eastern portion of the City, in addition to a triangle-shaped property near SR 169. This development is allowed a maximum of 1,250 low-, medium-, and high-density residential units, with up to 190,000 square feet of destination and neighborhood retail, 200,000 square feet of office space, as well as schools, parks, and open space. Of the total project site, ~~37 percent will be open space~~ there will be a minimum of 134 acres of open space.

The Master Developer of the MPDs is Oakpointe, who has been ~~charging forward to building~~ ing out the communities ~~and to~~ to keep up with a healthy market for the delivery of new homes. In mid 2023 the developers broke ground on a fire station in Lawson Hills. ~~Oakpointe will spend around \$75 Million on regional transportation infrastructure improvements⁴⁰ to support the projects.~~ At build out, the housing split is anticipated to be roughly 80 percent single family development and 20 percent multi-family development. Space for schools and other community facilities have been contemplated.

Unless extended, the development agreements for these communities will expire prior to the time that the City will be due to perform another periodic update (the next update will be due by June 30, 2034)

⁴⁰ ~~At Ten Trails, it's 500 down, 4300 to go; by Alex Bruell, The Courier Herald; August 16, 2021 Accessed at <https://www.courierherald.com/news/at-ten-trails-its-500-down-4300-to-go/>~~

per RCW 36.70A.130). As such, the City ~~should take action, via an annual Comprehensive Plan Amendment process in or around the year 2029, to update this document with information about what becomes vested and the planning implications that will result, and policy adjustments that may follow~~ may wish to revisit and possibly update the Comprehensive Plan after the expiration of the DAs.

5.3 Planning Framework

Regulatory Context

The Growth Management Act (GMA, Revised Code of Washington [RCW] 36.70A.110) requires counties and cities to accommodate 20 years of growth based on the Office of Financial Management (OFM) growth forecasts. Black Diamond is required to have sufficient land to accommodate its growth targets for a twenty-year period (2024 through 2044).

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 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 increase physical activity.

This chapter addresses all the above except for the protection of groundwater, which is discussed in Chapter 4 (Natural Environment), and water quality, stormwater runoff, and flooding which are discussed in Chapter 8 (Capital Facilities and Utilities). In addition, the protection of critical areas (sensitive environmental areas) is addressed in the Natural Environment section.

The GMA also requires countywide and regional coordination.

- The King County **Growth Management Planning Council** (GMPC) is the formal organization that develops and implements countywide policies for King County and for all the cities within it. Through countywide coordination, the GMPC establishes urban growth area (UGA) boundaries and addresses how population projections are aligned with city-specific growth targets for planning purposes. These factors are integrated into a set of countywide planning policies (CPPs), creating a coordinated countywide land use system.¹¹
- Black Diamond is located within the greater Puget Sound Regional Metropolitan area (comprising King, Snohomish, Pierce, and Kitsap counties). The **Puget Sound Regional Council** (PSRC) is the organization responsible for regional planning in the area. The PSRC's mission is to

¹¹ The King County CPPs used for this Comprehensive Plan were per King County Council Ordinance No. 19384 (December 2021) as amended via ordinance No. 19660 (August 2023)

plan for regional transportation,¹² growth management and economic development. The GMPC countywide planning policies, growth projections and targets implement the PSRC's larger regional growth strategies. ~~This Comprehensive Plan must be consistent with the PSRC regional plans.~~ The current regional plan is known as VISION 2050.

Historic Growth Trends and Patterns

The City's distinguishing characteristics include its history as a coal mining town and traditions associated with that history; views of Mount Rainier; and the geography of natural features that define the southern and western edges of the original townsite.

The City's present land use pattern primarily reflects development of the original company town within the Black Diamond townsite and Morganville settlements. Similar to other historic areas, Black Diamond initially developed as a compact community. The Pacific Coast Coal Company built few buildings other than a church. The company allowed the miners to build their own modest houses at the center of town, on land not expected to be used for mining operations. Those businesses locating in town were able to do so because they did not need large amounts of land. Since travel was difficult before the automobile, businesses and residences were conveniently located near each other to facilitate errands and business. As with other older towns, new development often filled in undeveloped parcels or extended the existing pattern.

From the 1960s through the 2010s residential and commercial growth in the city has been more linear, generally following the major road corridors. The exceptions are a large mobile-home park on the north edge of the City and the Lake Sawyer neighborhood (which reflects a more recent development pattern centered on the lake). Existing residences (outside of the MPD areas) are not concentrated in a single area of the City but are loosely grouped in four general areas. Similarly, commercial development is dispersed into three areas, rather than concentrated into one "central business district."

Modern Growing Pains ~~and Growth Targets~~

Black Diamond has many unique constraints that distinguish it from other cities in King County and the greater metropolitan area. First, Black Diamond lacks proximity to transit hubs which can exacerbate future traffic congestion and does not help to reduce greenhouse gas emissions. Next, due consideration must be made for a vast network of valuable environmentally sensitive areas and open space. ~~The last issue, and enormous point of contention for some community members, is that the City is positioned to far exceed King County's growth targets. The Puget Sound Regional Council has directed the City to avoid further exceeding these targets, beyond that which is already legally entitled for development via the vesting process.~~ Third, the City is experiencing rapid growth due to the presence of two vested MPDs that are expected to add thousands of new dwelling units and commercial space to the City over the coming years. This will necessarily require careful planning to accommodate the influx

¹² The PSRC is the Metropolitan Planning Organization (MPO) for the region; MPOs were introduced by the Federal-Aid Highway Act of 1962 and today the MPOs serve an important role in planning, coordinating between governments, and providing a conduit for federal funding, particularly for highways and transit

[of new residents and businesses, while retaining the community's high quality of life and protecting the natural environment.](#)

Despite these growing pains, Black Diamond continues to be an amazing place to live, work, and play, and the community is transforming in many positive ways. In the process of developing and then updating the comprehensive plan, the community has consistently expressed a strong desire that the City should preserve trees and open spaces, views of Mount Rainier, historical buildings, and its strong sense of community and small-town spirit.

Looking forward, on-going coordination with neighboring cities, counties, and tribal governments is necessary to ensure future 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).

Open Space

Open space is essential to the quality of life in Black Diamond. The City defines open space as “an area or portion of land, either landscaped or predominantly unimproved, which is used to meet human recreational or spatial needs or to protect the natural environment” (BDMC 18.100.530). Thus, while the name may imply the area is undeveloped, that may not be the case in every situation.

In the Black Diamond area, the natural setting is not just an accent but is intended to be integrated with the built environment. The City is committed to protecting its sensitive areas as the basis of the open space network. Open space occurs in many forms, from wetlands to open meadows, forests, stream corridors, parks, school yards, and even cemeteries. The retention of open space forms the skeletal framework that helps to define the City's neighborhoods. Retention of sensitive areas and other existing open spaces will be the key to ensuring sufficient open space in the future.

The City identifies the following areas as open space:

- 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 (also known as 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.

Community Character

Community character relates to the overall function, look, and feel of different parts of the City. The maintenance or establishment of such can be achieved through land use designation decisions, the implementation of development regulations outlined in the Black Diamond Municipal Code, applying design guidelines, and through other techniques. 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" but must also do so in a balanced way so that racism or other discrimination is not perpetuated.

The community has expressed its strong desire that the City preserves forested areas and open spaces, views of Mount Rainier, treasured places (e.g., historic and cultural places and structures [and strategic city properties](#)), and a strong sense of community. The City will generally 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;
- Implement Design Guidelines;
- Recognize that the City is integrally connected to the larger region; and
- Provide public spaces for broad social interaction, neighborliness, community, and civic life.

The city's community character can also be preserved or enhanced with a focus on pedestrian scale and orientation as development occurs. Walking was once the dominant mode of travel in Black Diamond. Regardless of how a person arrived (be it by horse, carriage, or train) one could walk in town between various destinations. Both the network of streets and scale of buildings in the downtown area reflect this pedestrian orientation. Commercial structures were located close to the street to attract walk-in customers. Typically, downtown commercial districts featured amenities including benches and small parks for pedestrians.

Portions of Black Diamond have a relatively fine network of streets that function as a pedestrian system, but lack sidewalks, benches, and other pedestrian oriented amenities. The newer commercial areas north of Old Town do not function well as pedestrian areas and improvements to the pedestrian network are necessary to maintain the City's sense of community and small-town character.

Historic Preservation

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

Design guidelines were initially developed in 2009, and some of those relate to areas of traditional building design. The intent is to ensure that the renovation and alteration of existing structures, as well as the construction of new buildings, are done in a manner that maintains the unique quality of the

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

Urban Growth Area (UGA) and Potential Annexation Areas (PAAs)

The GMA requires counties to identify Urban Growth Areas (UGAs) which encircle city boundaries and may additionally extend outward beyond existing city limits, to accommodate planned growth. Only land contained within a UGA is available for city expansion during the 20-year planning period of this comprehensive plan.

Furthermore, a UGA defines the geographical area within a full range of urban services (typically, sanitary sewer and public water) may be provided. GMA discourages the provision of urban services beyond UGA boundaries and specifically prohibits the extension of sewer except in certain limited circumstances. Accordingly, growth is first directed into areas already urbanized and that have existing public facility and service capacities. The purpose is to promote compact urban development within, and adjacent to, existing urban areas to ensure efficient utilization of land resources and to facilitate economic provision of urban services (thus avoiding “urban sprawl”).

The boundaries of the UGAs, including the Black Diamond UGA, were established by King County long ago 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 within the UGA that have not yet been annexed to a city. As part of development of the Countywide Planning Policies (CPPs), representatives from King County and the cities within it collaborated in determining each jurisdiction’s most logical boundaries for long-term delivery of urban governmental services. The PAAs developed by the cities are listed in the King County CPPs. Black Diamond has two PAAs: the Lake 12 PAA (which is approximately 160 acres and includes a portion of SE Green River Gorge Road) and the West Lake Sawyer PAA (approximately 230 acres located west of Lake Sawyer along the Covington-Sawyer road, including Kentlake High School).

There is a large parcel of land (approximately 58 acres in size) which is included in the city limits but is not within the UGA. The land is city-owned (and used for a municipal water source) and located on the opposite side of the Green River from the remainder of the City and fronts the Enumclaw Franklin Road.

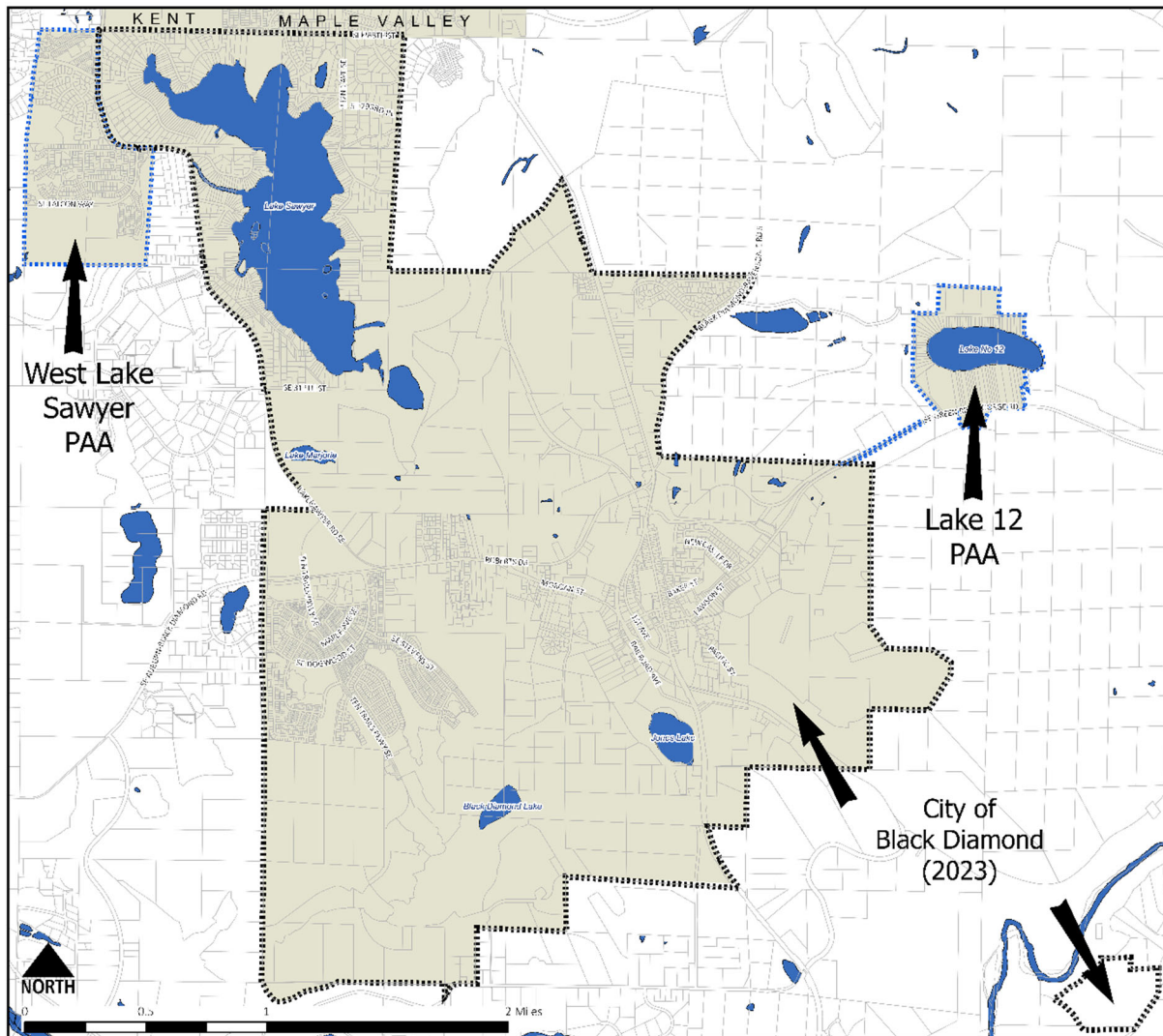


Figure 5-4: City of Black Diamond – Urban Growth Area and City Limits

Black Diamond Urban Growth Area Agreement (BDUGAA)

The BDUGAA is a multi-party agreement from 1996 between the City of Black Diamond, King County, and two major landowners: the Palmer Coking Coal Company, and the Plum Creek Timber Company. The agreement was negotiated to facilitate the expansion of the UGA (and the subsequent change to the City's municipal boundary) as contemplated under the GMA and as identified in the agencies' respective comprehensive plans. King County Ordinance No. 12065 (together with the relevant County Wide Planning Policies) specified that up to 915 acres were to be designated for future urban development and the remaining acreage is designated for Open Space or Natural Resource Use.

As a result of the annexation of approximately 467 acres that resulted from the BDUGAA in 1996, open space was conserved within the new Urban Development Areas, within significant areas identified in the City, and in identified areas in the County adjacent to the City. The BDUGAA specifies methods of

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development, including development standards and the provision of public utilities (water, sewer, storm, roads, etc.).

The BDUGAA also identifies about 50 acres of “In-City Forest” land along Old Lawson Road for the City of Black Diamond to ~~potentially purchase and~~ preserve as forested open space; ~~the city acquired the property in 2025.~~

Black Diamond Area Open Space Protection Agreement (Open Space Agreement)

A key implementation measure of the ~~BDUGGABDUGAA~~ is the Black Diamond Area Open Space Protection Agreement (Open Space Agreement) which was signed by Black Diamond, King County, the Plum Creek Timber Company, and the Cascade Land Conservancy in 2005. This agreement identified open space lands in and around the City for permanent preservation.

Transfer of Development Rights Program

The City’s Transfer of Development Rights Program (TDR Program) was introduced when the BDUGAA was established and relates to the Black Diamond Area Open Space Protection Agreement (Open Space Agreement). The TDR Program ~~establishes the framework for~~ plays a significant role in the implementation of the MPD Development Agreements, providing density bonuses to selected development sites while removing development rights from areas that have been established for current or future open space, parks, or community facilities. The central tenant in transferring development rights is to establish the greater public benefit by exchanging development rights between disparate locations. The TDR Program map ~~shown in the Land Use Appendix~~ depicts the “sending” and “receiving” areas under the TDR Program. This map is located in Section 5.7 at the end of this chapter.

~~Treasured Places are a 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. The City Council grants Treasured Place status to a specific 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.”~~

Treasured Places are a mechanism allowed by the BDUGAA and the City’s TDR Program for protecting properties and facilities that offer outstanding environmental values, recreational opportunities, natural resources, and other strategic planning values to the City. Treasured Place status may be awarded to a specific property by the City Council upon request. Density credits (available under the BDUGAA) or other development rights (available under the TDR Program) associated with designated Treasured

[Places may be transferred to receiving areas that the City Council has identified are appropriate for dense urban development.](#)

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, in Section 5.7. 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~~[At the time of adoption of this Comprehensive Plan, there](#) are two MPDs in the City of Black Diamond: Ten Trails and Lawson Hills (**as described in Section 5.2**). [Both MPDs are scheduled to expire before the next Comprehensive Plan Periodic Update, although it is possible that buildout may continue for several years after expiration under applicable vesting rules.](#)

~~If a full buildout of the Ten Trails and Lawson Hills MPDs occurs the city will have a volume of housing units exceeding the currently adopted Countywide adopted growth targets resulting in a mismatch with the regional growth strategy. Given these circumstances, no new MPDs should be approved in order to ensure the City's future growth doesn't outpace countywide and regional growth projections.~~

Wildland Urban Interface

Beautifully forested areas surround and extend into Black Diamond. When urban development extends into areas that were previously undisturbed, an area known as the “Wildland – Urban Interface” forms. The Wildland-Urban Interface (WUI) can be thought of as a zone where natural areas and development meet. This is where the possible threat of wildfires on structures is increased due to the proximity of fire-prone vegetation near the structures. Climate conditions, weather patterns, topography, hydrology, and development conditions all contribute to the set of conditions that can increase potential threat of catastrophic events. Through implementation of land use and related land development policies and regulations, the City can support mitigation, particularly where firefighting (or suppression) systems may be limited.

5.4 Development Concepts

Residential Development Concept

The existing pattern of distinct residential neighborhoods should be continued and expanded. While existing neighborhoods may experience some infill, much of the City's new residential growth will occur on larger tracts, physically separated from the existing neighborhoods. Whether infill or new development, residential units should be clustered in neighborhoods separated by elements of the open space system. Clustering guarantees permanent open space and helps to preserve environmental amenities such as creeks, wetlands, and significant stands of trees that give the City part of its appeal. Within developed areas, a more diverse housing stock will be encouraged to provide housing for a more diverse population, including various types and densities of attached and detached units.

Opportunities for attached units, ~~such as duplexes and townhouses,~~ should be available within [areas of the city previously devoted to detached single-family areas construction](#). Multifamily residential units should be developed with a general scale and building pattern consistent with the existing character of the City, ~~shaped by design guidelines~~ [but design guidelines are required to meet RCW 36.70A.630](#). New multifamily development may occur in the form of ~~duplexes, triplexes, fourplexes, townhomes (row houses), and~~ [middle housing, larger multistory buildings, or as](#) units above commercial structures ~~(in mixed-use areas)~~ [in mixed use buildings, depending on the zone](#). Higher density multi-unit structures should be encouraged to locate close to retail and service uses, in mixed use areas or as components of MPDs. Consistent with state law, manufactured housing is treated the same as site-built housing with respect to the zoning code. ~~In addition, there cannot be special design review on multifamily housing unless the same guidelines are extended to single-family housing.~~

The City has taken a number of steps to implement its vision for residential development. These steps include adoption of a TDR program; adoption of an MPD ordinance (codified at BDMC Chapter 18.98), design standards and guidelines (BDMC Chapter 18.74); and an ordinance allowing Residential Cluster Development (BDMC Chapter 18.86). The city must additionally ensure provisions are made for "middle housing." The Department of Commerce defines middle housing as "homes that are at a middle scale between detached single-family houses and large multifamily complexes." Examples can include duplexes, triplexes, courtyard apartments, cottage clusters, and townhomes, among others. Additional residential development tools that may be considered include incentives to encourage clustering and provision of open space and parks.

Overall Commercial and Mixed-Use Development Concept

In mixed-use areas, commercial and business activities may be combined with residential uses, and possibly some very limited light industrial activities, in a complementary land use pattern. For example, personal and professional services may serve adjacent businesses and residences. Mixed-use areas should have convenient pedestrian connections and close proximity to encourage walking between activities (generally less than one half mile).

Industrial, Light Industrial/Business Park Development Concept

Industrial and Light Industrial/Business Park development is an important part of the community. The opportunity for local employment and an increased tax base can improve the quality of life for residents. The City will seek to attract new light industrial, manufacturing, office and other businesses to the City as a means to achieve its vision for growth and prosperity.

Light Industrial/Business Park areas are targeted to have distribution, assembly, storage, repair, and warehousing uses. Limited retail uses and services intended to serve employees of the area may also locate within the Light Industrial/Business Park areas. Special attention should be given to: critical areas protection, landscaping to enhance the building or site, circulation and transit access, service access design, screening of loading docks and mechanical equipment, connection to arterial streets, pedestrian and bicycle linkages, architectural control, parking, and utility needs.

Industrial and Light Industrial/Business Park uses may be proximate to, but should be separated from, commercial uses, to avoid land use conflicts. Circulation plans for adjacent industrial and commercial areas should separate truck traffic from shopping traffic. Certain areas along new principal arterials are suitable for Industrial and Light Industrial/Business Park uses. The existing industrial area is also well situated, but if this area does not develop over the long-term, and a demand for other employment areas can be documented, the City should consider making changes to the assigned land use classification.

Mineral Extraction Concept

The City was historically oriented to resource extraction activities. Coal mining was the initial resource base, and sand and gravel mining and forestry have also played roles.

Currently, The Palmer Coking Coal Co. operates the Morgan Kame Terrace Mine (DNR permit number 12494) in an area that covers approximately 203 acres, where sand and gravel for construction is extracted to a depth of 75 feet.

Based on estimates of the gravel resources, permitted mining is expected to continue until ~~approximately~~at least 2025. Black Diamond acknowledges the presence of existing mining operations and mineral resources in areas for potential future mining and intends to maintain the ability of property owners to access these valuable resources. The City will use its development regulations and a conditional use process to review applications for mineral extraction consistent with the protection of the environment and the goals and policies of the Comprehensive Plan.

Historic Preservation Concept

Black Diamond's historical settlement pattern gives the City a unique identity that is distinct from the more recently urbanized areas in east King County. To maintain this distinct character, while at the same time permitting infill development, important historical elements must be retained as the community grows.

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Historical elements are resources that contribute substantially to a sense of community, quality of life, and source of pride. They are also assets that can invigorate the local economy by sparking new business, generating additional tax revenue, and creating new jobs. Black Diamond's historical assets will be broadly interpreted to include structures, landmarks, sites, and views.

New infill development will identify and preserve, wherever possible, existing structures, vegetation, or views that are visually important to the community identity. Incentives for doing so will be included in development regulations such as zoning, subdivision, and building codes.

In-City Forest Concept

In the past, the area surrounding Black Diamond, including limited areas near the former Palmer Coking Coal Company and Plum Creek ownerships within the City limits, were considered suitable for commercial timber production. Forested lands in and around the City now provide significant open space which provides many passive values such as scenic views, open space, wildlife habitat, and separation from adjacent developments. These lands are part of a large network that comprises an open space system for the City and the region. The 1996 BDUGAA identified about 50-acres of "In-City Forest" land along Old Lawson Road for the City of Black Diamond to purchase and preserve as open space; **the purchase was made in 2025.**

In-City forests can produce many benefits and help to reduce water and air pollution, manage stormwater runoff, and mitigate for climate change. The City is preserving its In-City Forest Land by using its TDR program to transfer all development rights off the land and placing a permanent conservation easement on the property.

Open Space Concept

Existing open spaces provide the City with many benefits. The City is "framed" by large blocks of second-growth forests in various stages of regrowth. The separation provided by the open space and views of the natural rolling topography, forests, open pastures/meadows, lakes, and stream are unique assets. The numerous open spaces also provide significant natural functions. Black Diamond will continue to develop and employ mechanisms to encourage open space preservation and require the protection of environmentally sensitive areas.

The City's parks and open spaces are not the same. Active recreational areas with facilities are needed as well as natural open spaces to enjoy as passive areas. The active and passive open space system will be integrated. These areas will be based on existing stream corridors, lakes, and retention of buffers comprised of mature trees in certain areas. The Rock Creek, Ravensdale Creek, Ginder Creek, Mud Lake Creek, and Lawson Creek are the linear components of the system within the City. These areas lie in proximity to the developed areas of the City; they form the village and neighborhood open space network.

5.5 Criteria for Future Land Use Map Designations

The Land Use Element describes eight designations that are featured on the city's Future Land Use map. When changes to the Future Land Use map are contemplated, the following criteria must be considered in order to assure consistency with the fundamental objectives and development concepts as described earlier in this plan:

Residential Land Use Designations

The **Low Density Residential (LDR)** future land use is intended to accommodate the lower density residential zones of R4 and R6. Properties designated ~~Low-Density Residential (LDR)~~ **LDR** 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 LDR development as part of an MPD.

The **Medium Density Residential (MDR)** future land use is intended to accommodate the medium density residential zones of R8 and R12. Additionally, the **Medium Density Residential with TDRs (MDR-TDR)** future land use is meant to accommodate the medium density residential zones of R8-TDR and R12-TDR. Properties designated ~~Medium-Density Residential (MDR)~~ **MDR** and **MDR-TDR** 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.
- The area fronts an arterial.
- Medium density housing can be developed to be compatible with existing development.

In addition, MDR-TDR properties should at least partially contain a TDR receiving areas overlay. **The TDR areas may be developed with land uses and intensities that may not exceed the maximum density of the particular zone only, provided that the necessary TDRs (density bonuses) are applied to establish the development capacity.**

The **High Density Residential (HDR)** future land use is intended to accommodate the high density residential zones of R18 and R30. Additionally, the **High Density Residential with TDRs (HDR-TDR)** future land use is intended to accommodate the high density residential zone of R18-TDR. Properties designated HDR and HDR-TDR 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.

- [The area fronts an arterial.](#)
- [High density housing can be developed to be compatible with existing development.](#)

[In addition, HDR-TDR properties should at least partially contain a TDR receiving areas overlay. The TDR areas may be developed with land uses and intensities that may not exceed the maximum density of the particular zone only, provided that the necessary TDRs \(density bonuses\) are applied to establish the development capacity.](#)

Non-Residential Land Use Designations

[The **Industrial \(I\)** future land use is intended to accommodate the Industrial \(I\) zone.](#) Properties designated ~~Industrial (I)~~ should generally reflect all the following criteria:

- The land and its location are well-suited to accommodate the primary functions of industrial activity and industrial-related commercial functions.
- The basic infrastructure needed to support industrial uses is planned or already exists.
- Areas are large enough to allow a full range of industrial activities.
- There is sufficient separation from all residential uses or zones, including moderate or high density housing.

The industrial designation is also given on sites used for mining.

[The **Light Industrial/Business Park \(LI/BP\)** future land use is intended to accommodate the Business/Industrial Park \(B/IP\) zone.](#) Properties designated ~~Light Industrial/Business Park (LI/BP)~~ [LI/BP](#) should generally reflect all the following criteria:

- The land and its location are well-suited to accommodate the primary functions ~~are of~~ light industrial activity or office space.
- The basic infrastructure needed to support light industrial and business park uses is planned or already exists.
- Areas are large enough to allow light industrial, office, or business park development.

[The **Town Center \(TC\)** future land use is intended to accommodate the Town Center \(TC\) zone.](#)

Properties designated ~~Town Center Commercial (TC)~~ [TC](#) should generally reflect all the following criteria:

- Existing or planned public facilities are adequate to support commercial or mixed use development.
- Pedestrian-oriented commercial or mixed use development that is compatible with and easily accessible from surrounding neighborhoods is planned or already exists.
- The area is representative of the City's history as a small mining town.

[The **Community Commercial \(CC\)** future land use is intended to accommodate the Community Commercial \(CC\) zone.](#) Properties designated ~~Community Commercial (CC)~~ [CC](#) should generally reflect all the following criteria:

- Existing or planned public facilities are adequate to support commercial development.

- Existing or planned uses include more auto-oriented commercial areas that serve a citywide or regional clientele and have easy access to principal arterials or in areas that border industrial zones.
- There is sufficient separation from low density residential areas.

The **Neighborhood Commercial (NC)** future land use is intended to accommodate the Neighborhood Commercial (NC) zone. Properties designated ~~Neighborhood Commercial (NC)~~ **NC** should generally reflect all the following criteria:

- Existing or planned public facilities are adequate to support commercial or mixed use development.
- Pedestrian-oriented commercial or mixed use development that is compatible with and easily accessible from surrounding neighborhoods is planned or already exists.
- The area can serve as a desired transition between development in adjacent areas.

The **Public (P)** future land use is intended to accommodate the Public (P) zone. Properties designated ~~Public (P)~~ **P** should generally reflect all the following criteria:

- The area contains or is expected to contain a public facility and designating the property as “public” is preferred over other designations.

TDR Receiving Areas Overlay Criteria

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.

MPD Overlay Designation Criteria

- ~~No new MPDs may be established until the buildout of Ten Trails and Lawson Hills (or those development authorizations expire) and until such time as the City’s growth projections are within an acceptable range of adopted growth targets consistent with the King County CWPPs and the PSRC regional growth strategy, Vision2050.~~
- 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 parcel is at least 80 acres in area and in single or unified ownership.~~
- 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, then the developer may be eligible for certain benefits.~~
- 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 (minimum 4 dwelling units per acre).

5.6 Land Use Goals and Policies

The following Goals and Policies pertain primarily to Land Use, although many goals and policies throughout this plan are interrelated. ~~The first goal is known as the "Vision Goal" and does not include any policies as it is intended to be an over-arching goal for the city, based on the Vision Statement (as described in the Introduction chapter).~~

~~Establish a pattern of development that maintains and enhances a safe and healthy quality of life within the community.~~

Goal LU-1: Provide physical accessibility throughout the City.

~~Provide adequate land balance with a diversity of places to live, shop, work, and recreate.~~

Policy LU-1.1: Create an open space system that links areas of the City together ~~frames and separates distinct areas of development within City limits and urban growth areas (UGAs)/potential annexation areas (PAAs).~~

~~Explore new and existing funding sources to provide public services, amenities and infrastructure.~~

Policy LU-1.2: 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.

~~Explore regulatory and financial incentives to encourage and support development that meets higher performing energy efficiency and environmental standards.~~

Policy LU-1.3: New developments should ~~be designed to~~ incorporate features to encourage alternative travel modes, such as biking, walking, and transit.

Policy LU-1.4: Work with developers to encourage the construction of complete streets, commercial nodes, and residential development areas that complement one another and provide effective interaction for activities and uses.

Policy LU-1.5: Reduce and mitigate the risk to lives and property posed by wildfires through implementation of portions of the wildland urban interface code.

Goal LU-2: ~~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.~~ Use a variety of techniques to leverage the City's environmental and cultural resources and enhance the community character.

Policy LU-2.1: Use development regulations ~~such as~~ including the Lighting/Dark Sky Ordinance to enhance and protect the overall appearance and character of the City.

Policy LU-2.2: 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-2.3: Use building design, zoning regulations, and design standards, together with signage regulations, 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-2.4:** ~~Develop~~Introduce 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-2.5:** Continue to rely on, evaluate, and enhance the City’s Transfer of Development Rights (TDR) Program as an innovative technique to ~~focus~~direct growth outside sensitive areas.
- Policy LU-2.6:** Major entrances into the City ~~will be given~~feature symbolic markers and landscaping to create a gateway effect around SR 169 and Roberts Drive.
- Policy LU-2.7:** Protect views of ~~Mt.~~Mount Rainier and the scenic character of the city’s gateways along SR 169 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 ~~and to provide a positive transition from the adjacent rural unincorporated area.~~
- Policy LU-2.8:** Integrate ~~all known~~ significant natural areas (wetlands, streams, steep slopes, geologic hazards, and flood hazard areas) into ~~the open space overlay~~protected open spaces, where feasible.
- ~~Protect and enhance the dominant natural features and open space structures, including gateways, viewpoints, and view corridors that characterizes the City.~~
- Policy LU-2.9:** 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-2.10:** Regularly review the Black Diamond Area Open Space Protection Agreement approved in 2005 to ensure that development is complying with this Agreement.

Goal LU-3: Preserve historic resources to maintain the character of the City’s core historic fabric.

- Policy LU-3.1:** ~~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-3.2:** 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-3.3:** Promote Old Town as the City’s primary historical component with the use of design standards.
- Policy LU-3.4:** Encourage land uses and development that retain and enhance significant historical resources and sustain [or preserve](#) historical community character [and historic buildings](#).
- Policy LU-3.5:** Partner with county, state, and tribal agencies to ensure [the](#) preservation of archaeologically [and historically](#) significant sites.
- Policy LU-3.6:** [Implement the City’s Heritage tree program to protect trees associated with historic figures, events or properties or having other important value to the community.](#)

Goal LU-4: 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-4.1:** Provide significant opportunities for public involvement when considering an MPD proposal [or development agreement](#).
- Policy LU-4.2:** [Plan adequate commercial and/ or industrial land use to provide a sufficient tax base to support City services and facilities, facilitate job growth, and foster the introduction of service and retail businesses to support local needs.](#)

~~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.~~

Goal LU-5: Encourage urban growth in areas that can be serviced by adequate public facilities and services and protect natural resources and environmentally sensitive lands.

Policy LU-5.1: Monitor growth in conjunction with adopted King County population projections and cooperative planning with the county to anticipate future urban growth area needs. [Refer to the OFM population projections, King County CPPs, VISION 2050, and the city's growth demands when contemplating proposed Land Use map amendments.](#)

Policy LU-5.2: Give priority to infill development within the city limits and existing urbanized unincorporated areas.

Policy LU-5.3: Urban development within a Potential Annexation Area (PAA) 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-5.4: Consider only annexations that are within the Planned Annexation Areas (PAAs). 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. [Future Annexation of undeveloped lands within the PAAs will not occur until unless the City's growth is demonstrated to be aligned with Countywide growth targets & the regional growth strategy.](#)

Policy LU-5.5: Approval of the annexation of the Lake 12 Area shall include permanent public access to the lake.

Policy LU-5.6: 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.

~~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.~~

Goal LU-6: Protect and enhance the viability, livability, and affordability of residential neighborhoods while integrating multifamily development and higher residential densities where appropriate.

Policy LU-6.1: 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-6.2:** Residential development patterns must allow for efficient provision of public services and utilities.
- Policy LU-6.3:** Promote developments to achieve maximum zoned density through clustering to create compact new communities surrounded by open space [and implement "rural by design" principles.](#)
- ~~Allow multi-family residential in identified areas or when integrated as part of a MPD.~~
- ~~Use the MPD process to review all proposals on sites larger than 80 acres.~~

Goal LU-7: Provide sufficient opportunities for industrial and business park development sites within the community.

- Policy LU-7.1:** Provide local employment opportunities that support the City as a sustainable community.
- ~~Create an aggressive economic development strategy, with the cooperation of the City, County and business and property owners.~~
- Policy LU-7.2:** Ensure that all Industrial, Light Industrial, and Business Park development is consistent with all appropriate environmental standards.
- Policy LU-7.3:** Ensure that zoning regulations are sufficiently flexible to accommodate changing industrial needs.
- ~~Ensure that all Industrial, Light Industrial and Business Park development is functionally and aesthetically compatible with surrounding uses.~~
- ~~Recognize that Light Industrial and Business Park uses can be compatible with other less-intensive uses where appropriate performance standards are established.~~
- Policy LU-7.4:** 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-7.5:** Within areas approved for mineral extraction, require site reclamation and restoration pursuant to state mining laws, local environmental, and land use regulations.
- Policy LU-7.6:** Protect industrial lands from encroachment by incompatible uses and development on adjacent lands. Proposed conversions of industrial and employment lands to non-employment lands should be discouraged unless there is no net loss of employment within the City.
- Policy LU-7.7:** [Protect the public health and general welfare, implement environmental pollution control standards, and minimize the effects of contaminants by applying environmental performance standards.](#)

Goal LU-8: Ensure that opportunities for convenient and concentrated commercial development are provided to support both the local and regional market.

- Policy LU-8.1:** [Discourage the conversion of commercially designated areas to uses that do not create jobs or provide ongoing sales tax revenue for the City.](#)

Goal LU-9: Encourage the concept of mixed-use development to create diverse and self-sufficient neighborhoods.

- Policy LU-9.1:** Retain and enhance the existing commercial areas while providing sites large enough to accommodate significant commercial uses.
- Policy LU-9.2:** Provide day-to-day retail goods and services within walking distance of most residential neighborhoods.
- Policy LU-9.3:** Encourage well-planned, coordinated commercial development ~~within the SR 169 area~~ and discourage strip retail development through the use of design standards.
- Policy LU-9.4:** Prioritize funding of infrastructure and community enhancement projects in the Town Center to encourage redevelopment and investment in this area.
- Policy LU-9.5:** 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).

~~Parking in Community Commercial areas should be located to the sides and rear of buildings.~~

Policy LU-9.6: Require cross-access between sites to reduce the number of driveways along arterial streets. Pedestrian connections between sites should also be provided.

Policy LU-9.7: Promote a compatible mix of land uses that create a diversified environment that mixes shopping, employment, recreation, and residential opportunities where appropriate.

~~Promote quality in the design and construction of development through the use of design guidelines to maintain or enhance community character.~~

Goal LU-10: Ensure compatibility between land providing necessary services to the community and surrounding land uses.

Policy LU-10.1: 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-10.2: Public buildings and spaces should be designed to be compatible with Black Diamond's unique architectural heritage and qualities.

Policy LU-10.3: Public buildings and spaces should fulfill their role as gathering areas and community resources.

Policy LU-10.4: [Encourage property owner and resident participation in the creation of local plans for public improvements, zoning, and other planning concerns.](#)

Policy LU-10.5: [Ensure adequate buffering between incompatible land use types where necessary.](#)

Goal LU-11: Coordinate land use and development actions with government agencies, adjacent jurisdictions, and tribes as appropriate.

Policy LU-11.1: Use the countywide planning policies and PSRC ~~Vision 2040~~ [VISION 2050](#) as a basis for regional coordination and land use ~~decisions~~ [policies](#).

Policy LU-11.2: 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~~[VISION 2050](#) and make amendments as necessary.

Policy LU-11.3: 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 region's present and future growth.

Policy LU-11.4: 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-11.5: Ensure that essential public facilities sited in the City are consistent with the goals, objectives, and policies of the City's comprehensive plan.

Policy LU-11.6: [Future annexation of undeveloped land within the Potential Annexation Areas \(PAAs\) will not occur until unless the City's growth is aligned demonstrated to be in alignment with the countywide growth targets and the regional growth strategy.](#)

Policy LU-11.7: [Identify land needed for public purposes early in the planning process.](#)

Policy LU-11.8: [Maintain open communications between the City and the School Districts which serve the community and encourage the location of schools in close proximity to existing or proposed residential areas when feasible, in a manner that is compatible with surrounding development.](#)

~~**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.**~~

~~Create an open space system and map overlay for the primary unifying component of the comprehensive plan.~~

~~Integrate all known significant natural areas (wetlands, streams, steep slopes, geologic hazards, and flood hazard areas) into the open space overlay.~~

~~Protect and enhance the dominant natural features and open space structures, including gateways, viewpoints, and view corridors that characterizes the City.~~

~~Protect the City's historical sites and structures by connection to the open space system.~~

~~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.~~

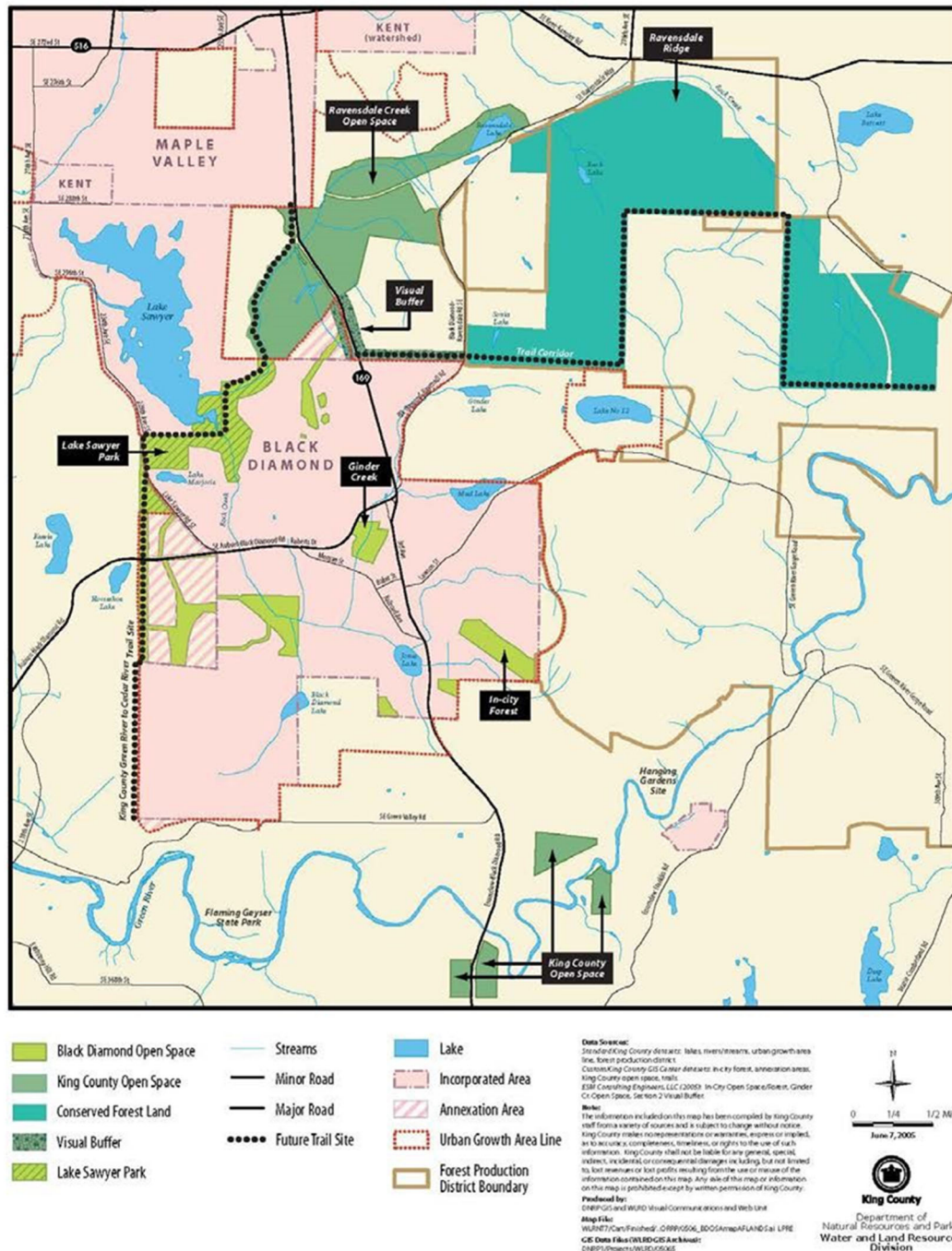
~~Encourage the preservation and protection of open space through a variety of approaches, including but not limited to, TDR, open space tax incentives, cluster development, public land acquisition, conservation easements, and other public and private initiatives.~~

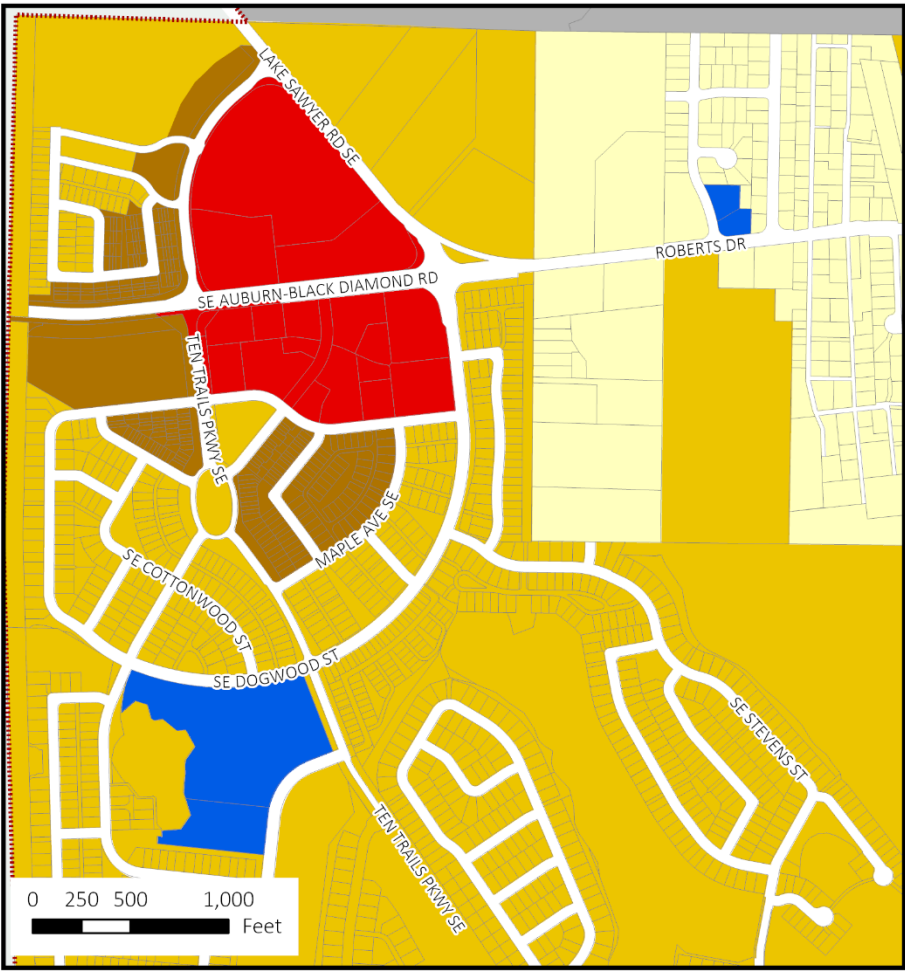
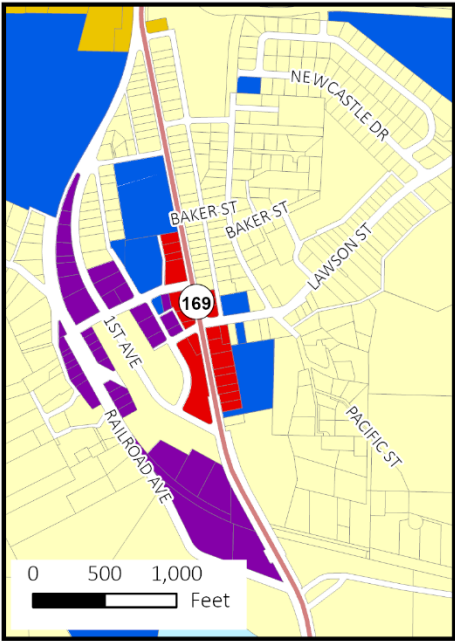
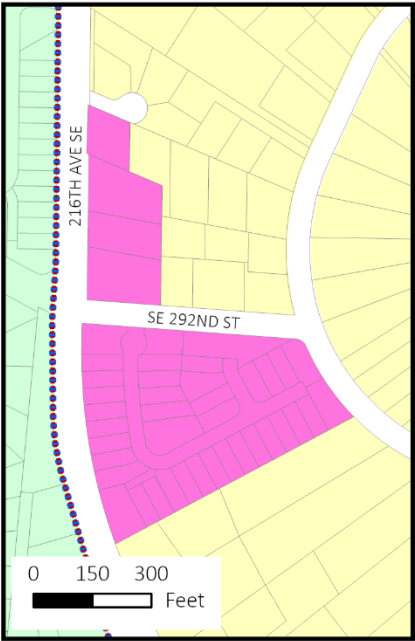
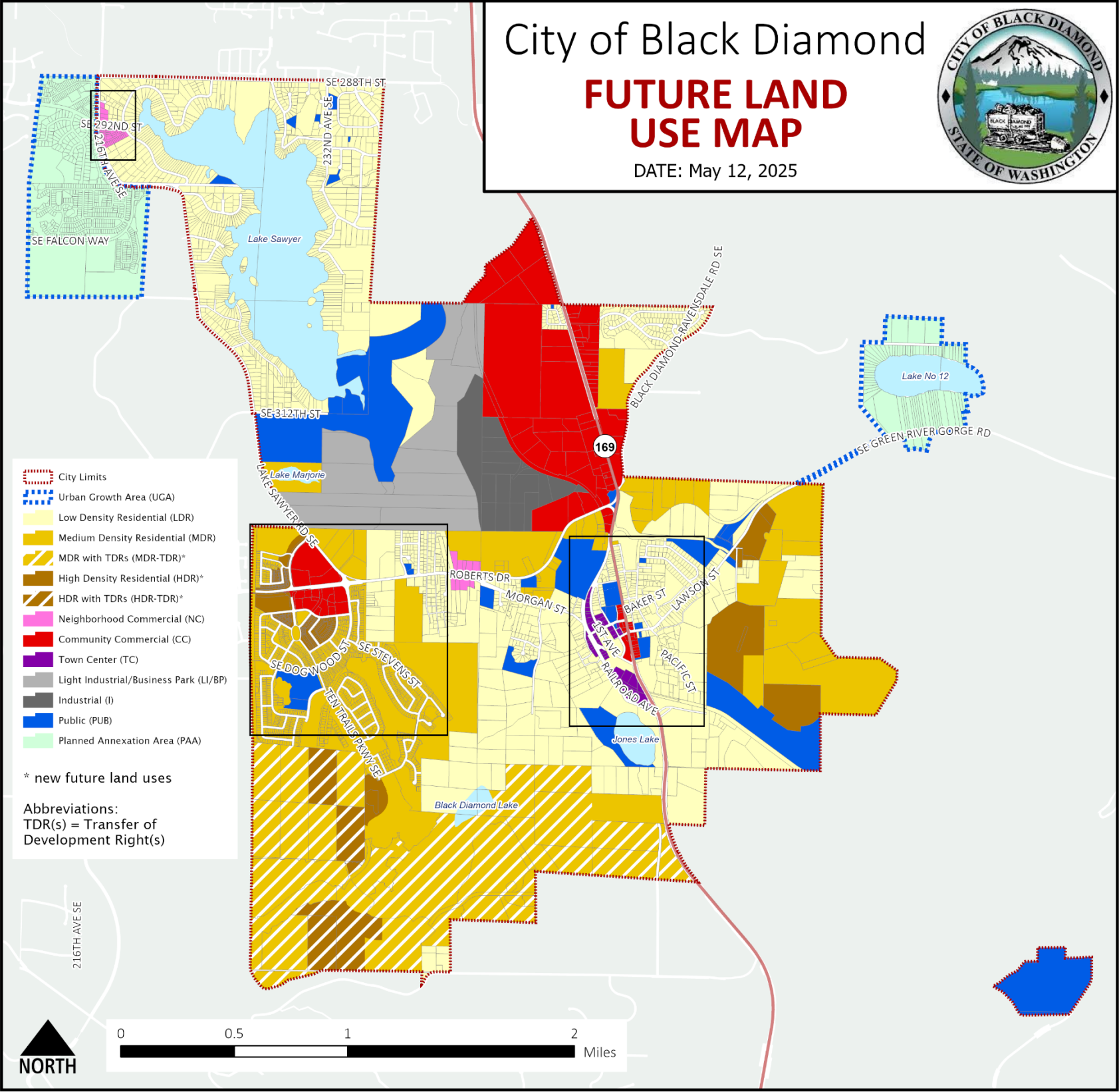
~~Encourage the development of a stewardship plan for parks, recreation, trails, and open space. A stewardship plan would identify techniques and ways to maintain and enhance the active and passive open space areas (that lie outside the protected environmentally sensitive areas). The stewardship plan may rely on community involvement to implement the plan.~~

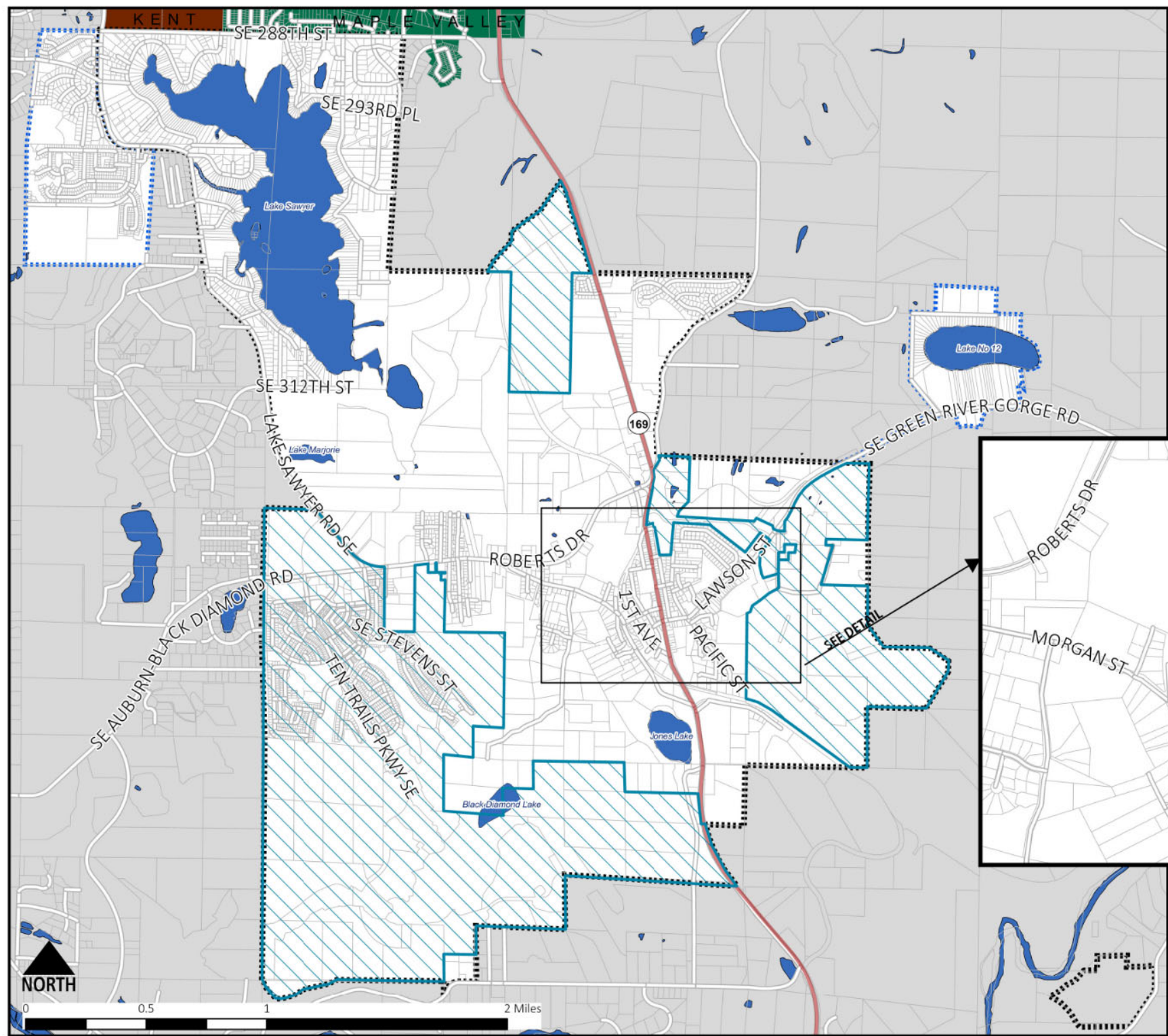
~~Regularly review the Black Diamond Area Open Space Protection Agreement approved in 2005 to ensure that development is complying with this Agreement.~~

5.7 Land Use Maps

Area Map Black Diamond Area Open Space Protection Agreement

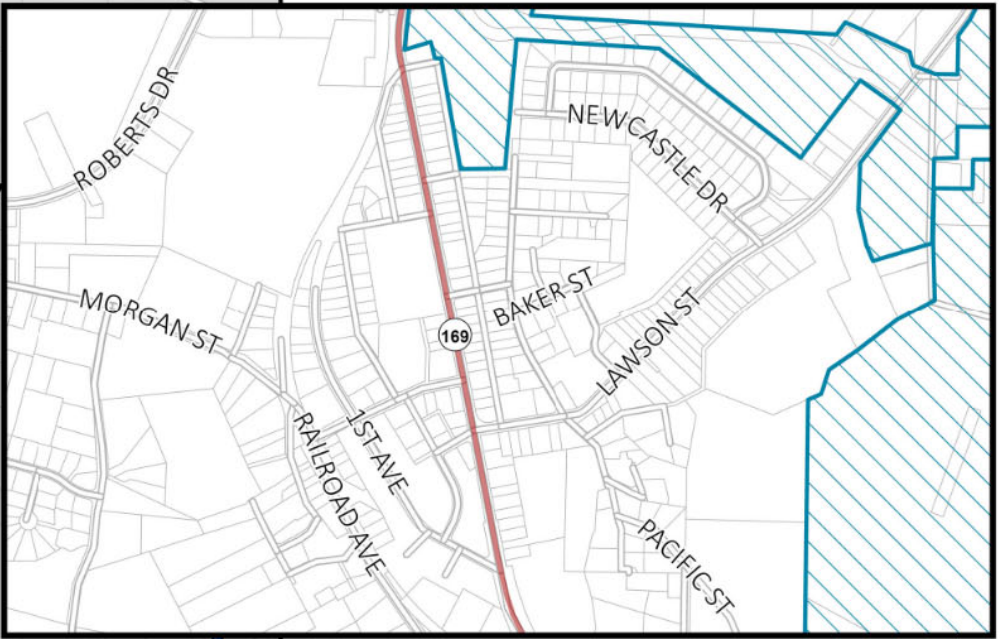






City of Black Diamond
Master Planned
Development (MPD)
Overlay

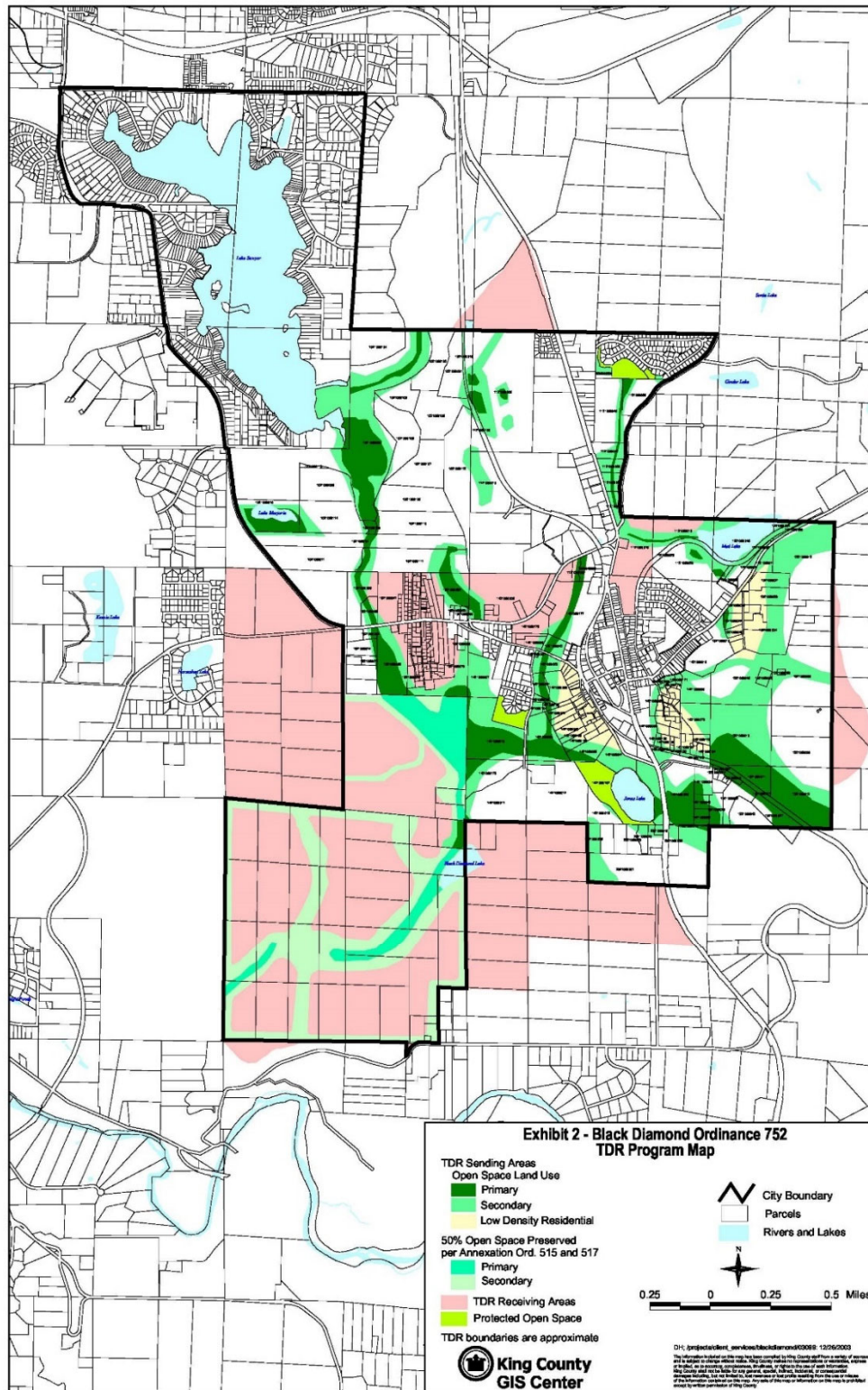
- Urban Growth Area (UGA)
- City Limits - CURRENT 2023
- Parcels
- MPD Overlay



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.

Map prepared June 2023 (with updated parcel data from King County)

Q:\2022\2220914\30_PLN\GIS\COMP PLAN MAPS\2009 MPD Overlay\2009 MPD Overlay Shapefile\MPD_Overlay.shp



CHAPTER 6: HOUSING ELEMENT

6.1 Introduction

Quality housing and vibrant neighborhoods are vital components of Black Diamond. This Housing Element is the City's policy guide to ensure there are adequate provisions to allow adequate housing for everyone across the economic and social spectrum, consistent with the character of our community. It provides information describing the inventory and analysis of housing and forecasts future demands as well as implementation strategies for achieving housing goals.

HOUSING VISION GOAL:

Make housing available to all economic and social segments of the community.

Although the City is not directly responsible for the development of housing and there are many external forces involved in the housing market, it is important to ensure the right policies and systems are in place locally to facilitate positive outcomes. In addition, it is important to identify the important work of partners in the region that provide direct or indirect support meeting the housing needs of people in Black Diamond.

Decent, safe, and reasonably priced housing is a basic human need, and ensuring that present and future Black Diamond residents have a wide range of choices and options is an important part of planning for the future. Having broad housing choices helps to sustain economic vitality and fosters job creation, as employers may find it difficult to recruit and retain employees in locations lacking housing options which are not cost-prohibitive. Limited housing options may also result in long commute times for professionals that are important to the community but may have comparatively lower incomes or household budgets for housing costs (including but not limited to teachers, police officers, firefighters, other municipal employees, and service employees). This occurs when people who work in town must live elsewhere to obtain the housing they desire at an affordable or attainable cost.



As discussed in this Element, over 80 percent of Black Diamond’s housing stock consists of single-family detached structures, and there are few units available for low-income earners or those with special needs. Looking forward, the City is expecting robust growth over the next decade. At full build-out, the two approved Master Planned Developments (MDPs), Lawson Hills and Ten Trails, are expected to result in the construction of 6,050 housing units in Black Diamond.¹ These new developments will bring about significant local changes which elevate the importance for the City to periodically monitor the local housing supply, ensuring the housing needs of all people are being met, especially with regard to affordable housing options.

Similarly, ~~some of the changes resulting from rapid neighborhood development have not been fully welcomed by long-term residents of the area. The~~will require the City ~~will need~~ to continue to grapple with ~~challenges in determining~~ how best to retain its livability and character while meeting the housing needs of a growing and changing population.

(IMAGE MOVED TO
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NUMBERING
PURPOSES)



¹ The MPD agreements expire in 2026 but building will continue past that year according to vested development rights

GMA Mandates

The Growth Management Act (GMA) requires the Housing Element ensure “the vitality and character of established residential neighborhoods.”² Further, the Housing Element must:

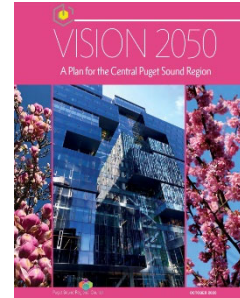
1. Include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to accommodate projected growth, as provided by the Department of Commerce, including:
 - a. Units for moderate, low, very low, and extremely low-income households; and
 - b. Emergency housing, emergency shelters, and permanent supportive housing;
2. Include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and moderate density housing options including but not limited to duplexes, triplexes, and townhomes;
3. Identify a sufficient capacity of land for housing, including but not limited to government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and consideration of duplexes, triplexes, and townhomes;
4. Make adequate provisions for existing and projected needs of all economic segments of the community, including:
 - a. Incorporating consideration for moderate, low, very low, and extremely low-income households;
 - b. Documenting programs and actions needed to foster housing availability including characterizing gaps in local funding, identifying barriers such as development regulations, and determining other limitations;
 - c. Ensuring that consideration is given to housing locations in relation to employment locations; and
 - d. Ensuring that consideration is given to the role of accessory dwelling units in meeting housing needs;
5. Identify and implement local policies and regulations to address potentially racially disparate impacts, displacement, and exclusion in housing, including: (a.) Zoning that may have a discriminatory effect; (b.) Disinvestment; and (c.) Infrastructure availability;
6. Identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion of housing caused by local policies, plans, and actions;
7. Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
8. Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in moderate, low, very low, extremely low-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

² RCW 36.70A.070(2)

Regional and County Requirements

The Puget Sound Regional Council (PSRC) and King County have additional requirements for the Black Diamond Housing Element and so this document references or incorporates information from the following sources and aligns with the goals and policies of them:

- ◆ The **PSRC VISION 2050** document is a regional plan which sets out a Regional Growth Strategy, focusing growth in “centers” and near transit, and addresses how jurisdictions should work together to increase housing choices and affordability on a regional level. VISION 2050 stresses that strategies and actions to promote distributional equity, cross-generational equity, process equity and reparative policies are needed to equitably meet housing needs.



- ◆ The **2021 King County Countywide Planning Policies** (as amended in 2023 via King County Ord. 19660) are policies set forth to “support a range of affordable, accessible, and healthy housing choices for current and future residents.” In addition, the policies were developed to “respond to the legacy of discriminatory housing and land use policies and practices (e.g. redlining, racially restrictive covenants, exclusionary zoning, etc.) that have led to significant racial and economic disparities in access to housing and neighborhoods of choice. These disparities affect equitable access to well-funded schools, healthy environments, open space, and employment.” There are 25 housing policies, many of which are very detailed, organized around five primary themes:
 - 1 - Plan for and Accommodate Housing Needs
 - 2 - Conduct a Housing Inventory and Analysis
 - 3 - Collaborate Regionally
 - 4 - Implement Policies and Strategies to Meeting Housing Needs Equitably
 - 5 - Expand Housing and Neighborhood Choices for all Residents



Organization of this Element

Sections 6.2 and 6.3 of this Housing Element summarize the existing conditions, analysis, and description of the City’s projected housing needs for the 20-year planning period.

In addition to the information presented in this Housing Element, the following documents are also important:

- ◆ City of Black Diamond Housing Action Plan, June 2021³
- ◆ City of Black Diamond Housing Needs Assessment, November 2020 (incorporated into the HAP at Appendix C)

³ Adopted in June 2021 by the Black Diamond City Council by Resolution No. 21-1426 (Blueline Group)

These documents provide further information about the current and future housing inventory in the city by market demand, community needs, income level and affordability measures, housing type, function, and location. All of this information supports the Goals and Policies in Section 6.4, located at the end of this Element.

Data Limitations

This Housing Element is distinct and markedly different from previous versions adopted by the City in many respects. A chief distinction is the new requirement to assemble housing affordability data and statistics about the City. There are several challenges that arise in assembling and presenting this data:

- ◆ First, the City's small size means that many data sources are limited or simply not available. For example, although the Washington Center for Real Estate Research (WCRER) in RCW 36.70A.610 was directed to provide data resources to jurisdictions to address housing issues, most of the data collection and compilation is limited to cities having a population greater than 10,000 persons and so Black Diamond is excluded. Likewise, when specific attributes of small population groups in the city are to be considered in order to serve as indicators (for example, *to what extent do the rates of severely-cost burdened households differ according to race?*) the smaller percentages or share of percentages may not be statistically significant.
- ◆ Next, the City is quickly changing due to its rapid growth and the changes are substantial changing the local demographic composition of the population. As a result, it is a challenge to assess what changes and trends are temporary verses what will be sustained.
- ◆ Some data is sourced from different years or may differ in how terms (data attributes) are defined.

6.2 Existing Conditions

It is important for the city to take account of the existing housing stock (the residential units which has been constructed in the city) as well as the household characteristics of those who live in Black Diamond. As identified in this section, there has been a swift shift in Black Diamond with respect to housing due to the Ten Trails development (one of the city's two Master Planned Developments), ever since the summer of 2018 when the first home was completed. The build-out of the MPDs impacts the housing stock and the household characteristics and will continue to influence the data presented here as "existing conditions."

Housing Stock

Documenting and considering existing housing conditions such as type and structure, age of the housing unit, vacancy rates, home values, occupancy, tenure, persons per household, and land capacity provides a baseline picture of housing supply conditions in Black Diamond.

Housing Unit Counts

The City of Black Diamond has seen substantial growth in residential development in recent years, as shown in **Figure 6-1**. The left portion of the figure shows values according to five-year increments between 2000 and 2020, while the right portion of the figure shows the years 2021, 2022, and 2023

which are years where significant changes have occurred. Since 2020, the city has seen substantial increases in housing production of homes in the single-family residential category as well as the multi-family category (which barely increased in the preceding twenty-year period⁴). The Washington State Office of Financial Management (OFM) estimates Black Diamond had 2,671 housing units as of April 1, 2023.

Housing Types

Black Diamond’s housing supply is mostly composed of single-family residential structures. Based on the data from the OFM Postcensal Estimate of Housing Units (2023), approximately 82.4 percent of the of the City’s housing supply is single family structures compared to 51.2 percent in King County and 62.1 percent across the State.

The United States Census Bureau’s American Community Survey (ACS) 5-Year Estimates data indicate a substantial increase in the average size of the housing structures, with the percentage of homes having nine or more rooms jumping from 18.3 percent in 2015 to 33.8 percent in 2022. The proportion of larger homes is much higher in Black Diamond as compared to county and state averages. Furthermore, the data suggest that Black Diamond lacks options for smaller households, as there is a disproportionately smaller share of homes featuring fewer than five rooms as compared to King County and the state.

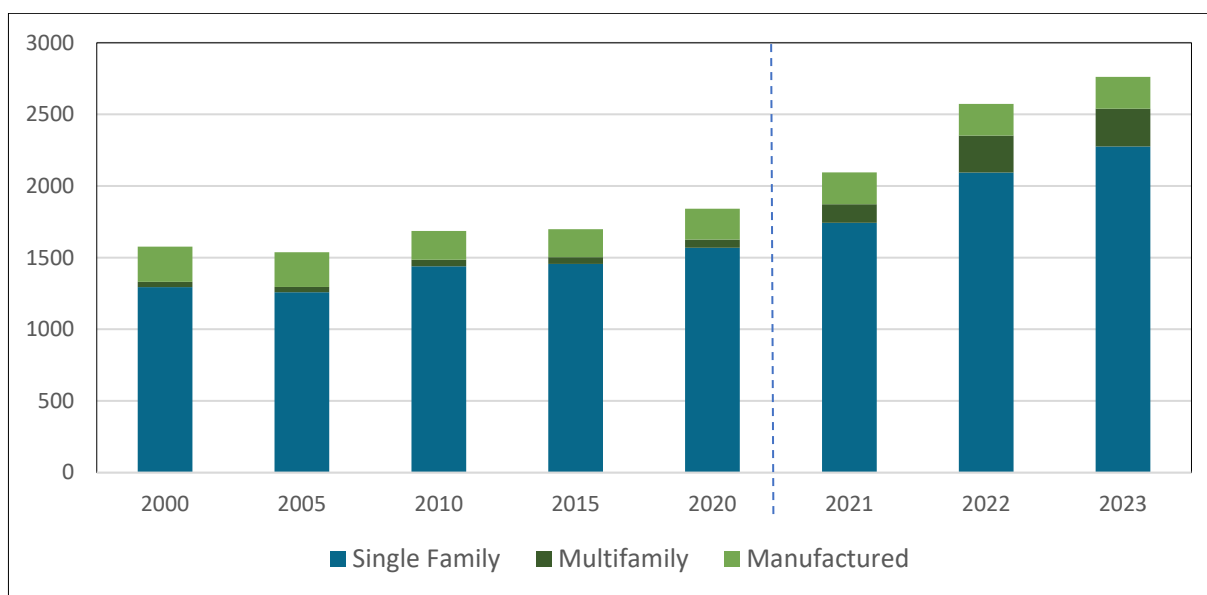


Figure 6-1: Total Housing Units in Black Diamond, 2000-2020 and 2021, 2022, and 2023⁵

Figure 6-2 shows the percentage of three categories of housing types (single-family, multi-family and manufactured) in the City for the years 2015 and 2023. As seen in the graphic, there have been significant gains in recent years in the proportion of homes which are considered multi-family housing,

⁴ A slow trend of housing construction for some of the time period may have been due to a development moratorium in Black Diamond from 1999 to 2009

⁵ Source: The Office of Financial Management; OFM data reports the number of units per structure; OFM counts any attached units as “multifamily”

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and this trend is expected to continue. In fact, the MPDs will add around 1,520 multifamily units (according to the HAP).

There are two manufactured home communities in the City: the Cedarbrook Manufactured Home Community (120+ home sites), the Rainier View Home Community (age-restricted 55+ community with 31 home sites owned and managed by the King County Housing Authority). Per state law, the city's zoning code must not prohibit Recreational Vehicles (RVs) from also being located in the parks; instead, it is up to the owner / operators of the properties to determine if RVs can be included.

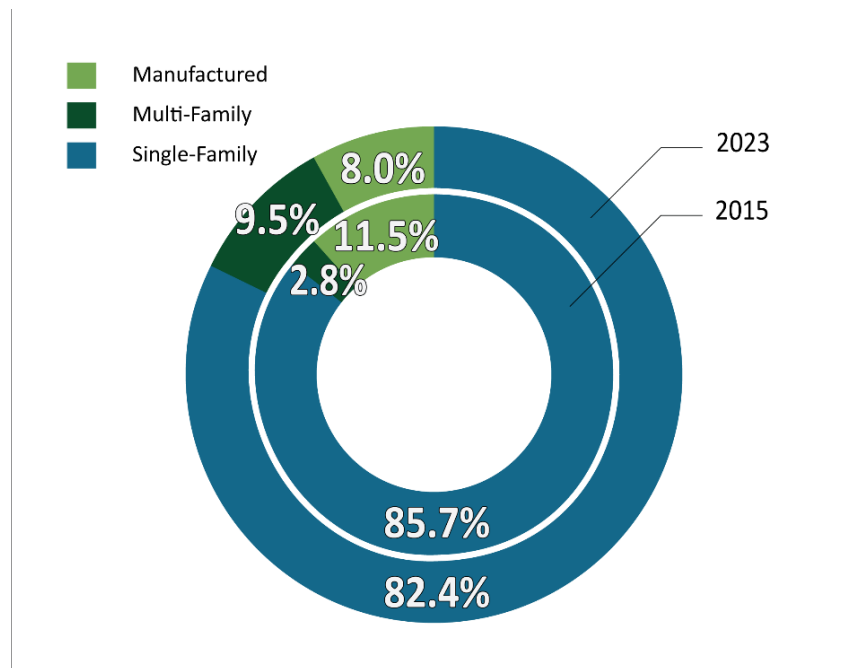


Figure 6-2: Housing Types in Black Diamond in 2015 and 2023⁶

[Another way to analyze available housing in Black Diamond is to look at the housing numbers by bedroom count. The data in Table 6-1 and Figure 6-3 show that when compared to the state, Black Diamond has a lower proportion of studios \(no bedroom\) and housing units with 1 or 2 bedrooms, and a greater proportion of units with 3, 4, or 5 or more bedrooms. While this housing stock makes Black Diamond an attractive place for larger families, it also means that other demographic types may find it challenging to find options \(i.e., retired people, single individuals, couples without children, etc.\).](#)

⁶ Source: OFM Postcensal Estimates of Housing Units, April 1, 2015 and April 1, 2023

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Table 6-1: Housing Units by Number of Bedrooms in Black Diamond and Washington State, 2023⁷

<u>Number of Bedrooms</u>	<u>Black Diamond</u>		<u>Washington State</u>	
	<u>Estimate</u>	<u>Margin of Error</u>	<u>Estimate</u>	<u>Margin of Error</u>
<u>None</u>	<u>0</u>	<u>±19</u>	<u>140,119</u>	<u>±3,283</u>
<u>1 bedroom</u>	<u>85</u>	<u>±102</u>	<u>379,929</u>	<u>±4,926</u>
<u>2 bedrooms</u>	<u>246</u>	<u>±109</u>	<u>794,054</u>	<u>±5,416</u>
<u>3 bedrooms</u>	<u>959</u>	<u>±193</u>	<u>1,193,999</u>	<u>±6,923</u>
<u>4 bedrooms</u>	<u>707</u>	<u>±179</u>	<u>587,661</u>	<u>±4,850</u>
<u>5 or more bedrooms</u>	<u>299</u>	<u>±125</u>	<u>166,905</u>	<u>±3,248</u>
<u>Total:</u>	<u>2,296</u>		<u>3,262,667</u>	

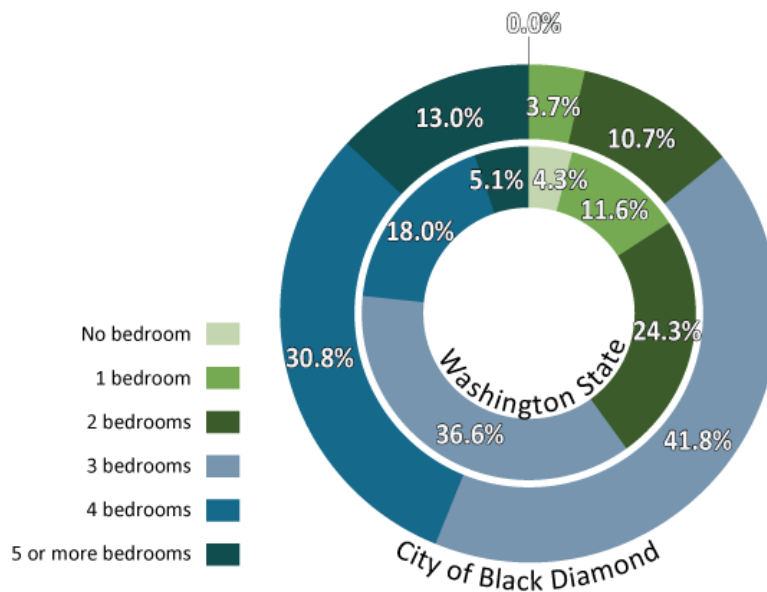


Figure 6-3: Housing Units by Number of Bedrooms in Black Diamond and Washington State, 2023⁷

Housing Stock Age

Structure age is one indicator of the quality and condition of a community's housing stock. While older housing units can contribute positively to the character of a community and may result in broad choices for housing types and costs, there can be trade-offs. That is, older homes may be of lower quality because of wear (if not routinely upgraded), they could contain contaminants or hazards (i.e., lead-

⁷ Source: ACS 5-Year Estimates, DP04, Selected Housing Characteristics, 2023

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based paints, volatile organic compounds like asbestos, mold caused by leaking windows), and may feature outdated building materials assembled with outdated construction practices. Further, newer homes typically are more energy efficient and are often built with more modern methods.

Higher numbers of homes built in shorter periods demonstrate rapid rates of development. The data summarized in **Figure 6-3** demonstrate that the city experienced rapid growth in the period from 1960 to 1999, which is consistent with state-wide trends. This resulted in approximately half of the city's housing stock being built during those years.

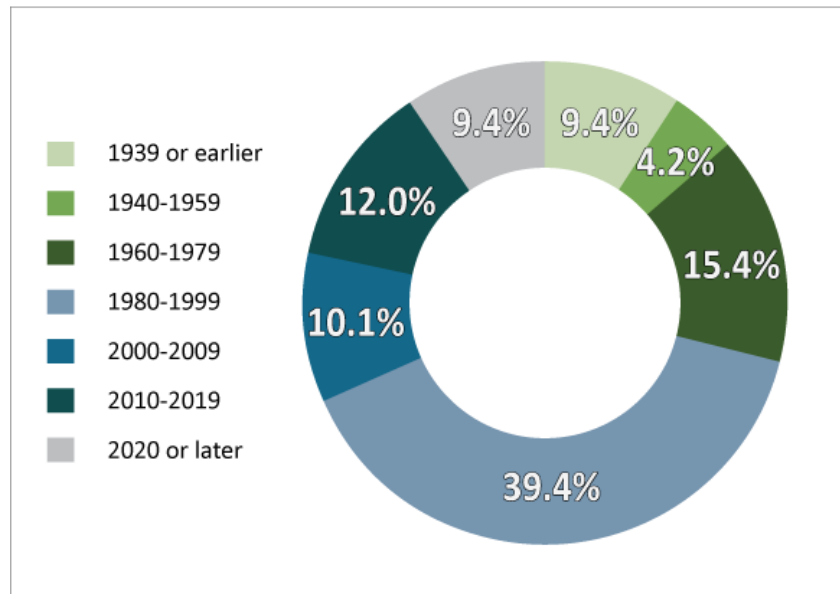


Figure 6-3: Estimated Percentage of Occupied Housing by Structure Age⁸

Housing in Black Diamond mostly consists of single-family dwellings and was developed gradually throughout the 20th century. The oldest housing stock was built prior to the 1940s and now comprises less than 10 percent of the homes in the City. The houses built during this period in Downtown and Morganville help shape the historic character of Black Diamond. Currently, the largest portion of Black Diamond's housing stock was constructed in the 1980s and 1990s.

When reviewing **Figure 6-3**, it's important to recognize that the US Census American Consumer Survey (ACS) data for housing age presented dates back to the year 2021, yet significant development in the Ten Trails MPD has occurred in ~~2022 and 2023~~[the following years](#). With the development of Ten Trails and [anticipated development in](#) Lawson Hills, the percent of newer homes in Black Diamond ~~has~~ [increased/continues to increase](#).

⁸ Source: ACS 5-Year Estimates, S2504, Physical Characteristics for Occupied Housing Units, 2022

These proportions are expected to shift even more in the coming decade as buildout of two large Master Planned Developments (MPDs) progresses. Between the two developments over 6,000 new units are expected, outpacing the production of housing units from previous decades.

Housing Values

Black Diamond has seen a dramatic increase in home values since the last decade, with estimated median home values growing by roughly 134 percent between 2010 and 2022.

By 2022, over 97 percent of all owner-occupied homes in Black Diamond were valued greater than or equal to \$300,000, compared to only 54.6 percent in 2010. **Table 6-1** presents the estimate value of homes in owner-occupied homes by value ranges (and the values shown are not inflation-adjusted).



Table 6-1: Estimated Home Values of Owner-Occupied Units in Black Diamond⁸

	2010		2022	
	Total #	Percentage	Total #	Percentage
Less than \$50,000	31	2.3%	0	0.0%
\$50,000-\$99,999	0	0.0%	0	0.0%
\$100,000 to \$149,999	27	2.0%	9	0.5%
\$150,000 to \$199,999	44	3.2%	0	0.0%
\$200,000 to \$299,999	520	38.0%	42	2.3%
\$300,000 to \$499,999	415	30.3%	366	20.4%
\$500,000 to \$999,999	287	21.0%	995	53.4%
\$1,000,000 or more	45	3.3%	418	23.4%
<i>Median Home Value</i>	<i>\$319,700</i>		<i>\$746,900</i>	

There have been inflation impacts since the 2008 financial crisis that should be accounted for, with inflationary impacts since every year with the exception of the year 2020 when COVID slowed the economy. To use a benchmark value, \$300,000 in 2010 would be the equivalent of about \$403,000 in 2022, the years the Table 6-1 values are based upon. The total rate of inflation between 2010 and 2022 was 34.2 percent, but the median home price increased by roughly 134 percent, from \$319,700 in 2010 to \$746,900 in 2022. While it is clear that home values in Black Diamond are increasing, and that is occurring at a much faster rate than inflation, it is important to remember that a major contributing factor to the local increase in the median home price is the build-out of new homes at a price point which is higher than what has been previously available in Black Diamond.

The HAP, which was prepared with data that was assembled before MPD units were becoming available in the marketplace, provides data which appear to indicate that the median home price in Black

⁸ Source: ACS 5-Year Estimates, DP04, Selected Housing Characteristics, 2010 and 2022

Diamond had consistently been lower than that of King County, and both had increased at similar rates over the last two decades that were contemplated.

The County Wide Planning Policies⁹ assessed the 2019 “baseline supply” of housing, looking at the distribution of the 1,842 housing units in Black Diamond according to income groups at that time, and that data is presented in **Table 6-2** below.

Table 6-2: Black Diamond Housing Unit Supply by Area Median Income Groups

Area Median Income Group	“Baseline” Number of Housing Units Supplied (2019)
0 to ≤30% AMI; Non- Permanent Supportive Housing	81
0 to ≤30% AMI; Permanent Supportive Housing	0
>30 to≤50% AMI	242
>50 to≤80% AMI	231
>80 to≤100% AMI	361
>100 to ≤120% AMI	327
>120% AMI	600

Household Characteristics and Trends

The 2020 census reports 1,729 households in Black Diamond, an increase from 1,546 in 2010. As discussed elsewhere, construction of the MPDs will accelerate this rate of growth in the coming decade.

Black Diamond household sizes have shrunk each decade; the average number people per household in 2010 was 2.68 persons but decreased to 2.61 persons by 2020. Slowed population growth and smaller household sizes can also be observed nationwide, and the effects of this change may be far-ranging. According to the Pew Research Center, nationwide trends indicate that people are waiting longer to have children, and more people are choosing to live in metropolitan areas as opposed to rural areas. Multigenerational living (where multiple generations of adults live together) is also increasingly common. Many of these trends may be related to housing affordability and cost of living issues, and they may correlate to a need for more affordable and attainable housing options.

Who lives in Black Diamond?

The following data presented in **Table 6-3** help to illustrate the characteristics of households in the City. According to the US Census Bureau the Median Household Income of Black Diamond was \$118,140 in 2021.¹⁰ This median household income is approximately 20 percent higher than the \$97,675 median household income of Seattle-Tacoma-Bellevue Metro Area.

⁹ CPP at Appendix 4, Table H-2

¹⁰ [U.S. Census Bureau QuickFacts: Black Diamond city, Washington](#) and [Black Diamond, WA - Profile data - Census Reporter](#)

Table 6-3: Black Diamond and King County Households (2022 Estimates)

		Black Diamond	King County
Household Income	Median	\$134,076	\$116,340
	Mean (average including outliers)	\$156,611	\$161,206
Household Size	One-person	21.5%	32.9%
	Two-person	34.9%	34.5%
	Three-person	22.0%	14.4%
	Four-or-more-person	21.5%	19.1%
Household types	Family households (one or more related or married persons)	72.3%	58.6%
	Multiple person households with no children	6.2%	10.9%
	Single-person households	21.5%	30.5%
Presence of children in households	No related children under 18 years of age	66.0%	72.5%
	With related children under 18 years of age	34.0%	27.5%

Black Diamond has a high proportion of children, with 24.4 percent of the total population aged under eighteen years old (compared with 19.8 percent in King County). The median age is 40 years of age (compared with 37.2 in King County). This appears to indicate that Black Diamond has more families living in the community rather than single or individual households, as compared to King County averages.

The census data also reveals:

- ◆ Approximately **10.6 percent** of Black Diamond residents aged over 18 are **veterans**
- ◆ Approximately **9.5 percent** of all Black Diamond residents are **foreign born**
- ◆ Approximately **10.9 percent** of all Black Diamond residents **have a disability**

Vacancy Rates and Housing Tenure

Structural vacancy rates are driven by the supply and demand of housing in a given market. Supply and demand are most affected by the cost of the housing and the income of prospective owners and tenants. Housing tenure (own vs. rent) is another indicator of supply and demand. For example, if the area has a greater level of vacancies in units (owner-occupied and/or renter-occupied) and the vacancy rates remain elevated for a prolonged period, the area may contain an oversupply of housing units as compared with local demand.

Looking at housing tenure trends can also provide insight into the economic demographics of a community, as home ownership can typically be associated with prosperity and financial stability. It may also indicate a level of housing inaccessibility in a community.

According to the Pew Research Center (2022), homeownership across the nation has become increasingly unattainable as median home prices have risen in recent years, and the number of home listings has dropped. Lending rates for home mortgages is yet another factor that has not been favorable to prospective homeowners in recent years.

Black Diamond, King County, and Washington State all have a higher proportion owner-occupied housing units than renter-occupied units. In 2022, 86.4 percent of the City’s population lived in owner-occupied homes (compared to 55.6 percent of the County-wide population and to 64.2 percent of the State-side population). Moreover, of the owner-occupied units in the city, 74.4 percent of the units have a mortgage and the remaining (25.64 percent) do not carry a mortgage.

In comparing the proportions in King County and Washington State, Black Diamond has a remarkably low share of renters. **Table 6-4** shows the breakdown of housing tenure for the years 2010 and 2022.

Table 6-4: Housing Tenure Estimates¹¹

	2010		2022	
	Owner-Occupied	Renter-Occupied	Owner-Occupied	Renter-Occupied
Black Diamond	92.8%	7.2%	86.4%	13.6%
King County	59.9%	40.1%	55.6%	44.4%
Washington State	64.8%	35.2%	64.2%	35.8%

Next, **Figure 6-5** provides the percentage of owners and renters split out according to the race and ethnicity of the householder (for the year 2019). The data demonstrate that households of color and those who are Hispanic or Latino (of any race) are more frequently renters in Black Diamond as compared to white households. We lack sufficient data to ascertain the cause or contributing factors; one of the possible explanations for this outcome could be that a more diverse population is moving to Black Diamond at the same time that the number of multifamily units is increasing. Still, it will be important to monitor for potential racially disparate impacts (RDIs) as Black Diamond grows and to ensure the goals and policies of this plan do not preclude sufficient rental and homeownership opportunities for everyone, regardless of background.

¹¹ Source: ACS 5-Year Estimates, D04, Selected Housing Characteristics, 2010 and 2022

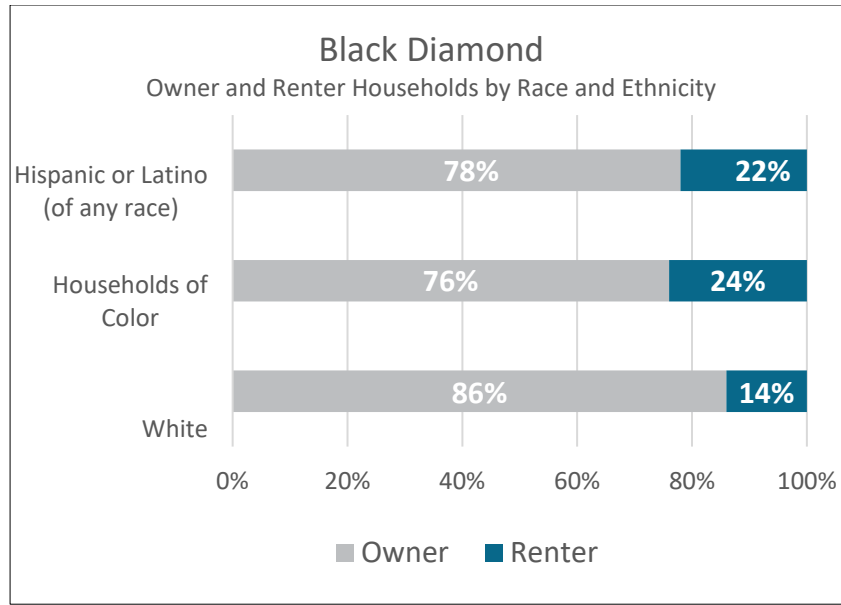


Figure 6-5: Black Diamond Owner and Renter Households by Race and Ethnicity, 2019¹²

There are few owner-occupied units in multifamily developments (i.e., condominiums or detached townhomes) in Black Diamond aside from the Diamond Village on Roberts Drive; the proportion of owner-occupied multifamily units will continue to increase with the buildout of the MPDs. Continuing to create broader opportunities for homeownership and increasing the variety of home types for sale may help to make homeownership more accessible.

Equity and Racially Disparate Impacts

CWW H-5 requires the City of Black Diamond to

- Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources;
- Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity;
- Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability; and
- Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices.

The *Racial Restrictive Covenants Project for Washington State* is a project¹³ of University of Washington and Eastern Washington University who are identifying and mapping racial restrictions in property records which were used in American communities to prevent people who were not white from buying or occupying property. The project has identified such documents covering about 50,000 properties and

¹² Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

¹³ The project is in support of HB 1335, passed by the state legislature in 2021

the work is ongoing. As of February 15, 2024 no such records for properties in the city of Black Diamond have been posted to the project website at <https://depts.washington.edu/covenants/>. It will be important for city staff to monitor the project and determine if any property records are found.

The legacy of discriminatory housing and land use policies and practices (e.g., redlining, racially restrictive covenants, exclusionary zoning, and so forth) have led to significant racial and economic disparities in access to housing and neighborhoods of choice. As noted in VISION 2050, historical land use and housing policies have played a role in creating and maintaining racial inequities. Today, these disparities affect equitable access to well-funded schools, healthy environments, open space, and employment.

Later in this element, data is presented in order to investigate if there is evidence of potential racially disparate impacts (RDIs) in order to address these topics.

6.3 Housing Needs and Analysis

This section serves as a supplement to the city's HAP and HNA. Comprehensive Plans must include assessments of housing needs for different economic sectors and for different housing types (i.e., affordable housing, group homes, foster care facilities, multi-family housing). The King County countywide planning policies (CPPs) further requires jurisdictions to "address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need" (Policy H-1). The County distinguishes household income levels according to the following percentages of **area median income (AMI)**:¹⁴

- ◆ *Moderate and High Earners: Earn above 80 percent AMI annually*
- ◆ *Low Income Earners: Earn 51 to 80 percent of AMI annually*
- ◆ *Very Low-Income Earners: Earn 31 to 50 percent of AMI annually*
- ◆ *Extremely Low-Income Earners: Earn 30 percent (or below) of AMI annually*

Like many figures and values, the AMI fluctuates and changes over time (and generally increases).

As of 2024 the AMI for King County is \$137,700. This means that approximately half of households earn less than this figure and approximately half earn above this figure. A household is considered "low income" if it earns between \$70,227 and \$110,150. "Extremely low-income households" earn less than \$41,310 and "very low income" households earn between those two brackets.

¹⁴ CPP Table H-3

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The County also provides a list of tools¹⁶ that jurisdictions may implement to help meet the goals for providing housing available to specific household groups by income including “increasing capital, operations, and maintenance funding; adopting complementary land use regulations; fostering welcoming communities, including people with behavioral health needs; adopting supportive policies; and supporting collaborative actions by all jurisdictions.”

~~Currently, Black Diamond has a surplus of housing in the moderate to high income range and a deficit in the extremely low income range.~~

Housing Targets, Forecasts, and Capacity

The King County Growth Management Planning Council (GMPC) is comprised of elected officials from King County and the jurisdictions within it. The GMPC sets a 20-year target for the number of households that must be accommodated within each jurisdiction based on growth management population projections. In addition, the PSRC uses growth management population projections to forecast the region’s housing and employment needs.

The PSRC uses modeling tools to analyze the region’s capacity to support future population growth and development.

- The PSRC ~~Growth targets shared data from their Land Use Vision (LUV) forecast product known as LUV-it (Land Use Vision – Implemented Targets) which forecast allocate~~ a **total number** of 4,567 **households** to Black Diamond by 2044 (that figure represents existing housing units plus assigned growth allocations)

The King County CCPs forecasts 2,900 **additional housing units** (a number which does not include including existing units)

The City is required to assess whether it has capacity to accommodate growth consistent with the GMPC targets using the PSRC forecasts. Both ~~targets figures~~ fall well below the City’s anticipate growth which will occur in the two Master Planned Developments (MPDs). Of the homes anticipated to be constructed over the next 20 years, approximately 6,050 will be a direct result of the two approved MPDs ~~if the developer vests all preliminary plat applications by the end of 2025~~ (see **Table 6-5**).

¹⁶ CPP Policy H-3

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Table 6-5: King County Housing Unit Growth Target and PSRC Household Projection for 2044

	Projections for the Year 2044
GMPC Targets	4,742 Housing Units (comprised of a baseline supply of 1,842 units plus 2,900 additional units)
PSRC Forecasted Households	4,567 Households
Projected MPD Housing Units, including already built (Lawson Hills and Ten Trails)	6,050 Housing Units

King County further specifies that the 2,900 net new housing units that are needed by 2044 ~~which should be supplied in order to~~ must accommodate a wide variety of household incomes (see **Table 6-6**).

Table 6-6: Housing ~~Supply Now~~ and Estimated Housing Needed by Area Median Income Bracket Groups

	Total Future Need Forecasted (Total Future Need by 2044)	Current Number of Housing Units (Baseline Supply 2019)	Number of New Housing Units To be Added to Meet the Need (Net, new need 2019-2044)
0 to ≤30% AMI; Not PSH	826	81	745
0 to ≤30% AMI; PSH	392	0	392
>30 to ≤50% AMI	445	242	203
>50 to ≤80% AMI	641	231	410
>80 to ≤100% AMI	512	361	151
>100 to ≤120% AMI	498	327	171
>120% AMI	1,428	600	828
TOTAL	4,742	1,842	2,900
<u>Emergency Housing Needs</u>	<u>554</u>	<u>0</u>	<u>554</u>

Over the next twenty years, Black Diamond has sufficient capacity to accommodate (and in some cases exceed) the number of new housing units that are needed, based on land use classifications and buildable capacity. The city will not need to annex any additional property or expand its Urban Growth Area in order to accommodate the projected new growth; provided, that development occurs on land that is presently vacant or under-developed, or as planned within one of the two MPDS, over the next two decades. However, if market or economic forces interrupt the process of lands from being platted and developed, the city could fall short of the ability to accommodate new growth as expected. For example, recession, prices for housing materials, increased mortgage / lending rates, or changes to lending practices could present pecuniary barriers to the development of future homes.

However, what remains uncertain and is difficult to forecast is to what ~~extend extent the new housing units will fulfill the requirements to~~ developers provide housing available to households at various income levels. The largest challenge in expanding Black Diamond's affordable housing stock will be for the 0 to 30 percent AMI income bracket. Consequently, the City should prioritize steps taken to foster and encourage low-income housing in order to fulfill the needs for the 0 to 30 percent AMI income bracket. Subsidies or other programs will be likely required to encourage developers to provide housing

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at those deepest levels of affordability and a range of housing types will need to be ~~produced~~constructed by builders to fit the broad spectrum of needs, as illustrated in Figure 6-5.

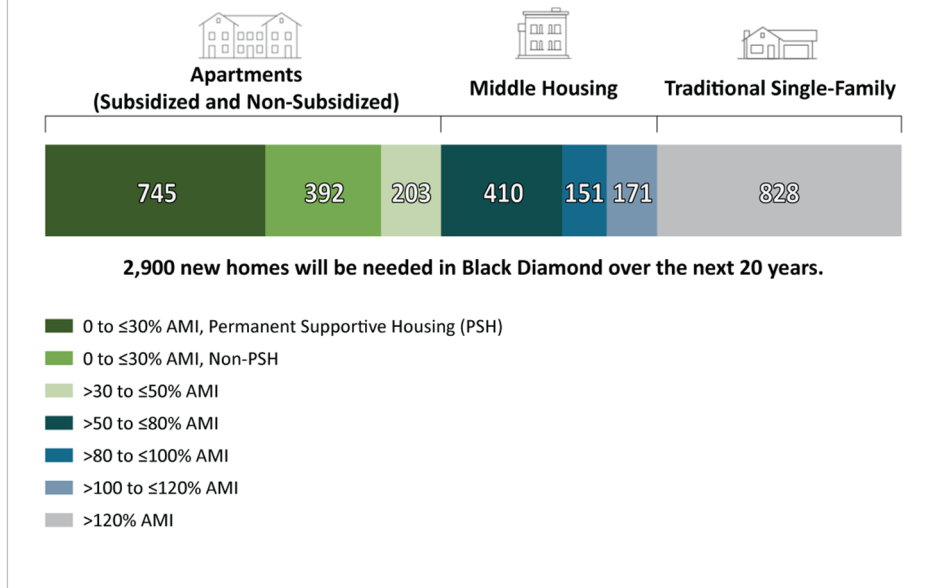


Figure 6-5: New Housing Unit Needs by Area Median Income (AMI) Groups and Examples of the Spectrum of Housing Types Needed¹⁶

Affordability

Although the total Black Diamond housing supply will exceed projected numbers, housing affordability is an essential part of the planning policies of King County, the PSRC, and the GMA and presents a unique challenge. These policies require that housing of all types be available to residents of all income levels.

The term *Affordable Housing* is often conflated with “low-income housing” (referred to as “subsidized housing” in this element) but should not be confused:

- ◆ **Affordable Housing:** Housing is typically considered to be affordable if total housing costs (rent, mortgage payments, utilities, etc.) do not exceed 30 percent of a household’s gross income.
- ◆ **Cost-Burdened Household:** A household that spends more than 30 percent of their gross income on housing costs. (A household that spends more than 50 percent of their gross income on housing costs is called “severely cost-burdened”).
- ◆ **Subsidized Housing:** Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it.

¹⁶ Graphic adapted from and inspired by Exhibit 3 in Washington Dept. of Commerce Book 2: Guidance for Updating your Housing Element (August 2023)

Income and Housing Costs

The GMA requires cities make adequate provisions for existing and projected housing needs for all economic segments of the community. Policy H-1 of the 2021 King County Countywide Planning Policies requires cities to address the countywide need for affordable housing to households with low, very low, and extremely low incomes, including those with special needs.

The County distinguishes these levels of household income according to the following percentages of area median income¹⁷ (AMI):

- **Low Income Earners:** Earn 50 to 80 percent of AMI annually
- **Very Low Income Earners:** Earn between 30 and 50 percent of AMI annually
- **Extremely Low-Income Earners:** Earn below 30 percent of AMI annually

Figure 6-6 reveals the discrepancies between the housing inventory and the income distribution of Black Diamond. It is clear the current supply of extremely low-income housing (2 percent) is inadequate given that 10 percent of current Black Diamond households are extremely low-income. Further, 73 percent of Black Diamond households are in the moderate- and high-income brackets, whereas the corresponding inventory is lower. Because moderate- and high-income earners are able to buy or rent units that could potentially be occupied by householders having lower income levels, this can further the challenges for the lower income households to access housing inventory to suit them.

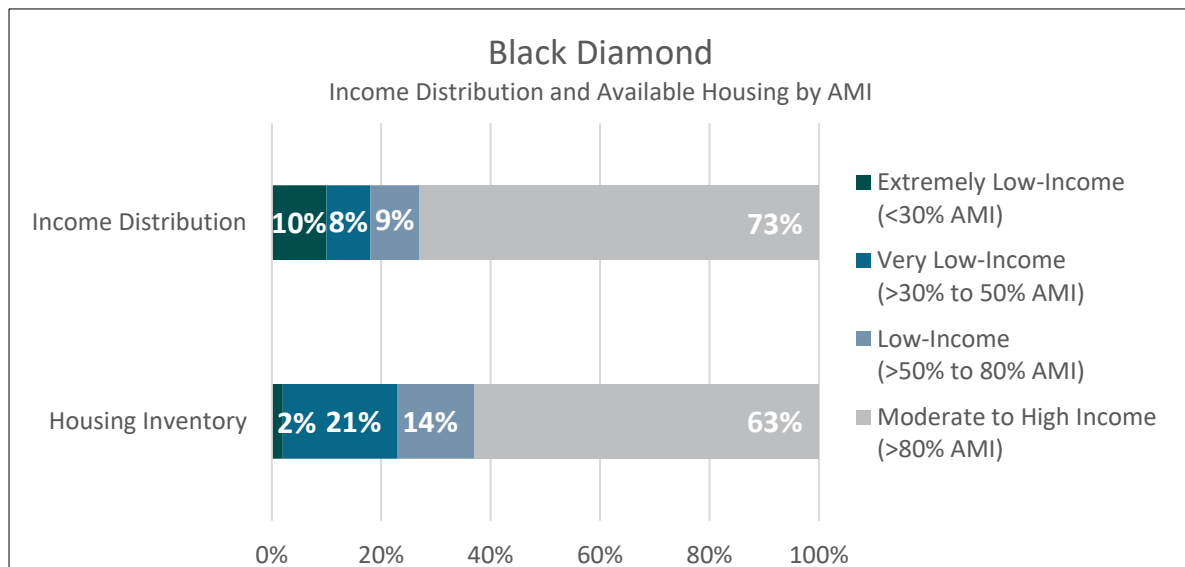


Figure 6-6: Housing Affordability and Income Distribution, 2000-2018¹⁸

¹⁷ Area Median Income (AMI) represents the midpoint of an area's income distribution. Fifty percent (50%) of households have an income higher than area median income and 50% have an income lower than the AMI.

¹⁸ Sources: 2021 King County Countywide Planning Policies (amended 2022 via Ord. 19553), Policy Table H-3; CHAS 2013-2017 (released August 25, 2020)

Next, **Figure 6-7** shows a comparison of income brackets by ethnicity and race in Black Diamond and reveals there is a higher percentage of households of color with lower income brackets. Further, Hispanic and Latino (of any race) households experience both the highest proportions of high income and extremely low-income among households. As the community continues to grow, it is important to ensure there is sufficient capacity for rental units and affordable housing for all income brackets. This ensures Black Diamond is inclusive of everyone.

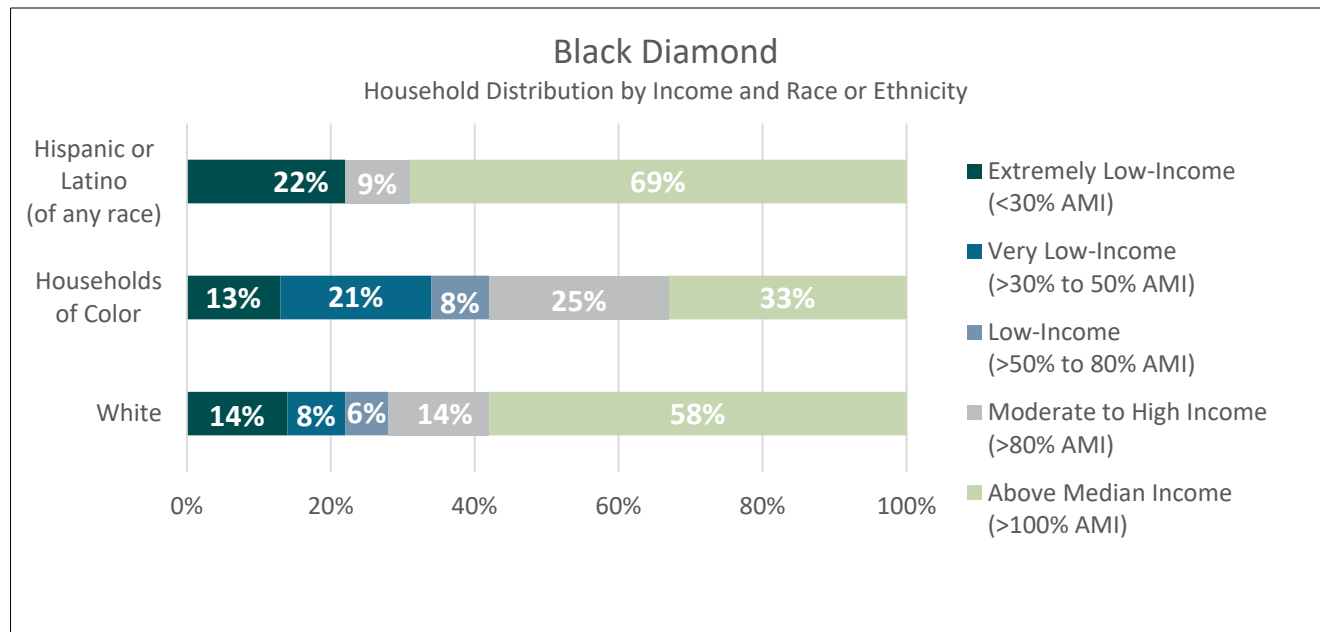


Figure 6-7: Household Distribution by Income and Race or Ethnicity, 2019¹⁹

Cost Burden

The percentage of income paid by moderate-, low-, and very low-income earners toward their monthly housing expenses is a measure of housing affordability. According to the US Department of Housing and Urban Development (HUD), “families who pay more than 30 percent of their income for housing [including utilities] are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.”

Black Diamond recently adopted a HAP, which includes analysis of cost burdened households. The HAP reported that nearly a third of the households in Black Diamond were cost burdened. Tables 6-7 and 6-8, which are adapted from the HAP, provide an overview of the data for cost-burdened households:

¹⁹ Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1); Washington Department of Commerce, 2023

Table 6-7: Percent of Cost-Burdened Households by Income and Housing Tenure, 2018²⁰

	Renters		Owners		All Households	
	Black Diamond	King County	Black Diamond	King County	Black Diamond	King County
Extremely low-income (<30% AMI)	80%	78%	60%	80%	62%	78%
Very low-income (31-50% AMI)	33%	77%	52%	62%	50%	71%
Low-income (51-80% AMI)	80%	46%	52%	51%	58%	48%
Moderate to high income (>80% AMI)	13%	9%	12%	14%	12%	13%

Table 6-8: Percent of Severely Cost-Burdened Households by Income and Housing Tenure, 2018²¹

	Renters		Owners		All Households	
	Black Diamond	King County	Black Diamond	King County	Black Diamond	King County
Extremely low-income (<30% AMI)	40%	62%	48%	63%	47%	62%
Very low-income (31-50% AMI)	0%	24%	41%	35%	36%	28%
Low-income (51-80% AMI)	0%	5%	23%	16%	18%	10%
Moderate to high income (>80% AMI)	0%	1%	0%	2%	0%	2%

Using data to compare the percentage of cost burden homeowners and renters, according to race and ethnicity provides an opportunity to take a further look into potential indicators of racially disparate impacts. This information is not meant to divide the community, but to take a comprehensive look at any potential unintended consequences of local housing policy. **Figure 6-8** shows that the percentage of owner households which are considered to be severely cost-burdened is the highest among white households in Black Diamond. It does not appear that there are indicators of racially disparate impacts for the group of households which own homes in Black Diamond.

²⁰ Source: Table 1 of the Housing Needs Assessment (City of Black Diamond/Blueline Group), November 2020

²¹ Source: Table 2 of the Housing Needs Assessment (City of Black Diamond/Blueline Group), November 2020

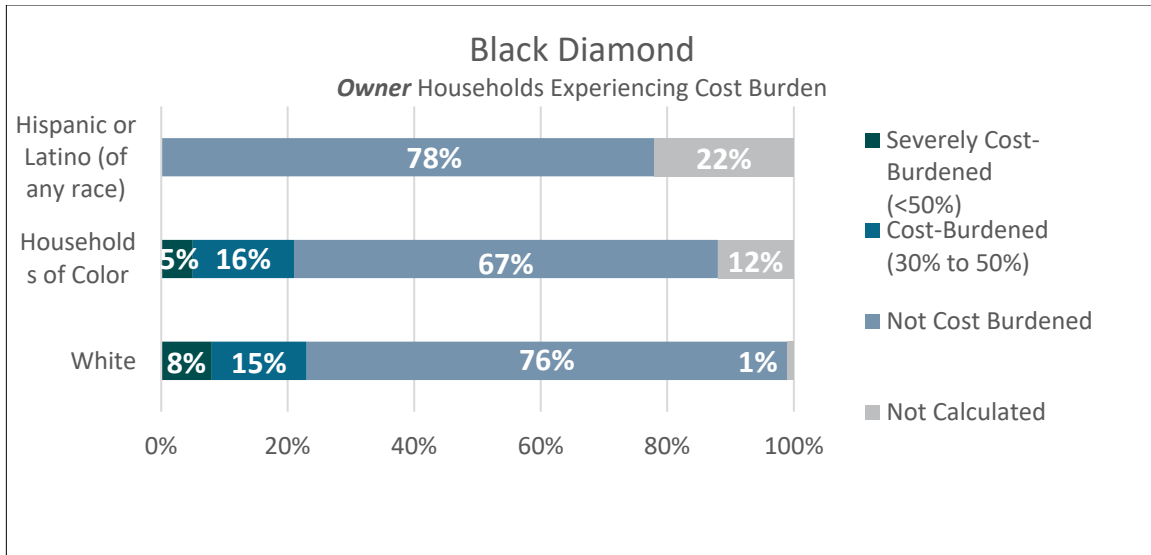


Figure 6-8: Owner Households Experiencing Housing Cost Burden, 2019²²

Figure 6-9 shows that renter households of color may appear to be disproportionately experiencing cost burden when compared to other renters or owner households. However, it is important to note that a percentage of the data was unavailable (not calculated), so it will be important to track these results in future comprehensive plan updates. In conclusion, the data does not provide any clear indication of racially disparate impacts (RDIs) for the group of households who rent in Black Diamond.

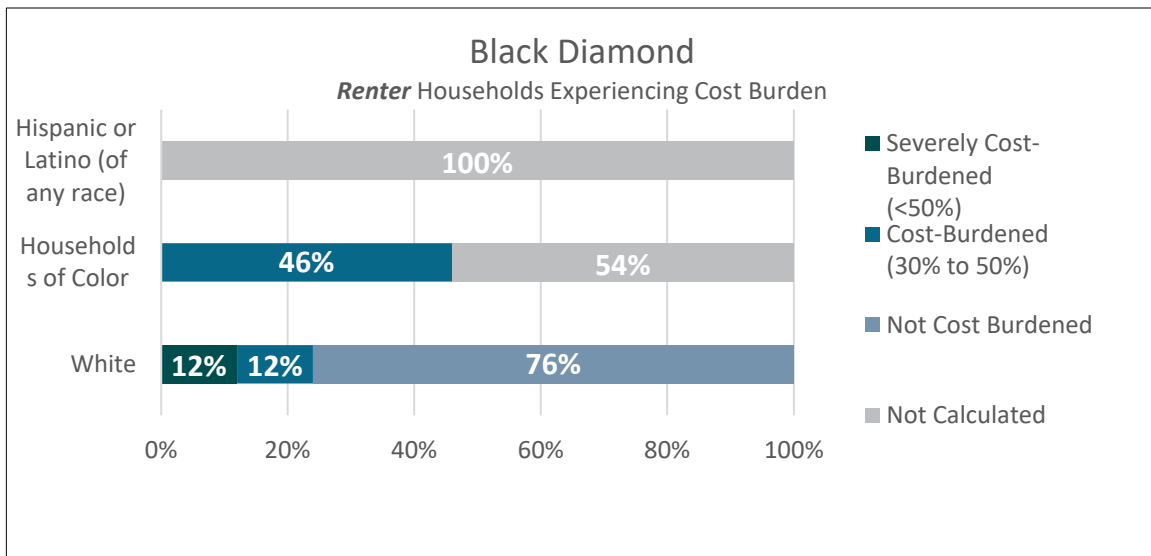


Figure 6-9: Renter Households Experiencing Housing Cost Burden, 2019²²

²² Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Displacement Risk

The City must assess and identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments. Fortunately, tools provided by both the PSRC and by Commerce (Risk of Displacement maps) show Black Diamond in an area of low displacement risk. Nonetheless, this concern should be monitored over time as market conditions and other factors change.

Affordable Housing Programs

According to the GMA, housing can be considered “affordable housing” when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the County median family income, adjusted for family-size, and for owners, 80 percent or less of the County median family income, adjusted for family size for owners). In accordance with WAC 365-196-410(2)(e)(iii), planning for affordable housing should be done on a regional basis. Using the general assumption that market factors will guarantee adequate housing for those in the upper economic brackets, it is important to recognize that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to ensure adequate provisions for the needs of the entire population.

While government policies and programs alone cannot ensure that everyone is adequately housed, attention should be given to removing regulatory barriers to affordable housing where such action is otherwise consistent with GMA. In the overall implementation of the Act, an effort should be made to avoid an escalation of costs, which will defeat the achievement of the Act’s housing aims.

~~The City of Black Diamond~~ Since the population of Black Diamond is well under 50,000, the City does not qualify as an “entitlement community” for direct funding from HUD for Community Development Block Grant (CDBG) funding. ~~Under current requirements, the city will become a CDBG entitlement community once the population reaches over 50,000 (well beyond the scope of this Plan).~~ Consequently, the city partners with King County for CDBG and King County HOME Investment Partnerships Consortium programs relating to for housing, rehabilitation, or emergency repair for residents with qualifying incomes. Very-low-income families, the disabled, and the elderly who qualify in Black Diamond may be able to obtain Housing Choice Vouchers from HUD’s Section 8 program, as administered by the King County Housing Authority. Under the program, the participants may choose any housing meeting program requirements and a housing subsidy is paid directly to the property owner. There is often a long waiting list associated with the program.

Due to King County Metro’s current service map, Black Diamond lacks transit services and ready-proximity or access to amenities and programs which can be advantageous to low-income populations. However, as the city grows and additional opportunities for employment, services and transportation options broaden the city can position itself to better accommodate those in need.

Black Diamond could incentivize affordable housing through a multifamily tax exemption (MFTE), which is a waiver of property taxes to encourage affordable housing production and redevelopment in

“residential targeted areas” designated by cities. According to the HAP, MFTE programs address a financial feasibility gap for desired development types in the target areas, specifically to develop sufficient available, desirable, and convenient residential housing to meet the needs of the public.

Partnerships and Interlocal Agreements

The Countywide Planning Policies recognize “Where individual jurisdictions lack sufficient resources, collective efforts to fund or provide technical assistance for affordable housing development and preservation, and for the creation of strategies and programs can help to meet the housing needs identified in comprehensive plans.”

As identified in the HAP, organizations and alliances such as the South King Housing and Homelessness Partners (SKHHP), the South Sound Housing Affordability Partners (SSHAP), and ARCH (A Regional Coalition for Housing) have been organized to address the region’s housing crisis. The City of Black Diamond should consider collaborative efforts with cities such as Covington and Maple Valley on shared objectives relating to housing and infrastructure to work together in a similar way.

The City can additionally connect homeowners who may be facing escalating costs to connect with the King County’s Department of Community and Human Services which operates a Housing Repair program that provides funding for a broad spectrum of home repairs. Funding through the program is additionally available to help renters make their units more accessible.

Property Tax Exemptions or Deferrals

The Washington State Department of Revenue offers programs for property tax exemptions or deferrals for qualified low-income households, senior citizens, and disabled persons. The City should also focus outreach efforts within these groups to connect those who may qualify for assistance, particularly in an effort to alleviate economic pressures on longtime homeowners facing escalating costs and in danger of displacement pressures.

Expanding Housing Options

In accordance with state, regional, and county requirements, the city must expand the options for construction of housing types which are alternatives to the traditional single-family home.

Accessory Dwelling Units

Accessory dwelling units (ADUs) are independent and self-contained dwelling units that are within or attached to a single-family dwelling, or in a detached building on the same lot as the primary unit. These are sometime commonly known as “granny flats” or “mother-in-law apartments.” Through the municipal code,²³ the City promotes and encourages the creation of ADUs in a manner that enhances residential neighborhoods in order to meet the city's housing needs and realize the myriad benefits of ADUs. Currently, the city has a very small number of permitted ADUs.

²³ Consistent with RCW 36.70A.696, as amended

Since ADUs typically cost less to construct and maintain than typical homes they provide multiple benefits for affordability, including a rental option for renter households that would prefer to live in a single-family neighborhood. They can also provide seniors or families with a supplement to their household income.

The City's HAP describes methods the city could use to encourage ADU construction, such as providing approved stock designs that would eliminate the need for a designer and would expedite the permit process or waiving utility connection and impact fees.

Apartments / Multi-Family Housing

The City has historically limited multi-family housing, only allowing structures having up to only six dwelling units each (or as otherwise permitted through a Master Planned Development). For several decades no new apartments were constructed. However, through amendments to the municipal code and changes to the zoning map, opportunities for broader multi-family housing options will be expanded, beginning in 2024.

Cottage Housing

Since 2009 the City has allowed cottage housing in order to foster an increased sense of community and shared social experiences of a small neighborhood by promoting a form of housing development with features, such as a common central open space, that bring residents together in daily living in order to enable a type of high-efficiency housing that responds to the increasing costs of land, construction materials, and energy, while maintaining compatibility with existing neighborhoods. In doing so, the city allows for a housing option which is considered medium-density housing development that is an alternative to traditional multi-family structures, adds to the diversity of available housing types, and responds to a broader range of lifestyles.

Manufactured Housing

Manufactured homes provide important affordable housing options in the community and represents a choice for consumers who seek affordable or cost-efficient housing. However, there are also criticisms of this housing type, particularly because older units were not built to the current standards and typically depreciate steadily, rather than appreciate like site-built housing. Per state law, the city is rather limited in how it can regulate the placement of manufactured housing through zoning and building codes.

The OFM estimates that Black Diamond had 222 Mobile and Manufactured Homes as of April 2023, which accounted for 8 percent of the total housing stock. There are two mobile home parks located in the city. The city can legally enact local ordinances that specify that manufactured homes, sited in certain zoning districts, be new manufactured homes, be set on a permanent foundation, comply with any local design standards that also apply to other homes in the zoning district, be thermally equivalent to the state energy code, and meet requirements for the definition of a designated manufactured home (RCW 35.63.160), which excludes "singlewides."

It is important that the manufactured home communities in Black Diamond be preserved to the extent feasible in order to provide housing options and choices for those who choose or need to live there and limit displacement that could occur from market pressure.

Group Homes

Black Diamond allows for licensed ***adult family homes*** to locate in multiple residential and non-residential zoning districts. These are homes where personal care plus room and board is provided to up to six adults not related to the person providing the services. ***Residential care facilities*** are facilities where functionally disabled people are cared for in a residential setting. Black Diamond currently allows these facilities to locate in many residential and non-residential districts, with an approved conditional use permit. State licensed “Group Homes” or “Group Care Facilities” may locate in multiple residential zoning districts.

Assisted Living Facilities

Average life expectancy continues to grow in the United States; according to the centers for Disease Control and Prevention, the life expectancy in 2015 by gender was 81 years of age for females and 76 years of age for males. The baby boomer generation is now nearing, or at, the typical age of retirement. The city of Black Diamond can look for ways to provide housing and related services for the aging segments of the population.

Assisted living, memory care, and senior care facilities are some examples of living residential group-homes that accommodate those who can no longer continue to live independently. Additionally, retirement centers offer accommodations for those who prefer to live in group quarters with amenities for aging adults. The city allows assisted-living facilities and retirement centers to locate as a primary permitted uses in certain districts.

6.4 Housing Goals and Policies

The following Goals and Policies pertain primarily to Housing, although many goals and policies throughout this plan are interrelated. The first goal is known as the “Vision Goal” (shown on page 6-1) and does not include any policies as it is intended to be an over-arching goal for the city, based on the Vision Statement (as described in the Introduction chapter).

Goal H-1: Ensure adequate housing for all current and future residents of Black Diamond by achieving and maintaining quality housing and neighborhoods.

- Policy H-1.1:** Use building design, zoning regulations, and design standards to promote the development of buildings with 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 H-1.2:** Promote a variety of ~~residential densities and~~ moderate density housing types, including but not limited to duplexes, triplexes, and townhomes.
- Policy H-1.3:** Encourage the preservation of existing housing stock, where appropriate, and development standards that minimize housing costs.
- Policy H-1.4:** ~~Provide~~Encourage a balance of dwelling unit types, residential densities, and prices within the City.
- Policy H-1.5:** Provide flexibility in zoning and subdivision regulations to encourage a diversity of owner and rental housing types to ensure capacity to accommodate growth. A diversity of types and styles should include attached and detached units.
- Policy H-1.6:** Coordinate with the PSRC and appropriate agencies to achieve the goals of the Regional Housing Strategy.
- Policy H-1.7:** ~~Adhere~~Apply the same regulations to ~~pre~~-manufactured and site-built structures.
- Policy H-1.8:** Encourage the preservation and maintenance of existing housing to ensure that such housing is safe and livable.
- Policy H-1.9:** Promote housing affordability in coordination with transportation options, such as transit, bicycle, and pedestrian plans in proximity to transit hubs and corridors and planning for mixed uses in transit station areas.

- Policy H-1.10:** Monitor housing supply, type, and affordability to maintain diversity and affordability.
- Policy H-1.11:** Promote mixed-use residential/commercial development in designated Town Center, Neighborhood Center, and Community Commercial areas.
- Policy H-1.12:** Encourage and clearly regulate the construction of ADUs as a viable option to meet housing needs.
- Policy H-1.13:** Implement, promote, and enforce fair housing policies and practices so that every person in the county has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

Goal H-2: Encourage the availability of a wide range of affordable housing to meet the needs of households with varying economic status and promote equitable access to housing.

- Policy H-2.1:** Work with King County, other local governments and appropriate agencies and programs to maintain an adequate amount ~~the City's "fair share"~~ of affordable housing and provide affordable homeownership opportunities for extremely low, very low, low, and moderate ~~and middle~~-income households.
- Policy H-2.2:** Eliminate unnecessary or excessive requirements that create barriers to affordable housing. ~~This may include any excessive requirements regarding siting and operating special needs housing.~~
- Policy H-2.3:** Coordinate with appropriate agencies to provide programs and services to needy disadvantaged households, special needs populations, and the homeless unhoused persons.
- Policy H-2.4:** Promote affordable housing throughout the City, particularly in locations which are in close proximity to employment, services, amenities, and multi-modal transportation opportunities.
- Policy H-2.5:** ~~The City should identify regulatory, financial, and physical barriers to the development of affordable housing strategies to overcome such barriers.~~

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Incorporate the Housing Action Plan implementation strategies to overcome the lack of access to affordable housing options.

Policy H-2.6: ~~The City should~~ Consider inclusionary zoning tools which require developers to include a certain percentage of affordable housing in each development.

Policy H-2.7: Collaborate with King County to monitor the supply of affordable housing. Amend local housing policies in this chapter to address results of monitoring efforts.

Policy H-2.8: ~~Preserve~~Encourage the preservation of existing affordable housing units, ~~where appropriate.~~

Policy H-2.9: Establish policies and procedures to mitigate displacement if and when new development occurs, with specific considerations for low- and moderate-income housing options.

Policy H-2.10: Promote zoning and development regulations that are non-exclusionary, and which avoid racially disparate impacts and/or disinvestment. Action against disparate impacts should include review of existing policies, codes, and procedures.

Policy H-2.11: Expand efforts to better connect homeowners who may qualify for existing need-based programs.

Policy H-2.12: Consider offering reduced utility rates for low-income seniors and disabled residents in order to offset rising costs for residents on fixed incomes.

Policy H-2.13: Consider establishing a Multi-Family Tax Exemption program to address a financial feasibility gap for desired development types in the target areas, specifically to develop sufficient available, desirable, and convenient residential housing to meet the needs of the public.

Policy H-2.14: Collaborate with populations most disproportionately impacted by housing cost burden and include findings from targeted engagement in future updates.

Goal H-3: *Recognize the need for and support housing for special needs populations and extremely low-income households.*

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- Policy H-3.1:** Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs throughout the city and region.
- Policy H-3.2:** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.
- Policy H-3.3:** Work with other jurisdictions, as well as health and social service organizations, to develop a coordinated, and regional approach to homelessness.
- Policy H-3.4:** Promote fair housing for all persons and ensure that no city policies, programs, regulations, or decisions result in housing discrimination.
- Policy H-3.5:** Ensure the City allows and has capacity for government-assisted housing, group homes, foster care facilities, emergency housing, emergency shelters, and permanent supportive housing and other housing types for the 0 to 30 percent AMI income band.

Goal H-4: Prevent neighborhood degradation and promote community safety.

- Policy H-4.1:** Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.
- Policy H-4.2:** Promote the use of weatherization programs in existing housing in cooperation with other agencies.
- Policy H-4.3:** Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components.
- Policy H-4.4:** Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.
- Policy H-4.5:** Plan for residential neighborhoods that promote the health and well-being of residents by supporting active living.
- Policy H-4.6:** Consider adopting requirements for defensible space, and similar fire prevention requirements, such as those found in the Urban Wildlands Interface Code, to reduce potential losses from wildfire.

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Policy H-4.7: Encourage preservation, maintenance, and improvements to existing residential structures.

Policy H-4.8: Seek and promote resources that provide financial and other assistance to citizens for maintaining or repairing health and safety features of their homes.

Policy H-4.9: Encourage new developments and redevelopment to be compatible with existing and planned neighborhood character such as through design and landscape features.



CHAPTER 7: TRANSPORTATION ELEMENT

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 stagnant growth up until the start of the buildout of Ten Trails and Lawson Hills master planned developments (MPDs). As accounted for in this Comprehensive Plan update, significant amounts of new residential and commercial development are still forecasted within both 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 ([Appendix 4](#)), which summarizes the transportation data analysis.

TRANSPORTATION VISION GOAL:

Establish and maintain a transportation system that provides safe and cost-efficient movement of people and goods.

7.2 Planning Framework and Consistency Statements

Growth Management Act

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; and
- 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 review and certify transportation elements in local comprehensive plans if they are consistent with regional transportation plans (RCW 47.80.023).

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties, and is tasked with reviewing local agency comprehensive plans to ensure that regional and local planning efforts are coordinated, and adopted regional policies and provisions are addressed. Adopted in 2020, VISION 2050, establishes the long-term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

The City’s comprehensive transportation plan has been prepared consistent with PSRC’s VISION 2050. 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.

Countywide Planning Policies

To implement policies from the GMA and VISION 2050, King County developed Countywide Planning Policies (CPPs) as a framework for cities and towns to manage growth. The Regional Growth Strategy prioritizes walkable, compact, and transit-oriented communities, along with efficient transportation options for the movement of people and goods between major industrial areas and locally designated centers. The transportation CPPs include goals and supporting policies focused on:

- Supporting Growth – providing a transportation system that advances the Regional Growth Strategy;
- Mobility – offering a full range of travel modes to efficiently move people and goods within and beyond the region; and
- System Operations – ensuring the design, maintenance, and operation of the transportation network prioritizes safety, efficiency, and sustainability.

Need for the Comprehensive Transportation Plan

The City completed its first comprehensive transportation plan in 1996, followed by updates in 2001, 2009, and 2019, with the current update presented in 2025. 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 MPDs 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.

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.

Plan for the City. Both public and private sectors can use the comprehensive transportation plan when making decisions about the transportation system.

7.3 Elements of the Transportation Chapter

This Chapter of the Comprehensive Plan, with the information provided in the technical appendix ([Appendix 4](#)), 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.

Goal T-1: Develop a balanced transportation network that supports the City's vision for future travel needs.

- Policy T-1.1:** Guide the development of an interconnected roadway network to provide circulation throughout the City using the following strategies:
- 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.
 - Limit the use of cul-de-sacs, dead end roads, loops, and other street layouts that form barriers to travel or restrict direct connections.
 - Implement access management standards along the highway and arterial system, limiting or consolidating access points where possible to reduce points of conflict for active transportation users and discourage through traffic on local roads.
 - Investigating the allowance of "low impact development" designs that minimize pavement width and emphasize the use of landscaping, and natural stormwater infrastructure treatment methods.
 - Allowing roadway dedications to increase the connectivity of the City's roadway network for roadways that are public and comply with Complete Streets standards.

Policy T-1.2: Enhance the historic character of Black Diamond through streetscape design by:

- 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 and prioritize investments in the locally designated Town Center area. Preserve original street geometries in historic areas when possible.
- 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.
- Encouraging landscaping and minimize impacts to trees and vegetation through minimized right-of-way clearing in the design and construction of roadways.
- 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 level of service (LOS) standards, City guidelines, and the Complete Streets Ordinance.

Policy T-1.3: Encourage intersection designs that prioritize safety for vulnerable roadway users. Promote roundabouts as the preferred intersection control type for all new facilities along arterial or collector roadways. 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-1.4: Improve the existing network to accommodate all modes of travel, including pedestrians, bicyclists, people with disabilities, and people accessing transit consistent with Complete Streets Ordinance.

Policy T-1.5: Balance downtown parking needs by the following methods:

- Encourage use of transit or active transportation to access key destinations.
- Consider the use of a Local Improvement District (LID) to fund temporary parking improvements near Town Center for weekend or special events.
- Discourage on-street parking along the SR 169 corridor.

- Development of an off-street parking plan for Town Center 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.

Policy T-1.6: Identify, acquire, and protect rights-of-way for future roadway and active transportation facilities. Identify specific transportation corridors and protect needed rights-of-way as soon as possible, which may include the following methods:

- 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 from 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-1.7: Provide a transportation system that enhances the health and safety of residents by:

- Improving safety at locations with known safety issues.
- Minimizing conflict points at high crash 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.

Goal T-2: Reduce dependence upon single-occupancy vehicles (SOVs) by encouraging multimodal travel for all users, including pedestrians, bicyclists, and transit.

Policy T-2.1: Prioritize the development of an active transportation network that improves connectivity for roadway users of all ages and abilities, including those walking, bicycling, using an assistive mobility device, or taking transit. City actions will:

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- ~~Require new roadways to incorporate pedestrian, bicycle, and transit facilities consistent with Complete Streets Ordinance. Provide infill of active transportation facilities with improvements to the existing roadway.~~
- 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.
- Promote connections between neighborhoods, parks, schools, and commercial areas through continuous sidewalks, trails, and safe mid-block crossings where appropriate.
- 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.

Policy T-2.2: Establish bicycle, pedestrian, and transit priority networks within the City to guide development of and connectivity of facilities to local destinations. Use the following LOS guidelines to evaluate adequacy of current facilities:¹

- Pedestrian LOS Thresholds:

LOS	Facilities along Pedestrian Priority Network
	Pedestrian facilities along both sides of the street or shared-use path accessible by marked crossings
	Pedestrian facility along one side of the street
	No pedestrian facility

- Bicycle LOS Thresholds:

LOS	Facilities along Bicycle Priority Network
	Bicycle facilities along both sides of the street or shared-use path accessible by marked crossings
	Bicycle facility along one side of the street or shared-street facilities

¹ Please refer to the Transportation Appendix (Appendix 4) for adopted levels of service.

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- Transit LOS Thresholds:

LOS	Amenities	Ease of Access
	Benches, shelters	Sidewalks and marked crosswalks connecting to transit stops
	Benches	Sidewalks and marked crosswalks connecting to some transit stops
	No Amenities	Lack of active transportation facilities

Policy T-2.3: Identify safe and desirable walking and bicycling routes that connect schools to residential, recreational, and commercial areas throughout the City. 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-2.4: Continue development of a recreational trail system throughout the city that connects to local and regional destinations, including the City's historic district, residential areas, Jones Lake, Morganville, Lake Sawyer Park, and the King County regional trail system. Support the expansion of the Cedar to Green River Trail through Black Diamond.

Policy T-2.5: Consider emerging transportation technologies such as e-bikes, that could be implemented to support the future transportation network. Perform periodic review of mobility trends that may impact transportation circulation in the City.

Policy T-2.6: Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system 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. Encourage 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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Policy T-2.7: Adopt and implement standards and guidelines that encourage the development of environments that are inviting to active transportation users. This may include continued implementation of the City's design guidelines that emphasize the importance of the pedestrian environment through a focus on urban form, transportation facility design, and provision of streetscape amenities as well as continued implementation of the City's design standards for the construction and maintenance of new or replaced sidewalks and planting of street trees and shrubs in planter strip areas.

Goal T-3: Promote financial and environmental health benefits through transportation improvements.

- Policy T-3.1:** Design transportation facilities within Black Diamond that avoids or minimizes adverse environmental impacts resulting from their construction and operation by:
- Aligning and locating transportation facilities away from environmentally sensitive areas.
 - Removing barriers to fish passage where possible.
 - Encouraging Low Impact Development (LID) in the design of transportation infrastructure where practical.
 - Mitigating unavoidable environmental impacts.
 - Providing opportunity for expressing concerns and comments of interested parties.
- Policy T-3.2:** Incorporate environmental enhancements, such as stormwater improvements, into transportation projects where possible to address the challenges presented by climate change.
- Policy T-3.3:** Secure adequate long-term funding sources for transportation through all feasible and available methods. These methods may include:
- 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.
- Policy T-3.4:** 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.
 - Prioritize maintenance of existing facilities over capital improvements when possible.

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Policy T-3.5: Activate public spaces in Town Center to promote economic activity for both residents and visitors.

Goal T-4: Promote safe and efficient movement of people and goods within the City.

Policy T-4.1: 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.

Policy T-4.2: ~~Allowing less restrictive LOS standards for roadways within Town Center to prioritize bicycle, pedestrian, and transit users.~~ 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.
- ~~Allowing less restrictive LOS standards for roadways within Town Center to prioritize bicycle, pedestrian, and transit users.~~

Policy T-4.3: Transportation demand management (TDM) to optimize the transportation system's capacity and reduce the need for capital improvements. Support TDM 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-4.4: Utilize Transportation System Management (TSM) as an approach to mitigating congestion and improving traffic operations through better management and operation of existing transportation facilities rather than expanding capacity. Strategies may include:

- Intersection and signal improvements;
- Roadway bottleneck removal programs;
- Data collection to monitor system performance;
- Special events management strategies;
- Maintaining the existing transportation system assets;
- 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-4.5: Optimize freight corridors to facilitate efficient freight operations. Ensure SR 169, which is part of the National Highway System, accommodates freight movement.

Goal T-5: Identify transportation investments that support the City's growth strategy.

Policy T-5.1: Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities (when supported by regional transit providers). This also includes coordinating the City's concurrency program with plans of other transportation agencies. The most significant adopted mechanism for meeting concurrency standards is the City's approval of two major MPD Development Agreements that require the Master Developer to implement the capacity-adding projects identified in the City's 2009 Comprehensive Plan and bind the Master Developer to a detailed implementation schedule that ties the timing of these transportation improvements to dwelling unit counts. The MPD Development Agreements also include the Master Developer's comprehensive mitigation agreements with neighboring cities of Maple Valley and Covington. 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.

Policy T-5.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-5.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts.

Policy T-5.4: Require developers who are subject to development agreements contribute their fair share towards the transportation improvements required to meet 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.
- Encouraging developers to design projects that generate less vehicular traffic.
- 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.

Goal T-6: Promote equity through transportation planning and investments.

Policy T-6.1: Ensure affordable and accessible public transit access for all residents, enhancing access to jobs, education, and essential services for disadvantaged communities.

Policy T-6.2: Prioritize the development of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-6.3: Provide equitable access to transportation services that accommodate the needs of individuals with disabilities.

Policy T-6.4: Consider demographic indicators, such as race, income, or car ownership, that may indicate a historically disadvantaged community and the need for additional transportation resources. Ensure disadvantaged communities are not unproportionally impacted by transportation investments.

CHAPTER 8: CAPITAL FACILITIES AND UTILITIES ELEMENT

8.1 Introduction

This Capital Facilities and Utilities Element addresses the need for capital facilities and utilities within the City of Black Diamond (together with its service area boundaries and the surrounding Potential Annexation Area), together with the financing for such services or facilities.

The state's Growth Management Act (GMA) requires all comprehensive plans to include a Capital Facilities Element that analyzes the need for future capital improvements to support the city's development goals and to identify funding mechanisms available for implementation (RCW 36.70A.070).

- ▶ The City of Black Diamond defines Capital Facilities to mean any city-owned, operated, or contracted facility including (but not limited to) parks, utilities, streets and other transportation facilities, and municipal buildings, including their related equipment for which costs can be capitalized.
- ▶ This Element also addresses additional public facilities such as schools and libraries and assesses or examines systems for utilities such as electrical, telecommunications, and telephone systems, which are the responsibility of the applicable service providers under franchise or other agreements.

Organization and Key Components

This Element is organized into several sections (Section 8.2 Planning Framework; Section 8.3 City-Provided Services, Facilities and Utilities; Section 8.4 Other Services, Facilities and Utilities; and Section 8.5 Financing) and culminates with Capital Facilities and Utilities *Goals and Policies* which tie into the Vision Goals for the Capital Facilities and Utilities systems in the City.

8.2 Planning Framework

This Element provides the overall policy direction for the different capital facility plans and programs provided by the City. In accordance with the GMA, all development requiring urban services must have such services will be available in a timely and financially feasible manner.

CAPITAL FACILITIES AND UTILITIES VISION GOAL:

Ensure that public services and utilities are available to support ~~development~~ existing needs and future development growth.

UTILITIES VISION GOAL:

~~Utility facility planning will be consistent to meet public service obligations for future growth.~~

The availability of utilities is a significant issue considered by developers when deciding where, how, and when to build. The availability of adequate and reliable services is also important to residents, institutions, and businesses located in Black Diamond.

Moreover, the Capital Facilities and Utilities Element guides the City in its decision-making process to achieve the community's goals; to provide utility service at an acceptable standard or approved minimum level of service (LOS), without compromising the existing levels of service that are currently provided.

Regulatory Context

The GMA requires cities to prepare a Capital Facilities Element consisting of:

- An inventory of current capital facilities owned by public entities, including green infrastructure, showing the location and capacities of those public capital facilities ~~and identifying any current deficiencies~~;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and
- A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs, and to ensure that the Land Use Element, Capital Facilities Element, and finance plan within the Capital Facilities Element are coordinated and consistent.

The GMA, the PSRC's VISION 2050 Plan, and the King County countywide planning policies supply a framework for establishing local utility policies.

Siting Essential Public Facilities

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). Black Diamond Municipal Code Chapter 18.58 guides the processing, review, and approval of essential public facility proposals, consistent with the King County Countywide Planning Policies.

Level of Service and Phasing

The establishment of LOS standards provides a useful basis to inform the assessment of future staffing and facilities needs based on anticipated population growth. The GMA states that cities must adopt LOS standards for transportation and that they may develop concurrency standards for other facilities deemed to be necessary for development. If a local government adopts LOS levels for these other facilities, they either 1) must be in place prior to occupancy or 2) a financial commitment must be in place to complete them within 6 years of occupancy.

The GMA also requires that cities and counties “ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.” (RCW 36.70A.020).



Black Diamond must ensure the phasing of its utility system improvements to meet the growing or changing needs of the community. The anticipated growth from the Master Planned Developments (MPDs) substantially expands the size and population of the City over the coming years. As of 2024, a significant portion of the residential areas of the Ten Trails (formerly called The Villages) is constructed, including necessary infrastructure and utilities to support the current phase of development. Construction of the new fire station in the Lawson Hills MPD area is expected in 2024. The City has executed development agreements that require the MPD developers to fund capacity-adding utility improvements as development occurs to maintain the City’s adopted LOS standards¹. Every expansion of the City’s utility systems will be planned, designed, and constructed to increase reliability and sustainability. Expansion, maintenance, and operations of the City’s utility systems will follow general capital facility and utilities policies as well as the utility-specific policies.

¹ The development agreement also sets out that the city does not collect the typical capital facilities charge (connection fees); this is because the developer is paying for the system improvements

Environmental and Health Considerations

Minimizing environmental impacts due to construction is important for the protection of natural resources. When planning for facilities and extending utility routes, the City should avoid environmentally sensitive locations such as wetlands, habitat, rivers and creeks, and forested areas. Infrastructure projects should include an analysis of alternatives that compares different siting options according to their respective impacts to the natural environment and cost. In some cases, it is not economically feasible to avoid these locations and therefore special construction techniques are necessary to minimize impacts. Consideration of restoration options is particularly important to ensure a resource is restored to its original condition, or improved, following a project. This can be achieved with strict design and construction standards established to ensure that proper restoration measures be incorporated into construction documents. Those standards also ensure that construction activity will not pollute natural resources such as air, soil, and water.

Beyond the construction of new facilities, public and environmental health and safety should be considered at all stages of providing public services. Upgrading facilities, tools, and methods is one way to preserve public and environmental health. One of the efforts that has been made in recent years is the replacement of asbestos concrete water pipes. The City (with the MPD developers) has also focused efforts on trail development and encourages users of private septic systems and wells to connect to public sewer and water.

8.3 City-Provided Services, Facilities, and Utilities

Potable Water

The City's Public Works Department operates the Black Diamond Water System and Black Diamond Water System Comprehensive Plan (first adopted 2009) provides long-term planning for the system.

- ***The Comprehensive Water System Plan (2009 or as updated) is adopted into this Comprehensive Plan by reference.***

The City's Water Service Area (WSA) lies within the Duwamish/Green River drainage basin and the City provides water both inside and outside of City limits. The City's WSA boundaries are shown in **Figure 8-1, Black Diamond Water Service Area**. The Covington Water District provides water services to the Lake Sawyer area of the city and is outside Black Diamond's WSA².

The South King County Water Utilities Coordinating Committee (SKCWUCC) and participating utilities prepare and agree to water service area agreements to ensure coverage.

² There are also several private wells and small public water systems served by wells located within the city; however, such systems are regulated in a different manner than the city's water supply (different testing protocols) and they should be phased out and discontinued since city water is available.

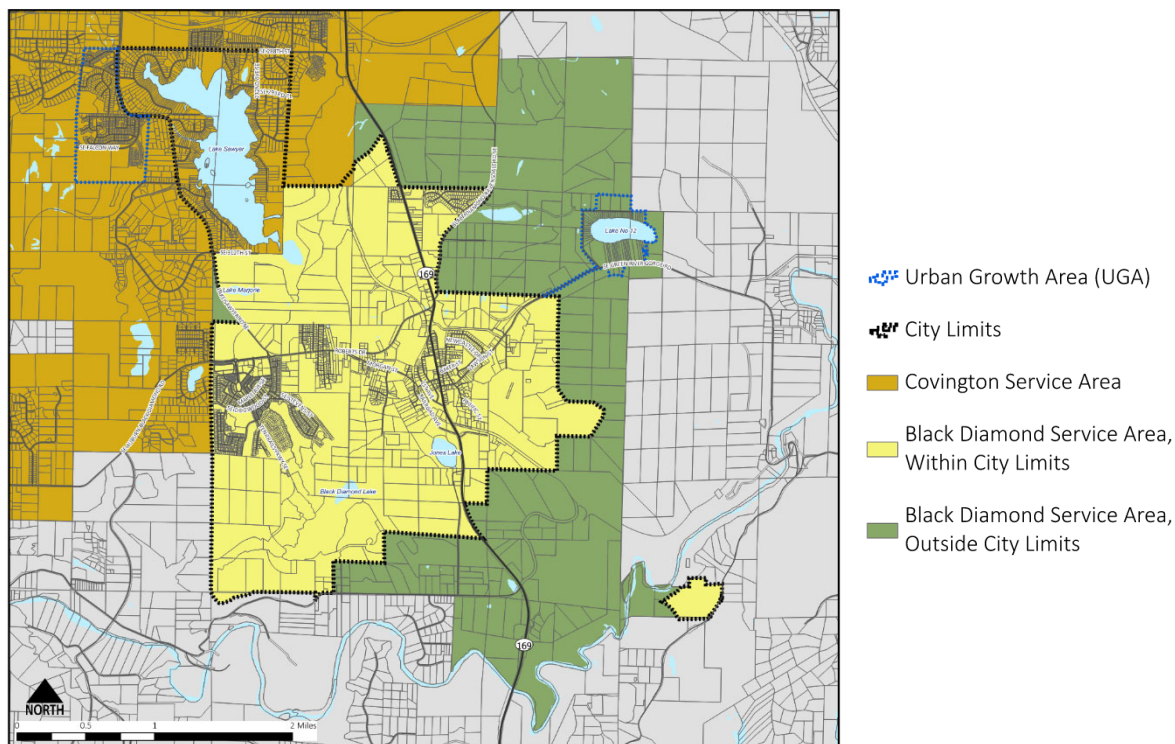


Figure 8-1: Black Diamond Water Service Area

The City's primary water source is the Black Diamond Spring Field (located approximately two miles southeast of the main portion of the city on a City-owned parcel which is inside the city's corporate limits, although it is not contiguous with the rest of the city limits). These natural springs are fed from the Cumberland Aquifer located southeast of the Green River. The majority of the recharge area for the springs is undeveloped forest lands. However, there is development occurring within the recharge area in the town of Cumberland and the Hyde Lake area, outside the City's jurisdictional boundaries.

The Black Diamond Spring Field has adequate supply to meet the City's current demand. However, there are concerns as to the long-term viability of the area. Accessibility to the Springs is limited and difficult due to steep, narrow roadways that cannot be accessed by larger vehicles at certain times of the year. Steep slopes and erosion have the potential to threaten reliability and water quality. The City of Tacoma Second Supply Pipeline serves as an additional water source for Black Diamond, providing up to 807.4 million gallons per year.

Black Diamond has adopted standards for its water system which include regulating the design and construction of new development to achieve fire flow requirements. It is imperative that these standards be regularly reviewed and revised when needed to continually ensure there is enough water for fire protection throughout the system.

Future Needs

The Comprehensive Water System Plan addresses future demand on the City's water system using future land use and population projections for the WSA. At both the 10- and 20-year planning horizons, the future water system capacity will be up to 14,674 Equivalent Residential Units (ERUs); almost twice the predicted 2040 demand of 7,979 ERUs. This analysis shows that even with substantial growth from the MPDs, the City's existing water rights, production capacity from the Springs, with the available capacity under the City's Wholesale Water Agreement with the City of Tacoma is sufficient to support growth projections for the 6-year, 10-year, and 20-year planning periods.

Key Projects

The following projects are identified in the city's 6-year CIP:

Springs & Transmission Reconstruction <i>(per Water Supply and Facilities Funding Agreement)</i>
Water Comprehensive Plan Update
4.3 Million Gallon Water Tank - Maintenance & Repairs <i>(extends the useful life of the facility)</i>
Lawson Street Water Main Replacement <i>(includes replacement of a pressure reducing valve; will increase fire flow redundancy in the downtown area along SR 169)</i>
Morganville North Water Main Replacement <i>(replace substandard asbestos pipe and improve fire flows)</i>
0.5 MG Water Reservoir Recoat <i>(this project may be deferred pending Lawson Hills development schedule)</i>
Supervisory Control and Data Acquisition (SCADA) System improvements
Morgan Street AC Water Main Replacement, Phase 1

Stormwater

The City established a stormwater utility in 2008 and began imposing rate charges in 2009 as a means to ensure the storm system is able to accommodate growth. The City has adopted the 2019 Edition of the Department of Ecology's Stormwater Management Manual for Western Washington and updated its Stormwater Management Plan (SWMP) annually to comply with the conditions of its Phase II NPDES Municipal Stormwater Permit.

- ***The Stormwater Management Plan (SWMP), 2023 Update (and as amended) is adopted into this Comprehensive Plan by reference.***

Implementation of this Plan addresses the following:

- Comprehensive Stormwater Management and Programs
- Detailed mapping and inventory of the stormwater systems
- Capital Project Planning that will propose stormwater project concepts to minimize the environmental impacts of stormwater, minimize maintenance, and protect public and private property from storm runoff.

The stormwater division of the city's public works maintenance department is responsible for the operation and maintenance of the city's stormwater facilities and street sweeping operations (road right-of-way and city facilities only). Stormwater facilities include catch basins, drywells, storm drain lines, percolation trenches, bioretention facilities, and swales. The stormwater utility is also responsible

for street sweeping operations and capital improvements to the stormwater system. The City of Black Diamond's Maintenance Standards for Drainage Facilities provides more details.

Private property owners are responsible for retaining, collecting, and treating stormwater onsite. Black Diamond's municipal code provides standards for controlling storm drainage and preventing off-site run-off. On-site detention systems managed by the property owner assist in the control of storm drainage in the city.

The City's stormwater conveyance system is a combination of piped and open channel drainage systems and sheet flow, with outfalls to Ginder Creek, Rock Creek, and Jones Lake. The overall City and natural drainage systems are shown in Table 6-6. The City reports no known major flooding problems; however, minor ponding occurs at some locations during larger storm events and/or during extended wet weather conditions.

The Ten Trails and Lawson Hills master planned developments have (or will have) stormwater systems that are managed as part of the conditions of the development agreements, including the construction of significant stormwater facilities within the developments.

The City's existing stormwater conveyance system consists of approximately 50,000 LF (9.4 miles) of gravity pipe, and 18,000 LF (3.4 miles) of open ditch. The pipe system is composed mainly of concrete culverts, corrugated metal pipe, and PVC pipe. Approximately 30% of the piped system is located in housing developments. There are few stormwater ponds in the City. One of the more significant stormwater pond systems is the Greenbrier detention ponds located near Lake Sawyer.

Stormwater flow from most of the developed portions of the city does not receive treatment, other than some limited biofiltration. Stormwater detention ponds are located in the Lawson Hills and Morgan Creek developments and at a 20-lot development in the Morganville area. There are additional stormwater detention ponds associated with the Greenbrier development near Lake Sawyer. These facilities may, and likely do, provide some minimum level of treatment of stormwater runoff from these developments. The City recently adopted Low Impact Development (LID) standards providing green infrastructure solutions for treating stormwater that will be used in conjunction with the City's design and construction standards for stormwater management.

Key Projects

The following projects are identified in the 6-year CIP:

N. Commercial SR 169 Stormwater Improvements
Ginder Creek Headwall
Lawson Hills Stormwater Ponds Improvement
Diamond Glen Stormwater Pond Decommission

ERRATA SHEET

Sanitary Sewer

The City provides local sewage collection services for all of the city except for the area around Lake Sawyer. Soos Creek Water ~~&and~~ Sewer District provides sewer service to the northwest area of Lake Sawyer. The rest of the area around Lake Sawyer has no public sewer though it is within the Soos Creek Water & Sewer District Planning Area. This area~~but~~ features individual private on-site wastewater disposal systems (septic tanks ~~and&~~ drain fields). The planning area is depicted in Figure 8.3.

- ***The Sewer General Plan (2012, or as amended) is adopted into this Comprehensive Plan by reference.***

The City has an active agreement with the King County Wastewater Treatment Division to provide for regional conveyance and treatment of all sewage from Black Diamond. In this agreement, the city-owned Jones Lake pump station (designed to be a regional facility) is operated and maintained by King County.

The City sewer system currently consists of approximately 22.1 miles of gravity mains and 2.5 miles of force mains. The City has four operating pump stations that vary in size. These sewage pump stations pump the sewage from the low areas to a gravity sewer collection system that all drains to the King County maintained regional Jones Lake Pump Stations. Sewage is then pumped from there by a force main to a gravity sewer transmission main in Lake Sawyer Road which drains to the Soos Creek system and then onto King County sewer facilities.

At the time the development agreements for the two major MPDs (Ten Trails and Lawson Hills) were adopted, it was determined that the City sewer system would have adequate capacity to serve these developments with system improvements. The developer installed a lift station that is operational. The new residential development within the MPDs tends generate lower wastewater for each dwelling unit (as compared to other parts of the city) due to smaller lot and home sizes and more efficient construction and plumbing methods.

In mid 2024 King County began initial work to support their Black Diamond sewer upgrade project³ which will increase capacity for six miles of regional sewer pipe in Black Diamond. A regional sewer line was built in 1992 (funded by a Modification or Replacement Grant from EPA and DOE) and now upgrades are needed as the line reaches capacity. Upgrading the sewer line may include a combination of repairing the existing pipe and installing new pipes. Once completed, the project would allow the County to treat more wastewater, meeting the needs in Black Diamond and serving the community's wastewater capacity in the decades to come and ensure reliable services.

³ <https://kingcounty.gov/en/dept/dnrp/waste-services/wastewater-treatment/capital-projects/black-diamond-sewer-upgrade>

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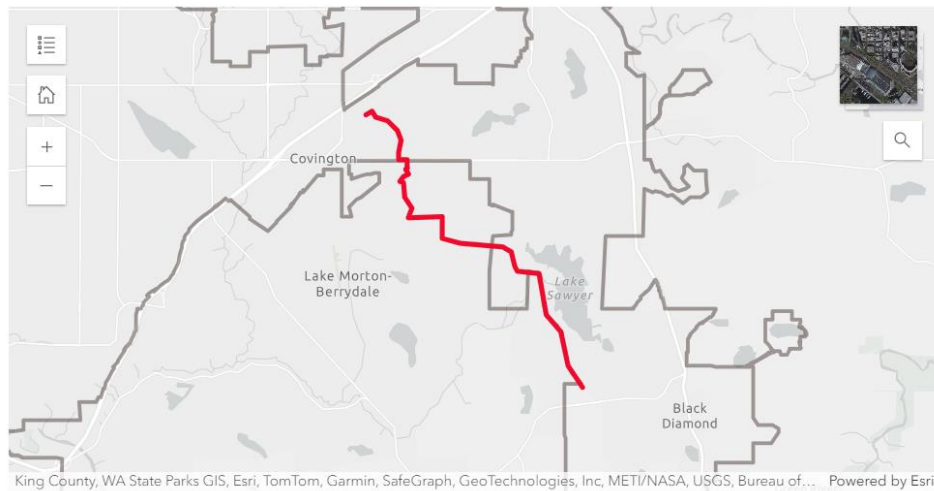


Figure 8-2: Map of King County's Black Diamond Sewer Upgrade Project⁴

Key Projects

The following project is identified in the 6-year CIP:

Diamond Glen Pump Station Decommissioning

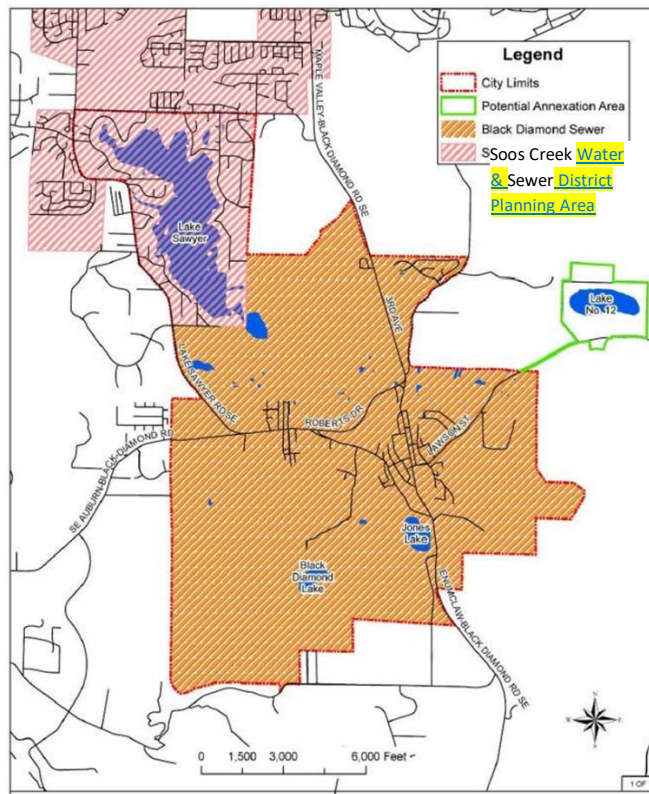


Figure 8-3: Sewer Service Map

⁴ Source: King County Wastewater Treatment Division

Police Protection

The Black Diamond Police Department is a full-service agency committed to providing the highest quality service, preserving human rights, lives, and property, and working in partnership with the residents of Black Diamond to problem solve, meet the challenges of reducing crime, create a safer environment, and improve the quality of life.

The police department currently is staffed with 13 commissioned police officers, one records manager, and one police clerk. Core services include responding to calls for service, proactive patrol, traffic enforcement, marine services, records, evidence, crime prevention, narcotics, and criminal investigation.

The police department responds to calls 24 hours per day, seven days per week, through requests for service via contracted dispatch with Valley Communications. The police fleet consists of 15 patrol cars, one administrative vehicle (currently lent to the city for use), one marine boat, and one marine Zodiac-style inflatable.

As the City grows over the next 20 years, additional personnel and equipment will be required to meet service demands, in addition to the need for additional space to accommodate evidence processing, firearms cleaning/safety, interviews and interrogation, and secured parking. A level of service standard of 1.7 officers per 1,000 residents is the targeted staffing although it should be noted the department does not solely rely on a staffing ratio system, but also utilizes a manpower staffing allocation that reviews workload data to determine the resources needed to provide a specific level of service. Ultimately, the number of sworn officers is based on the needs of the community. In Black Diamond, the department is focused on continued and advanced training to provide a range of services, many of which do not show up as official statistics yet are often the types of services most highly valued by the community. These include crime and drug prevention programs, education, and activities to strengthen police-community relations and promote safety.

Key Projects

The following projects are identified for the near term (next 6 years):

Patrol Car Replacements
Secured Facility

Administrative Services

The City's facilities include:

- The former City Hall on Lawson Street, which now houses the police department (and emergency response center), the City Council chambers and the Black Diamond Municipal Court
- City shop across from former City Hall (consisting of a garage, storage room, and yard)
- City administrative offices located within leased modular buildings and leased office space at 24301 Roberts Drive

Additionally, the City acquired the old 3,740 square foot elementary school gymnasium and relocated it to a site between City Hall and the City shops. The gym is available for groups, clubs, and sports teams to rent. The City also owns the Black Diamond Museum property on Railroad Avenue and leases the facility to the Black Diamond Historical Society.

To ensure that citizens receive adequate public services, the City has adopted LOS standards for its administrative buildings and services, which is to provide 330 square feet of space per each full-time equivalent (FTE) employee. The purpose of this standard is to provide a helpful management tool. It is a guideline and is not subject to concurrency. The size of the facilities will be dictated by the number of employees needed to serve residents.

Future Needs

Municipal space needs will be affected by several variables, including the growth of large residential developments, commercial/ industrial growth, and policy decisions on how to deliver governmental services. The City already lacks enough permanent administrative office space to meet LOS standards, and this will increase as City staff increases. The City needs to identify funding sources and options for new administration facilities within the 20-year period that this Plan covers.

Key Projects

The following projects are identified in the 6-year CIP:

Facility Improvements
Gym / Wayfinding Signs
Technology Upgrades

Fire and Emergency Medical Services⁶

The City of Black Diamond contracts with the Mountain View Fire and Rescue (formerly King County Fire District 44) to provide services including rescue, fire protection, fire suppression, fire prevention, fire marshal services, emergency medical services, Basic Life Support (BLS), hazardous materials response, administrative services, and public education activities.

Mountain View Fire and Rescue has 39 career staff and 6 volunteer firefighters. The District serves a combined area of approximately 70 square miles, serving unincorporated Auburn, Kent, Covington, Enumclaw, the Muckleshoot Reservation, and the City of Black Diamond.

The District staffs three fire stations, including Fire Station 98 which is owned by the City of Black Diamond and located near Lake Sawyer at SE 296th Street. The City established development impact fees for fire protection facilities in 2012 (Ordinance No. 12-980) and impact fees were used for the siting, design, and construction of a new 8,000 square foot fire station at Lawson Hills which is due to be completed in 2025⁷. The old Station 99 is located on Baker Street and is no longer an active fire station,

⁶ The King County Sheriff's Department provides fire investigative services to the City.

⁷ Staffing and operations of the Lawson Hill station will occur at a later date.

but the building is still owned by the City and is used for storage of an antique fire truck and archival records by the Historical Society under an agreement between the district, the City, and the Historical Society. Once the new fire station at Lawson Hills is operational, it will be designated as Station 99.



Figure 8-4: The Historic 1948 Black Diamond Fire Truck.

Photo from prior City of Black Diamond Comprehensive Plan.

The City and the Fire District have had a contract in place since 2002 pursuant to an Interlocal Agreement which has been amended several times. The Interlocal Agreement addresses many details such as equipment and apparatus ownership and maintenance, ownership and maintenance of buildings, services provided, staffing, and so forth. The Fire District has taxing authority over approximately 70 acres in unincorporated King County, but Black Diamond is not included in their boundary. As a result, the City and the District negotiate charges for the services. Once the Lawson Hill fire station is constructed and ready to enter service, the base charge for services will need to be renegotiated. Annexation of the city into the Fire District can also be explored, and public meetings and planning would be necessary if that option is contemplated.

Next, Advanced Life Support (ALS) services are provided by King County Medic One (KCM1). KCM1 is one of six ALS providers in the regional EMS system. The King County Medic One/EMS system serves an area of 2,134 square miles, with a population of over two million, as of 2022. ALS is considered a second tier of response and care is provided by paramedics. The First Tier of Response, for Basic Life Support (BLS), is provided by firefighters and EMTs. Average response times for BLS units in King County, which arrive first to most scenes, was 5.4 minutes in 2022.

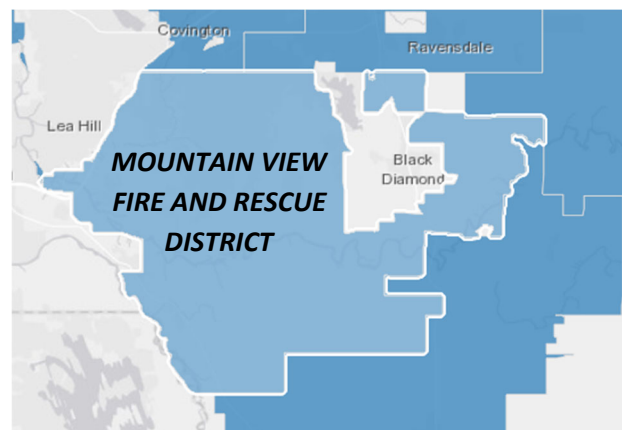


Figure 8-5: Map of Mountain View Fire and Rescue District

Future Needs

As the City grows over the next 20 years, additional fire stations, equipment and personnel will be required to maintain adequate fire and emergency medical services. Additional water system improvements will also be needed to maintain adequate fire flow. The anticipated growth from the master planned developments will change the City's NFPA Demand Zone from Suburban to "Urban" Standard of Coverage.

Key Projects

The following projects are identified in the 6-year CIP:

New Fire Engine purchase
Reserve Engine replacement
New Aid Car purchase
Bush Truck Chassis <u>Brush Truck Chassis</u> Replacement
Fire Station and Equipment
Breathing Apparatuses

Cemetery at Morganville

The City owns and maintains a cemetery at 24431 Morgan Street. Founded in 1884, it is included in the National Register of Historic Places. Many of the over 1,200 graves are for those who died in the early 1900s of the flu and smallpox, and in mining accidents. Some areas of the cemetery are still available for burials. The public works department is responsible for plot and niche sales. The community regularly participates in cleanup events to help maintain the cemetery.

8.4 Other Services, Facilities, and Utilities

Electricity

Electricity is provided by Puget Sound Energy (PSE). Puget Sound Energy (PSE) is an investor-owned utility providing electrical and natural gas service to approximately 1.2 million residential, commercial, and industrial customers in a ten-county service territory in western Washington and parts of central Washington. To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

Various facilities are located throughout the city and King County, including one substation and one overhead transmission line within existing city limits. The Bonneville Power Administration has a 500-kV transmission easement and line that lies approximately one mile north of the city limits.

The electrical system can be expanded as the area load develops. The timing of future construction is largely dependent on the development growth of an area, and the associated increase electric demand (load), as well as facility maintenance requirements, reliability related improvements, or system replacement needs.

Natural Gas

PSE operates the state's largest natural gas distribution system serving more than 900,000 gas customers in six counties. PSE manages a strategically diversified gas supply portfolio. About half the gas is obtained from producers and marketers in British Columbia and Alberta and the rest comes from Rocky Mountains states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of PSE-owned gas mains and service lines.

PSE provides natural gas to certain locations in the city. Gas service is generally extended to new development upon evaluations of requests based on an economic feasibility study. Currently the natural gas supply system meets the existing demand.

Alternative Energy and Energy Efficiency

Throughout recent years, the city has seen an increase in the number of people who are installing solar panels on their homes or accessory buildings to augment other energy sources. Solar energy is emission free, and therefore does not contribute to climate change.

There are many ways that businesses and residents in the city can conserve energy and use energy more efficiently. Doing so helps reduce environmental degradation and can reduce costs. Energy conservation practices can include driving eco-friendly cars, reducing vehicle trips, purchasing Energy Star equipment and appliances, using programmable thermostats, using energy-efficient lighting, and so forth.

Telecommunications

The city is served by several internet providers including Astound Broadband Powered by Wave, CenturyLink, Xfinity, and T-Mobile. There are various telecommunication facilities in and near the city. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider.

Cellular service in the city is currently available through a variety of providers, including Verizon Wireless, AT&T Wireless, [and T-Mobile](#), ~~and Sprint~~. There are several cellular towers located in or near the city. Generally, locating new cellular tower sites depends on the density and location of new cell phone users, not overall population trends.

Cable television service throughout the City is provided by Comcast. Comcast usually locates its cable lines on private property, or on the power company poles within street right-of-way. They will also locate their lines within other utility easements along the rights-of-way. No new major facilities would be required to accommodate population increases; however, additional cable lines would need to be provided to new development. Comcast also uses these lines to deliver broadband internet and digital phone service to its customers.

Solid Waste Management and Recycling

The Washington Solid Waste Recycling and Recovery Act RCW 70.95 requires King County, in association with its cities and towns, to adopt and regularly update a 20-year comprehensive solid waste management plan. The most recent version of this plan was adopted by King County in 2019. Black Diamond signed the original Solid Waste Interlocal Agreement (ILA) in 1988 and has signed the Amended and Restated Solid Waste Interlocal Agreement which terminates in December 2040. Most of the city's garbage and recycling collection is provided through private companies (including Republic Services) operating under certificates issued by the Washington Utilities and Trade Commission (WUTC). The company provides regular curbside garbage, recycling, and yard waste pickup and disposal, but does not collect hazardous household waste. The nearest transfer station is in Enumclaw.

Public Schools

Black Diamond is within the Auburn, Enumclaw, Kent, and Tahoma School Districts.

The original Black Diamond School District was merged with the Enumclaw School District in 1975, to provide education and programs equivalent to the Enumclaw Schools. Most of the City now lies within the Enumclaw School District No. 216 and most of the expected new development will occur within that district. The exceptions are that a portion of the area surrounding Lake Sawyer is served by the Kent School District, the area immediately to the east of Lake Sawyer is part of the Tahoma School District, and a very small area along the Green Valley Road is within the Auburn School District.

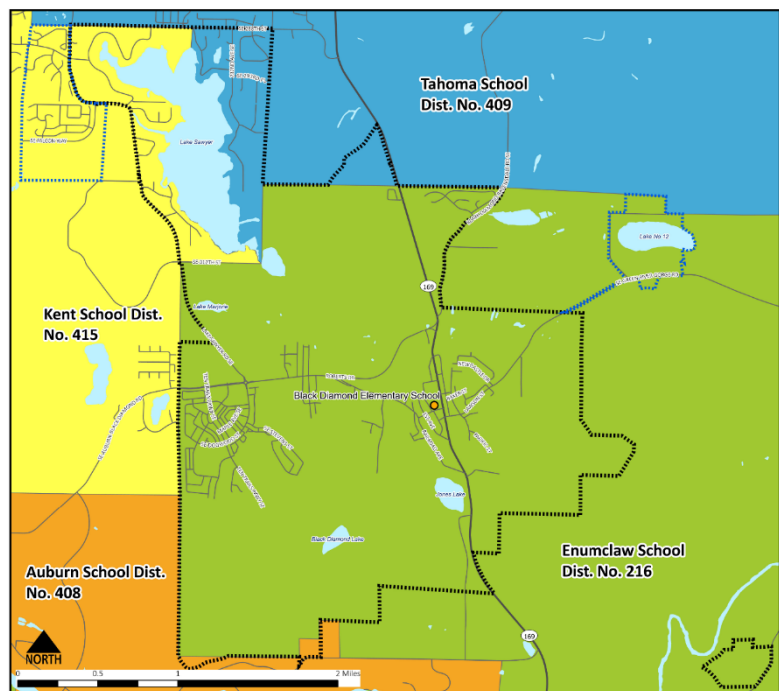


Figure 8-6: [Map of School Districts](#)

Each school district is responsible for conducting its own capital facility planning. The City is committed to cooperating with the school districts to maintain a public school system that offers a high-quality educational environment, provides accessibility for all of its students, and ensures adequate school capacity to accommodate enrollment demand.

► ***The City adopts and incorporates the following School District Capital Facility Plans into this Comprehensive Plan by reference:***

- ***Auburn School District No. 408 Capital Facilities Plan 2024 through 2030***
- ***Enumclaw School District Capital Facilities Plan 2024-2029***
- ***Kent School District Six-Year Capital Facilities Plan 2023-2024 through 2029-2030***
- ***Tahoma School District No. 409 Capital Facilities Plan 2024-2029***

Public schools contribute significantly to the community, and it is important to residents for their children to attend schools within or near where they live.

Library

The Black Diamond branch of the King County Library System (KCLS) is located on Roberts Drive. The library is open 47 hours a week and features a meeting room that can be reserved. In addition to the collection of books, the library maintains collections of magazines, videos, and more including digital materials and media. The library computer system allows the public to order any book in the King County system and have it mailed directly to their home. Public wi-fi is available and can be accessed outside the building when the library is closed.



Community Center

A Community Center, located on Highway 169 near the Roberts Drive intersection, contains approximately 12,000 square feet on two floors. The center, which opened in October 1990, offers social, recreational, and emergency services or programs for seniors and youth as well as classes and meeting space for community groups. The center is owned and operated as a nonprofit entity, the Black Diamond Community Center Association, with its own Board of Directors.

Hospital District

A small portion of Black Diamond residents are within the King County Public Hospital District No. 1 (the residents who are in the Kent School District's geographical boundaries). *"Public hospital districts are governmental entities established by Washington State statute. The legislature granted local communities the authority to create hospital districts in 1945. Today, nearly one-half of Washington's 90 hospitals are part of public hospital districts. Valley Medical Center—Public Hospital District No. 1—is the oldest and largest in Washington, encompassing the cities of Kent, Renton, Tukwila, and portions of Auburn, Black Diamond, Covington, Federal Way, Maple Valley, Newcastle and Seattle. The oldest and largest of the 56 hospital districts in the state of Washington, it operates Valley Medical Center, serving greater South King County."*

Post Office

A post office was first established in Black Diamond on July 22, 1885. Currently the Post Office operates at 25228 Baker Street in Black Diamond, Washington 98010. Passport services are available by appointment.

8.5 Financing

The City's Capital Improvement Program (CIP) details capital project needs and funding sources. Capital project financing can come from a variety of sources including current operating funds, real estate excise tax (REET), reserve funds, grants, private sector support, and voter-approved general obligation bonds. Other funding sources such as impact fees, user fees, special use agreements, public-private partnerships, service contracts, and joint development ventures should be explored to ensure and maximize the City's financial capability. Funding sources should generally be matched to specific needs in order to take advantage of each fund's specific possibilities.

It is important to ensure a fiscal balance between capital expenditures and the revenues used to pay for them (typically utility revenues from ratepayers) while ensuring an adequate LOS is achievable. This balance often requires that developers pay for the portion of capital improvements related to their level of demand on the system. At the same time, existing infrastructure requires ongoing maintenance and restoration. Capital improvements includes planning, land acquisition, and the purchase of equipment, facilities, and materials. Taking advantage of renewable resources and using efficient technologies can curb some of the need for new infrastructure.

Once completed and placed in service, capital facilities must be maintained. Funding for the maintenance of capital projects for City Utilities are funded with user fees in the respective operating budgets. Maintenance funding for projects is funded through current operations, not the capital budget. For that reason, the availability of funding for future maintenance must be considered when preparing budgets and planning projects.

The 6-Year Capital Improvements Plan (CIP), sets out the capital projects that the City must undertake within the next six years in order to implement the Plan. The six-year schedule is updated every other year, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed are updated and revised to reflect any additional information that the City has received. The CIP schedule is also to be revised to include any additional capital projects that are needed to maintain the City's adopted level of service standards.

The capital project costs are inclusive of construction engineering payments, management and administration costs, permitting expenditures, inspections, consultant fees and everything else to support the project, together with construction costs.

- *The City of Black Diamond Capital Improvement Plan for 2023-2028⁸ or as amended is adopted into this Comprehensive Plan by reference.*

Capital Facilities Charges

The City currently collects Capital Facility charges (sewer and water system connection charges) to fund system improvements. These are one-time charges that are collected at the time of building permitting. Funds are deposited directly into the Capital Improvement Fund and used for capacity adding projects for infill or new development (outside of the MPDs).

Developer Funding

Over the past decade, developers have contributed greatly to the systems in the city. The Developer of the MPDs has purchased a new fire engine, contributes to parks and recreation facilities and amenities, build new roads, has funded intersection improvements (such as installing new roundabouts) and also extend sewer, water and stormwater facilities. This trend will continue as certain thresholds or milestones are reached.

~~For example, construction of the Lawson Connector/ Lawson Parkway project is part of the Lawson Hills development agreement (the construction of a new 36-foot-wide minor arterial connection to SR 169 between the roundabout at Roberts Drive and James Street) which includes pedestrian facilities, bike lanes and street lighting and will cost the developer about \$10 Million. We will add another example here.~~

8.6 Capital Facilities and Utilities Goals and Policies

The following Goals⁹ and Policies pertain primarily to Capital Facilities and utilities, although many goals and policies throughout this plan are interrelated.

Goal CFU-1: ~~Ensure that~~ Public facilities and services are available to support future development in a cost-effective, environmentally friendly, and aesthetically pleasing way.

Policy CFU-1.1: ~~Engage in joint use~~ Facilitate transportation rights-of-ways and utility corridors that can be used in conjunction with one another, where possible.

Policy CFU-1.2: ~~Design and construct~~ Implement construction standards that are environmentally sensitive, safe, and cost effective.

⁸ Resolution No. 22-1520

⁹ When a goal states that there should be capacity for future growth, the term “capacity” is used in a broad sense, referring to system-wide capabilities such as wastewater processing volumes and water rights rather than specific infrastructure build-out aspects (such as construction to accommodate a plat).

- Policy CFU-1.3:** Facilitate the development of all utilities at the appropriate LOS to accommodate [projected](#) growth ~~that is anticipated to occur in the City.~~
- Policy CFU-1.4:** Facilitate the provision of utilities and ensure environmentally sensitive, safe, and reliable service that is aesthetically compatible with the surrounding land uses and results in a reasonable economic cost.
- Policy CFU-1.5:** Coordinate among adjacent jurisdictions and service providers to provide reliable and cost-effective services to the public.
- Policy CFU-1.6:** Conduct City operations in a manner that leads by example through activities such as recycling, water conservation, energy conservations and low impact development whenever possible.
- Policy CFU-1.7:** Require underground installation of [certain](#) existing utility lines when significant site improvements or development occur, with [City](#) street improvement projects [if funding is available](#), or through a local improvement district.
- Policy CFU-1.8:** Require architectural screening for above-ground utility structures such as transformers and vaults.
- Policy CFU-1.9:** Create and maintain adequate reserve funds to pay for replacement of existing facilities and equipment.
- Policy CFU-1.10:** ~~The City will~~ Invest in planning activities, including feasibility studies and comprehensive planning as necessary for siting and financing capital facilities and utilities to support growth.
- Policy CFU-1.11:** [Consider impacts to the environment, climate change, and public health, and minimize these impacts whenever possible while constructing and providing public services and facilities.](#)
- Policy CFU-1.12:** [Pursue grant funding to offset project costs through Safe Routes to Schools program funding, TIB funding, HUD CDBG grants, etc. and leverage public works trust fund loans where practical. Leverage impact fees and other revenues to match grants as much as possible.](#)
- Policy CFU-1.13:** [Continue to regularly update the city's Capital Improvement Plan to ensure investments are timed and budgeted appropriately, and also to maintain eligibility for listed projects to be funded with Real Estate Excise Tax \(REET\) revenues, grant programs, etc.](#)

Policy CFU-1.14: Focus investment, when practical, on projects that can extend the useful life of existing facilities, or which provide health and safety benefits.

~~General Utility Policies~~

Goal CFU-2: Utility systems meet current needs and have capacity to accommodate future growth.

- Policy CFU-2.1:** Consider utility permits simultaneously with development proposals and ensure all utilities necessary to support development are adequate and available prior to approving development.
- Policy CFU-2.2:** Track water and sewer hook-ups to monitor available capacity in the City's utility systems.
- Policy CFU-2.3:** Strive to upgrade existing system deficiencies within 6 years upon identification.
- Policy CFU-2.4:** Regularly update water, stormwater, and sewer plans to ensure compliance with state rules and maintain consistency with the Comprehensive Plan.
- Policy CFU-2.5:** Include alternative design and construction techniques in the City's design standards to minimize sensitive area impacts and allow for new technologies that have proven efficiencies.
- Policy CFU-2.6:** Locate utility corridors in existing cleared areas, where possible.
- Policy CFU-2.7:** Encourage the conversion ~~and connection~~ from private wells and septic systems to the City utility systems as available.
- Policy CFU-2.8:** Employ tools such as capital facility charges to require new development to pay its fair share of expansion of utility systems but also encourage private investment in public infrastructure through latecomer fees or local improvement districts.

~~Potable Water Policies~~

Goal CFU-3: The City's supply of potable water meets current needs and has capacity for future growth.

- Policy CFU-3.1:** Maintain the agreement with the City of Tacoma to ensure adequate water supplies for emergencies and growth.

- Policy CFU-3.2:** Encourage water reuse and reclamation, especially for high-volume non-potable water users (such as [irrigation water use at](#) parks and schools).
- Policy CFU-3.3:** Identify and develop additional water supply sources to meet long-term water needs with consideration of climate impacts and fisheries protection.
- Policy CFU-3.4:** Focus on reducing water consumption through conservation, efficiency, reclamation, and reuse.
- Policy CFU-3.5:** Initiate the protection of water supplies for potable water needs and environmental goals.
- Policy CFU-3.6:** [Develop and maintain management strategies provided by the King County Groundwater Protection Program to protect the city's drinking water supply, including designating a wellhead protection area and notifying property owners or business operators within that area of the groundwater's importance.](#)
- Policy CFU-3.7:** [Consider options to develop an alternative groundwater resource for the city's water supply.](#)
- Policy CFU-3.8:** [Update the Water Comprehensive Plan according to Department of Health timing requirements.](#)

Sanitary Sewer Policies

Goal CFU-4: ~~Provide and maintain a~~ [A well-maintained](#) sanitary sewer system [serves the needs of users including residents and businesses and](#) ~~that~~ protects public and environmental health.

- Policy CFU-4.1:** Require public sewer connections for all new residential and mixed-use subdivisions and new or expanded commercial or industrial developments, [unless infeasible.](#)

~~Require public sewer connections for all new residential development or redevelopment on existing lots of record where sewer is available within 300 feet. New residential construction or redevelopment on existing lots of record will be allowed where sewer is not within 300 feet if, (1) King County Wastewater Disposal Regulations are met and (2) the property owner signs and records a no-protest covenant for the potential formation of a local improvement district and agrees to negotiate frontage and connection fee costs.~~

- Policy CFU-4.2:** Require all failing septic systems to connect to the sanitary sewer system if they are within 300 feet.
- Policy CFU-4.3:** Coordinate capacity adding projects with King County and Soos Creek to ensure that regional system improvements are in place to support growth.
- Policy CFU-4.4:** Update capital facility charge calculations regularly and consider a charge based on sewer flow and wastewater strength rather than single-family residential flow characteristics.
- Policy CFU-4.5:** Serve new development within the urban growth area with sanitary sewer systems as appropriate.
- Policy CFU-4.6:** Plan for regional pump stations and only allow “neighborhood-scale” pump stations on a case-by-case basis.

Stormwater Policies

Goal CFU-5: ~~Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality, and the natural drainage systems.~~ Stormwater runoff is managed to protect public health and safety. Surface and groundwater qualities are protected, and natural drainage systems are sustained.

- Policy CFU-5.1:** Update the ~~Storm Drainage Plan~~ Stormwater Management Program Plan as needed to be compliant with the Department of Ecology and NPDES Phase II permitting requirements.
- Policy CFU-5.2:** Design stormwater lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes, and wetlands.
- Policy CFU-5.3:** Encourage the reduction of impervious surface and retention of natural vegetation through development regulations.
- Policy CFU-5.4:** Ensure that the storm drainage facilities necessary to support construction activities and long-term development are adequate to serve the development.

Policy CFU-5.5: Require developers to design and provide for efficient and economical drainage facilities to minimize increased runoff, avoid increased peak stormwater runoff, and prevent flooding and water quality degradation.

Policy CFU-5.6: Consider upgrading existing stormwater ponds, facilities, or features when new technologies or methods prove more efficient or when upgrades can add aesthetic value to the community.

Police Policies

Goal CFU-6: ~~Ensure adequate provisions are made to accommodate the demands of new development on police services.~~ Police services are available meeting the demands of the current population and new development.

Policy CFU-6.1: Locate new police facilities ~~and equipment within a 5-minute response time from new facilities~~ that will correct current deficiencies and serve the existing community plus future growth.

Policy CFU-6.2: ~~Develop service level indicators to determine sustainable levels of police staffing~~ Continually monitor performance objectives as it relates to staffing needs and projections.

Policy CFU-6.3: Strive to ~~achieve a range of 3.5 to 2.75 police provide a minimum of 1.7~~ achieve 2 officers per 1,000 population-based economies of scale and service level indicators.

~~Develop and maintain standard procedures for street numbering and naming conventions to minimize emergency response times.~~

Policy CFU-6.4: Apply CPTED (Crime Prevention Through Environmental Design) principles during the development review process to promote public safety.

Policy CFU-6.5: Continue to participate in Community Oriented Policing ~~Services (COPS)~~ principles to support community partnerships and develop localized problem-solving techniques.

Policy CFU-6.6: Continue to provide regular boat patrols of Lake Sawyer and surrounding shoreline, investigate water related accidents, respond to complaints, enforce boating regulations, provide emergency medical aid, and educate the public about safe boating practices.

~~Fire and Emergency Medical Services Policies~~

Goal CFU-7: Fire and emergency medical services are available to meet the demands of the current population and new development.

Policy CFU-7.1: Establish a Standard Level of Cover consistent with the NFPA 1720 Section 4.3 standards and strive to meet staffing standards for the Suburban Area Demand Zone which is six firefighters/EMTs on duty.

Policy CFU-7.2: Consider relevant factors such as response time, call loads, growth of population and non-residential structures, geographical area, topographic and manmade barriers, natural hazards, and the NFPA standards when considering the level of service for determining the need for fire and emergency capital facilities and equipment.

Policy CFU-7.3: Take reasonable action to ensure that there is a fire station within a 1.5-mile radius or 6-minute travel time upon built roads from developed properties.

Policy CFU-7.4: ~~Implement~~ Collect and use impact fees for fire and emergency medical capital facilities and equipment consistent with the City's impact fee ordinance; adjust fees periodically to address inflationary factors and changed capital facilities needs.

~~Make the replacement of Station 99 and Engine 99 a priority for public safety.~~

Policy CFU-7.5: Continue to work with the Mountain View Fire and Rescue District Board of Commissioners to develop a work plan for long-term fire and emergency services needs as the City grows.

Goal CFU-8: School districts have the capacity to accommodate current residents in addition to future growth.

Policy CFU-8.1: Coordinate with school districts serving the City to encourage the provision of safe, secure, and permanent education space for all students. Provide frequent updates on platting and permitting activity (housing) within the city to the school districts.

Policy CFU-8.2: Work with school districts serving the City to identify new school sites within the City limits.

- Policy CFU-8.3:** ~~Maintain~~ Establish a joint-use agreement for city and school facilities and land with the Enumclaw School District.
- Policy CFU-8.4:** ~~Coordinate with~~ Notify school districts serving the City during SEPA environmental review of residential development projects.
- Policy CFU-8.5:** Promote the development of a Safe Route to Schools program to implement actions aimed at increasing students walking and bicycling to school.
- Policy CFU-8.6:** Require that new development pay the appropriate school impact fees to the school district.

~~Administrative Services Policies~~

Goal CFU-9: Administrative services meet current and near-term future needs.

- Policy CFU-9.1:** Provide adequate City Hall and other municipal space/equipment as needed to meet the demands for City services.
- Policy CFU-9.2:** Require new development to finance the facilities, equipment, and services needed to support new development and to mitigate impacts from growth.

8.7 Capital Facilities and Utilities Minimum LOS Standards

Implement the following minimum level-of-service standards, unless other LOS standards are adopted elsewhere:

- 1. City Administrative Services:** Facilities that are safe and meet all applicable building standards, codes, state and federal regulations, and environmental quality aspects. Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements. LOS standard 330 square feet of space per each full-time equivalent (FTE) employee.

~~**Collection and Disposal of Solid and Hazardous Wastes:** Require that collection service for garbage and recyclable materials be available to all properties within the City. Include level of service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and for public education regarding hazardous wastes.~~

- 2. Electrical Service:** Coordinate with service providers for land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal

periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.

3. **Fire Protection:** Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard. ~~Maintain a fire service protection rating of 4 or less.~~
4. **Libraries:** Continue to receive library services from the King County Library System (KCLS).
5. **Natural Gas:** Promote the extension of distribution lines to unserved areas. Coordinate for land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption.
6. **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks and Recreation Element (and aligns with the PROS plan).
7. **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity. **1.72 officers per 1,000 residents.**
8. **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
9. **Public Schools:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-aged children. The school districts establish standards for class sizes according to grades for elementary students, and enrollment to FTE ratios for secondary schools.
10. **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. ~~Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:~~
 - ~~(a) Underlying soils allow for proper percolation without undue adverse impact; and~~
 - ~~(b) Sanitary sewer is not within reasonable proximity of the development site; and~~
 - ~~(c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and~~
 - ~~(d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.~~

- 11. Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) permit and the standards of the ~~2019 Edition of the Department of Ecology's Stormwater Management Manual for Western Washington~~ City's adopted surface water management manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Street sweeping per NPDES permit requirements.
- 12. Telecommunications:** Advocate for the development/maintenance of facilities necessary to provide telecommunication services (wired and wireless) as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. ~~Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers and ensures that ethnic, minority and limited income populations are not disadvantaged.~~
- 13. Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
- 14. Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate. TBD Level of service (due to plan update which is underway).

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AMI	Area Median Income
AWC	Association of Washington Cities
BDUGAA	Black Diamond Urban Growth Area Agreement
BMP	Best Management Practices
CARA	Critical Aquifer Recharge Area
CFU	Capital Facilities and Utilities/CFU Element
CIP	Capital Improvement Plan
CMS	Concurrency Management System
Commerce	Washington State Department of Commerce
CPPs	King County Countywide Planning Policies
CPTED	Crime Prevention Through Environmental Design
CTR	Commute Trip Reduction
DART	Dial-A-Ride Transit
DCHS	King County Department of Community and Human Services
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
EPF	Essential Public Facilities
ERU	Equivalent Residential Unit
FIRES	Finance, Insurance, Real Estate, and Services
FLUM	Future Land Use Map
FTE	Full Time Employee
GMA	Growth Management Act
GMPC	King County Growth Management Planning Council
HAI	Housing Affordability Index
HAP	Housing Action Plan
HNA	Housing Needs Assessment
HOA	Homeowners' Association
HSS	Highway(s) of Statewide Significance
ILA	Interlocal Agreement
KCD	King Conservation District

LID	Low Impact Development
LOS	Level of Service
LU	Land Use/LU Element
MDRT	Black Diamond Master Development Review Team
MPD(s)	Master Planned Development(s)
MPO	Metropolitan Planning Organization
MPP(s)	Multicounty Planning Policy/Policies
NE	Natural Environment/NE Element
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resource Conservation Service
OFM	Office of Financial Management
Open Space Agreement	Black Diamond Area Open Space Protection Agreement
PAA	Potential Annexation Area
PHS	Priority Habitat and Species Program
PROS	Parks, Recreation, and Open Space/PROS Element
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
PWTF	Public Works Trust Fund
RCO	Washington State Recreation and Conservation Office
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RTPO	Regional Transportation Planning Organization
SAO	Sensitive Areas Ordinance
SCTF	Secure Community Transition Facilities
SDC(s)	System Development Charge(s)
SEPA	State Environmental Policy Act
SMMWW	Stormwater Management Manual for Western Washington
SWMP	Stormwater Management Plan
TDM	Transportation Demand Management
TDR	Transfer of Development Rights
TIA	Traffic Impact Analysis
TIB	Washington State Transportation Improvement Board
TIP	Transportation Improvement Program
TSM	Transportation Systems Management

UGA	Urban Growth Area
UGCR	King County Urban Growth Capacity Report
VOC	Volatile Organic Compound
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WRIA	Water Resource Inventory Area
WSA	Water Service Area
WSDOT	Washington State Department of Transportation
WSP	Water System Plan
WUI	Wildland Urban Interface
WUTC	Washington Utilities and Transportation Commission
WWTP	Waste Water Treatment Plan

GLOSSARY

◀ Denotes the definition is from the 2021 King County Countywide Planning Policies (amended 2022 via Ord. 19553)

Accessory Dwelling Unit (ADU): RCW 36.70A.696 defines an ADU as a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other house unit. MRSC defines ADU as a small, self-contained residential unit located on the same lot as an existing single-family home. An ADU has all the basic facilities needed for day-to-day living independent of the main home, such as a kitchen, sleeping area, and a bathroom. As the term "accessory" implies, ADUs are generally defined to be smaller in size and prominence than the main residence on the lot.

Adequate Capital Facilities: Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable Housing: Housing that is affordable at 30 percent or less of a household's monthly income. This is a general term that may include housing affordable to a wide range of income levels and includes income-restricted and non-income units. (See also RCW 36.70A.030(5) and WAC 365-196-210). ▶

Affordable Housing Committee: A committee of the King County Growth Management Planning Council chartered to recommend actions and assess regional progress to advance affordable housing solutions and function as a point of coordination and accountability for affordable housing efforts across King County. ▶

Amendment: The GMA limits comprehensive plan amendments to occur no more frequently than once per year, with some exceptions. Exceptions to the GMA annual amendment cycle include the following: the initial adoption of a subarea plan, the adoption or amendment of a shoreline master program, the amendment of the capital facilities element of the plan that occurs concurrently with the adoption or amendment of the 6-year Capital Improvement Plan, and the resolution of an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court.

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.

Area Median Income (AMI): The annual household income for the U.S. Department of Housing and Urban Development calculates median income for each metropolitan region. These are used to determine income limits for government affordable housing programs. ▶

Arterial (Minor): Minor arterials connect with and augment the principal arterials and serve intra-city areas. Minor arterials provide more access to abutting land than a principal arterial. Minor arterials also

connect residential neighborhoods to small community centers and principal arterials. These streets typically provide service to the public transit system. Average daily traffic (ADT) is usually between 5,000 and 15,000 vehicles per day. The roadways typically have 2, 4, or 5 travel lanes with widths ranging from 28 to 60 feet. Right-of-way widths are typically 84 feet and have vertical curbs and gutters.

Arterial (Principal): Principal arterials provide service to major city centers and centers of activity. They are typically the traffic corridors with the highest traffic volumes and carry the most traffic in the area. Principal arterials carry traffic into, out of, and through the City. The traffic movement function is emphasized at the expense of convenient access to adjacent land. ADT is usually greater than 10,000 vehicles per day. The roadway typically has four or more travel lanes with pavement widths ranging from 44 to 84 feet. Right-of-way widths are typically 100 feet, and most have vertical curbs and gutters. The principal arterial classification is further subdivided into: (1) interstate freeways, (2) other freeways and expressways, and (3) other principal arterials without strict access control.

Best Management Practices (BMP): These are defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water.

Average Per Capita Income: Average per capita income is measured by dividing the area's total income by its total population.

Black Diamond Open Space Area Protection Agreement (Open Space Agreement): A conservation easement between King County and Plum Creek preserves 1,600 acres of forestland on Ravensdale Ridge to protect wildlife, views, and existing trails.

Black Diamond Urban Growth Area Agreement (BDUGAA): The BDUGAA is a multi-party agreement from 1996 between the City of Black Diamond, King County, and two major landowners the Palmer Coking Coal Company, and the Plum Creek Timber Company. The agreement was negotiated to facilitate the expansion of the UGA (and the subsequent change to the City's municipal boundary) as contemplated under the GMA and as identified in the agencies' respective comprehensive plans (BD Ordinance 12534).

Buffer Zones/Buffers: According to BDMC 18.100.150, a buffer is An area of land or a structure used or created for the purpose of insulating or separating a structure or land use from other uses or structures in such manner as to reduce or mitigate any adverse impacts of one on the other. BDMC 19.10.609 states that a buffer or buffer zone is an area that is contiguous to a sensitive area and provides an area for related ecological functions to take place including, but not limited to, the continued maintenance, functioning, and/or structural stability of a sensitive area and/or separates and protects the sensitive area from adverse impacts associated with adjacent land uses. BMDC 19.12.030 states a buffer is an area contiguous with a critical area that is required for the integrity, maintenance, function and structural stability of the critical area.

Capacity: The measure of the ability to provide a level of service on a public facility.

Capital Facility: A capital facility is a physical structure owned or operated by a government entity that provides or supports a public service. The City of Black Diamond defines Capital Facilities to mean any city-owned, operated, or contracted facility including but not limited to parks, utilities, recreational facilities, schools, libraries, playgrounds, streets, transportation facilities, open space, police, fire or other buildings, including their related equipment for which costs can be capitalized.

Capital Facilities Plan (CFP): A plan of capital projects, for a six or longer time period, with estimated costs and proposed methods of financing that is updated annually.

Capital Improvement: Land, improvements to land, structures (including design, permitting, and construction), initial furnishings, and selected equipment. Capital improvements have an expected useful life of at least 10 years.

Capital Improvement Plan (CIP): A multi-year plan that identifies, prioritizes, and budgets for major infrastructure projects.

Clustering: Clustering is a development technique that allows for the on-site transfer of density so that lots are concentrated in one portion of the site leaving the remaining portion of the site as open space.

Collector: Collector arterials provide local circulation to residential areas and access to adjacent commercial and industrial businesses. These streets allow movement within neighborhoods and funnel neighborhood traffic onto the principal and minor arterial street system. Collector arterials can also provide circulation for a central business district as a grid system with minor or principal arterials on the perimeter. Collector arterials may also serve public transit routes. ADT on collector arterials is usually between 3,000 and 10,000 vehicles per day. The roadway typically has two or three lanes with pavement ranging from 24 to 36 feet wide. Right-of-way widths are typically between 50 and 60 feet, and most have vertical curbs and gutters.

Community Character: Community character is sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents. Factors that contribute to community character include parking and transportation, building design, natural features, and other similar features.

Commercial Uses: Commercial uses are activities within land areas predominately connected with the sale, rental, and distribution of products, or performance of services.

Community Facility: A community facility is a building that is used for public gatherings or specialized physical activities.

Commute Trip Reduction (CTR): Washington state's laws relating to commute trip reduction (CTR law) were adopted in 1991 and incorporated into the Washington Clean Air Act as RCW 70.94.521 through 70.94.551. The intent of the CTR law is to reduce automobile-related air pollution, traffic congestion, and energy use through employer-based programs that encourage the use of alternatives to the single occupant vehicle traveling during peak traffic periods for the commute trip (WAC 468-63).

Complete Street: A road that is designed to be safe and accessible for motorists, bicyclists, transit vehicles and users, freight, emergency services providers, and pedestrians of all ages and abilities. The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are routinely considered during the planning, designing, constructing, and operation and maintenance of all roadways.

Comprehensive Plan: The Comprehensive Plan is the document, including maps, adopted by the City Council in accordance with applicable state law. BDMC 16.10.010 defines a comprehensive land use plan as the generalized, coordinated land use policy statement of the city, and the accompanying map, adopted under the Growth Management Act (RCW 36.70A).

Compatible: Land use compatibility means that uses can coexist in proximity to each other without resulting in undue negative impacts on either use. For example, an automobile assembly plant would be unlikely to be compatible with residential uses. Residential uses at varying densities, however, could be compatible with each other as could some residential and commercial uses. The standard for what is and is not compatible is determined by a number of factors, including the type of uses, the community's historic development pattern and expectations and local development and design standards.

Concurrency: Concurrency is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time the impacts of new development occur.

Concurrency Management System (CMS): Required by the GMA. A monitoring system the City will use to make sure the transportation network will be able to accommodate development as it occurs. 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.

Condominium: According to RCW 64.34.020, a "Condominium" means real property, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real property is not a condominium unless the undivided interests in the common elements are vested in the unit owners, and unless a declaration and a survey map and plans have been recorded pursuant to this chapter.

Congestion: Congestion results when traffic demand approaches exceed the available capacity of the system. Traffic demands vary significantly depending on the season of the year, the day of the week and the time of day. The capacity of the system can change because of weather, work zones, traffic incidents, or other non- recurring events.

Coordination: Coordination is consultation and cooperation among jurisdictions.

Connectivity: The state or extent of being connected or interconnected for all modes of transportation.

Consistency: Consistency provides that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency shows a capacity for orderly integration or operation with other elements in a system.

Cost Burden: When a household spends more than 30 percent of their gross monthly income on housing costs. ◀

Crime Prevention Through Environmental Design (CPTED): The International Crime Prevention Through Environmental Design (CPTED) Association is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is also known around the world as Designing Out Crime, defensible space, and other similar terms.

Critical Aquifer Recharge Areas (CARA): Areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge (BDMC 19.10.614).

Cottage Housing: Residential units on a lot with a common open space that either: (a) Is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space (RCW 36.70A.030(9)).

Cultural Resources: A term for lands, sites, and structures, which have historical or archaeological and traditional cultural significance.

Demand Management Strategies: Strategies designed to change travel behavior to make more efficient use of existing facilities to meet travel demand. Examples of demand management strategies can include strategies that: (a) shift demand outside of the peak travel time; (b) shift demand to other modes of transportation; (c) increase the average number of occupants per vehicle; (d) decrease the length of trips; and (e) avoid the need for vehicle trips.

Density: Density is a measure of the intensity of development, generally expressed as dwelling units per acre. It can also be expressed as population density (for example, people per acre). Density is useful for establishing a balance between potential local service use and service capacities.

Design Guidelines: A set of general recommendations and directions defining parameters to be followed in site and/or building design and development.

Design Standards: A set of requirements defining parameters to be followed in site and/or building design and development.

Development Agreement: A development agreement is a voluntary contract between a local jurisdiction and a person who owns or controls property within the jurisdiction, detailing the obligations of both parties and specifying the standards and conditions that will govern development of the property. Although the agreements are voluntary, once made they are binding on the parties and their successors. A development agreement provides assurances to the developer that the development regulations that apply to the project will not change during the term of the agreement. The city or county may impose requirements to mitigate project impacts or require clarification about project phasing and timing of public improvements. RCW 36.70B.170 describes the type of development standards that are appropriate in a development agreement.

Development Capacity/Zoned Capacity: An estimate of how much new development would be allowed based on current (or proposed) zoning and land available for new development over an unlimited time period in addition to existing development.

Development Regulations: The controls placed on development or land uses by the city, including, but not limited to, zoning ordinance, critical areas ordinances, all portions of a shoreline master program other than goals and policies approved or adopted under RCW 90.58, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

Displacement: The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area. ◀

Duplex: According to BDMC 18.100.259, Duplexes are residential housing that is a single structure containing only two dwelling units. This can include two-unit attached single-family housing.

Emergency Housing: Emergency Housing is temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless. Emergency shelters are a type of emergency housing. See also RCW 36.70A.030 (14) and (15).

Environmental Impact Assessment/Statement (EIS): An Environmental Impact Statement (EIS) is prepared when the lead SEPA agency determines a proposal is likely to have significant adverse environmental impacts. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives and possible mitigation.

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental

impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits (RCW 36.70A.030(16)).

Equivalent Residential Units (ERU): Related to Capital Facilities and Utilities; WAC 264-294-010 defines ERUs as a means a system-specific unit of measure used to express the amount of water consumed by a typical full-time single-family residence. BDMC 13.04.020 defines ERUs as the amount of water typically used by a Black Diamond residence as set forth in the city's most recently adopted water comprehensive plan. The City's Water System Plan (WSP) adopted in 2020, uses an average customer demand of 194 gpd (gallons per day) per ERU.

Erosion Hazard Areas: Lands or areas underlain by soils identified by the U.S. Department of Agriculture Natural Resource Conservation Service (NRCS) as having "severe" or "very severe" erosion hazards and areas subject to impacts from lateral erosion related to moving water such as river channel migration and shoreline retreat.

Essential Public Facilities: These are public facilities and privately owned or operated facilities serving a public purpose, typically difficult to site. They include many different facilities: airports, state education facilities, state or regional transportation facilities, prisons, jails and other correctional facilities, communication towers and antennas, solid waste handling facilities, sewage treatment facilities, and inpatient facilities (group homes, mental health facilities, and substance abuse facilities). The State Office of Financial Management (OFM) identifies these facilities as essential public facilities, consistent with RCW 36.70A.200, and facilities identified as essential public facilities in the applicable zoning ordinance.

Extremely Low-Income Households: Households earning 30 percent of the area median income or less for their household size. ◀

Fair Housing: Fair Housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability—these are the “protected classes” under state and federal law. (Washington State also protects age, sexual orientation, or having a Section 8 voucher). Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons, including individuals with disabilities.

Fee-in-Lieu Program: A program involving the restoration, establishment, enhancement, and/or preservation of resources through funds paid to a governmental or non-profit natural resources management entity to satisfy compensatory mitigation requirements.

In-lieu fee (ILF) mitigation: A type of mitigation that can be used to offset unavoidable impacts to wetlands. In this mitigation approach, a permittee pays a fee to a third party instead of conducting project-specific mitigation or buying credits from a wetland mitigation bank. The fee charged by an ILF program sponsor represents the expected cost of replacing the wetland functions lost or degraded as a result of the permittee's impact project.

Floodplain: Floodplain means the total land area adjoining a river, stream, watercourse, or lake subject to inundation by the base flood.

Forest Land: Any parcel of land that is five or more acres or multiple parcels of land that are contiguous and total five or more acres that is or are devoted primarily to growing and harvesting timber. Designated forestland means the land only and does not include a residential homesite. The term includes land used for incidental uses that are compatible with the growing and harvesting of timber but no more than ten percent of the land may be used for such incidental uses. It also includes the land on which appurtenances necessary for the production, preparation, or sale of the timber products exist in conjunction with land producing these products (RCW 84.33.035).

Functional Plans: “Functional plans” are detailed plans for facilities and services and action plans for other governmental activities such as parks, surface water, streets, etc.

Geologically Hazardous Areas: Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, pose unacceptable risks to public health and safety and may not be suited to commercial, residential, or industrial development.

Goal: A general statement expressing a desired result consistent with the vision and towards which policies and objectives aim.

Greenhouse Gas Emissions: "Greenhouse gas" and "greenhouse gases" includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and any other gas or gases designated by the department by rule (RCW 70A.45.010). Emissions are the release of air contaminants into the ambient air (WAC 173-400-030).

Group Homes: Group residential environments for people with disabilities, mental or physical; also called halfway houses (MRSC - Group Homes).

Growth Management: Growth Management is a method to guide development to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Growth Management Act (GMA): The GMA as enacted in 1990 and amended by the State of Washington (RCW 36.70A).

Growth Targets:¹ The number of residents, housing, or jobs that a jurisdiction is expected to use as the land use assumption in its comprehensive plan. Growth targets are set by countywide planning groups for counties and cities to meet the Growth Management Act requirement to allocate urban growth that

¹ [As interpreted by the Department of Commerce, growth targets represent a floor, rather than a ceiling, on the number of new residents, dwelling units, or jobs that a city must plan for under the GMA.](#)

is projected for the succeeding twenty-year period (RCW 36.70A.110). Countywide growth targets are articulated in the Development Patterns chapter. ◀

Habitat Area: An ecological or environmental area that is inhabited by a particular species of animal or plant. A place where a living thing lives is its habitat. It is a place where it can find food, shelter, protection and mates for reproduction.

High-Density Housing: Multifamily housing of a certain density that is considered to be more intensive than moderate-density housing. This designation includes housing types of 20 or more units. ◀

Highway(s) of Statewide Significance (HSS): An existing or proposed state route or federal interstate designated as a highway of statewide significance by the transportation commission, the department, or the legislature (RCW 36.120.020).

Historically Underserved Communities: Groups of people living in places that have experienced a long-term pattern of lacking investment in public services and amenities relative to neighboring communities or an expected standard. ◀

Homeowners' Associations (HOAs): "Homeowners' association" or "association" means a corporation, unincorporated association, or other legal entity, each member of which is an owner of residential real property located within the association's jurisdiction, as described in the governing documents, and by virtue of membership or ownership of property is obligated to pay real property taxes, insurance premiums, maintenance costs, or for improvement of real property other than that which is owned by the member (RCW 64.38.010).

Household: A single person, family, or unrelated persons living together (RCW 84.14.010).

Housing Affordability: Refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30 percent of gross income. ◀

Human Scale: Human scale means that the size of the building relates to the approximate dimensions of the human body.

Impact Fee: Impact fees are one-time charges assessed by a local government against a new development project to help pay for new or expanded public capital facilities that will directly address the increased demand for services created by that development (MRSC – Impact Fees). A payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. "Impact fee" does not include a reasonable permit or application fee (RCW 82.02.090).

Inclusionary Zoning: Inclusionary zoning stipulates that new residential development in certain zones includes some proportion or number of affordable housing units or meets some type of alternative

compliance. Inclusionary zoning taps into economic gains from rising real estate values to create affordable housing for lower-income households. This mandatory approach can create more affordable housing in neighborhoods with access to transportation and quality jobs. ◀

Industrial Uses: The activities predominately connected with manufacturing, assembly, processing, or storage of products.

Infill: Urban infill is defined as new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development. The term “urban infill” itself implies that existing land is mostly built-out and what is being built is in effect “filling in” the gaps. The term most commonly refers to building residential homes in existing neighborhoods but may also be used to describe new development in commercial, office or mixed-use areas.

Intensity: Intensity is a measure of land use activity based on density, use, mass, size, and impact.

Interlocal Agreement (ILA): Washington's Interlocal Cooperation Act, RCW 39.34, authorizes public agencies to contract with other public agencies via interlocal agreements that enable cooperation among the agencies to perform governmental activities and deliver public services. The Act also allows the creation of nonprofit corporations to carry out these ends. Interlocal cooperation can reduce duplication, offer economies of scale, and generally improve governmental efficiency. Local governments engage in a wide array of cooperative efforts with each other, state agencies, and other governmental entities, and interlocal cooperation can take many forms (MRSC - Interlocal Cooperation).

King County Growth Management Planning Council (GMPC): Organizations that develops and implements countywide policies. Includes King County and the cities within.

King County Urban Growth Capacity Report (UGCR): This report assessed the capacity of the cities and unincorporated areas of King County to accommodate projected growth to a specific year, including areas within the boundaries of the City of Black Diamond. Formally referred to as the Buildable Lands Report (BLR).

Land Use: “Land use” is the term used to describe the human use of land. It represents the economic and cultural activities (e.g., agricultural, residential, industrial, mining, and recreational uses) that are practiced at a given place.

Landmark: Places or things that help a community become oriented in location and time.

Landslide Hazard Areas: Areas that, due to a combination of site conditions like slope inclination and relative soil permeability are susceptible to mass wasting.

Level of Service (LOS): ~~Level of service is a qualitative measurement which describes traffic conditions based on service measures such as speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Level of service is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.~~ LOS means an established minimum capacity of public facilities or services that must be provided per unit of demand or other

[appropriate measure of need. Level of service standards are synonymous with locally established minimum standards.](#)

Low Impact Development (LID): Design concepts including a variety of strategies and techniques to address the negative impacts associated with stormwater runoff, such as:

- Reduce the street width and road network within a development.
- Replace impervious roadways, driveways, and sidewalks with more pervious materials where feasible.
- Reduce lot size and setbacks/frontage requirements through cluster designs. Increase retention of forested open space and better protect critical areas.
- Direct stormwater runoff to vegetated bioretention areas where shallow storage is used to promote infiltration and evaporation.
- Eliminate conventional pipe and catch basins to increase time of concentration by promoting sheet and shallow concentrated flow.
- Enhance soil conditions on site by preservation of existing topsoil structure, soil amendments and protection from compaction during construction.
- Reuse of runoff for non-potable application onsite.

Low-Income Households: Households earning between 51 percent and 80 percent of the Area Median Income for their household size. ◀

Manufactured Home: A type of prefabricated housing that is largely assembled in factories and then transported to sites of use. Manufactured homes are built as dwelling units of at least 320 square feet in size with a permanent chassis to assure the initial and continued transportability of the home. The requirement to have a wheeled chassis permanently attached differentiates “manufactured housing” from other types of prefabricated homes, such as modular homes.

Master Planned Development (MPD): Ten Trails (formally known as The Villages) and/or Lawson Hills.

May: When “may” is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.

Median Income: The income level which divides the income distribution of a given area into two equal parts, one having incomes above the median income and the other having incomes below the median income. For households and families, the median income is based on the distribution of the total number of units including those with no income.

Median Per Capita Income: Median value, midpoint wage, after combining the range of all wages earned per person in a given area.

Metropolitan Planning Organization (MPO): A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. Black Diamond is overseen by the Puget Sound Regional Council (PSRC) MPO.

Mitigation: The effort to reduce environmental impacts by minimizing or reducing the impact through policy or regulatory changes or implementing construction and operational standards.

Mixed-Use Development: A building or buildings constructed as a single project which contains more than one use, typically including housing plus retail and/or office uses. ◀

Mobile Home: A single portable manufactured housing unit or a combination of two or more such units connected on-site, being:

- designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;
- designed so that each housing unit can be transported on its own chassis;
- placed on a temporary or semi-permanent foundation; and
- is more than 32 feet in length and more than eight feet in width.

Moderate-Density Housing: Housing of a certain density that bridges a gap between single-family housing and more intense multifamily and commercial areas and provides opportunities for housing types that are inclusive to people of different ages, life stages, and incomes. Moderate-density housing includes but is not limited to duplexes, townhomes, and low-rise apartments and range in unit count from 1-unit attached up to 19 units. ◀

Moderate-Income Households: Households earning between 81 percent and 120 percent of the Area Median Income for their household size. ◀

Multicounty Planning Policies (MPP): Multicounty planning policies are adopted by two or more counties and establish a common region-wide framework that ensures consistency among county and city comprehensive plans adopted pursuant to RCW 36.70A.070, and countywide planning policies adopted pursuant to RCW 36.70A.210.

- a. Multicounty planning policies provide a framework for regional plans developed within a multicounty region, including regional transportation plans established under RCW 47.80.023, as well as plans of cities, counties, and others that have common borders or related regional issues as required under RCW 36.70A.100.
- b. Multicounty planning policies should address, at a minimum, the same topics identified for countywide planning as identified in RCW 36.70A.210 (3), except for those responsibilities assigned exclusively to counties. Other issues may also be addressed. (WAC 365-196-305).

Multi-Family Housing: A structure containing two or more joined dwelling units.

Multi-Modal: Two or more modes or methods of transportation. Examples of transportation modes include bicycling, driving an automobile, walking, bus transit, and rail.

Native Vegetation: Vegetation comprised of plant species that are indigenous to the area.

Natural Area: Areas characterized as predominantly undeveloped landscapes containing vegetation, slopes, streams, lakes, wildlife habitat and other features that have developed through natural growth rather than planned development or construction.

Natural Resource Conservation Service (NRCS): The Natural Resources Conservation Service (NRCS) provides products and services that enable people to be good stewards of the Nation’s soil, water, and related natural resources on non-Federal lands.

Natural Resource Lands: Agricultural, forest, and mineral resource lands that have long-term commercial significance.

Non-Family Household: People who live alone or nonrelatives living together.

Non-Motorized/Active Transportation: Any mode of transportation that utilizes a power source other than a motor. Primarily, non-motorized modes include walking (pedestrian), horseback riding (equestrian), and bicycling.

Office of Financial Management (OFM): The Office of Financial Management provides vital information, fiscal services and policy support that the governor, Legislature and state agencies need to serve the people of Washington.

Open Public Meetings Act: A law passed in 1971 and amended in 2022, affirming that all meetings of the governing body of a public agency shall be open and public and all persons shall be permitted to attend any meeting of the governing body of a public agency, except as otherwise provided in this chapter. Public agencies are encouraged to provide for the increased ability of the public to observe and participate in the meetings of governing bodies through real-time telephonic, electronic, internet, or other readily available means of remote access that do not require an additional cost to access the meeting (RCW 42.30).

Open Space: An area or portion of land, either landscaped or predominantly unimproved, which is used to meet human recreational or spatial needs or to protect the natural environment. There are various types of open space such as pastoral or recreational open space areas that serve active or passive recreational needs, such as, federal, state, regional, and local parks, forests, and historic sites. Another type is utilitarian open spaces which are those areas not suitable for residential or other development, due to the existence of hazardous or environmentally sensitive conditions, which can be protected through open space, such as, critical areas, airport flight zones, and well fields. Finally, corridors or linear open spaces are areas through which people travel, which may also serve an aesthetic or leisure purpose. For example, a regional trail may connect point A to point B but may also offer an enjoyable ride along the way; this open space is also significant in its ability to connect one area with another.

Overlay: 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.

Objective: A statement establishing a measurable target or specific task to be accomplished for the purpose of achieving a goal's desired result.

Parks, Recreation, and Open Space (PROS) Plan: The 2022 PROS Plan includes an in-depth analysis of the performance and quality of Black Diamond's existing park program, goals and policies, a community analysis, public outreach results, vision for the future, funding opportunities, and 6-year capital improvement plan.

Passive Recreation: Outdoor recreational activities, such as nature observation, hiking, canoeing, or kayaking, that require a minimum of facilities or development and that have minimal environmental impact on the recreational site.

Performance Standards: Criteria that are established and must be met before a certain use will be permitted. These measures are designed to guide development of property and include, but are not limited to, open space requirements, water and wastewater requirements, buffer zones, screening, size and heights limits for buildings, noise, vibration, glare, heat, air or water contaminants, and traffic.

Permanent Supportive Housing (PSH): Subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition. See RCW 36.70A.030 (31).

Policy: A statement giving guidance to decision makers for the purpose of achieving a goal's desired result.

Populations Disproportionately Impacted by Housing Cost Burden: When a household spends more than 30 percent of their income on their housing, they are considered cost burdened. Black, Indigenous, and Latinx households, as well as many immigrant and refugee households, are disproportionately represented both among households earning less than 80 percent of AMI as well as among cost burdened households, in part due to the legacy of structural racism and discrimination in housing and land use policies and practices. Households earning at or below 30 percent are also more disproportionately impacted by housing cost burden than higher income households. ◀

Potential Annexation Areas (PAAs): PAAs are areas within the UGA that have not yet been annexed to a city. Black Diamond has two PAAs: the Lake 12 PAA (which is approximately 160 acres and includes a portion of SE Green River Gorge Road) and the West Lake Sawyer PAA (approximately 230 acres located west of Lake Sawyer along the Covington-Sawyer road, including Kentlake High School).

Priority Habitats and Species Program (PHS): The Priority Habitats and Species (PHS) Program is the Washington Department of Fish and Wildlife's primary means of transferring fish and wildlife information from resource experts to local governments, landowners, and others who use it to protect habitat. PHS information is used primarily by cities and counties to implement and update land use plans and development regulations under the Growth Management Act and Shoreline Management Act.

Priority Species: Wildlife species of concern due to their population status and their sensitivity to habitat alteration, as defined by the Washington Department of Fish and Wildlife.

Public Health: "Public health" means activities that society does collectively to assure the conditions in which people can be healthy. This includes organized community efforts to prevent, identify, preempt, and counter threats to the public's health (RCW 43.70.575).

Public Facilities: Includes streets, roads, highways, sidewalks, street, and road lighting systems, traffic signals, domestic and irrigation water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a governmental entity, which provides or supports a public service.

Public Review: See RCW 42.30 Open Public Meeting Act (1971).

Public Works Trust Fund (PWTF): The 1985 Washington State Legislature created a Public Works Trust Fund to provide low-cost construction loans to local governments to be used for the repair, replacement, rehabilitation, reconstruction or improvements of eligible public works systems.

Puget Sound Clean Air Agency (PSCAA): The Puget Sound Clean Air Agency is the multicounty air pollution control agency for the Puget Sound region, comprising Pierce, King, Snohomish, and Kitsap Counties. It is tasked with securing and maintaining such levels of air quality as will protect human health and safety and, to the greatest degree practicable, prevent injury to plant and animal life and to property, foster the comfort and convenience of its inhabitants, seek public participation in policy planning and implementation, promote the economic and social development of the Puget Sound area, and facilitate the enjoyment of the natural attractions of the Puget Sound area.

Puget Sound Energy (PSE): Washington state's oldest local energy company, providing electric and natural gas service to many cities and counties in the region, including Black Diamond.

Puget Sound Regional Council (PSRC): Plans for regional transportation, growth management and economic development in King, Pierce, Snohomish, and Kitsap Counties.

Real Estate Excise Tax (REET): The State of Washington levies a real estate excise tax (REET) upon most sales of real property. The tax is calculated based on the full selling price, including the amount of any liens, mortgages, and other debts given to secure the purchase. The tax is due at the time of sale and is collected by the county when the documents of sale are presented for recording (WAC 458-61A-301).

Regional Transportation Plan: The transportation plan for the regionally designated transportation system that the Regional Transportation Planning Organization produces.

Regional Transportation Planning Organization (RTPO): Authorized by the 1990 Legislature, the RTPO is part of the State's Growth Management Act. The program created a formal mechanism for local governments and the state to coordinate planning for regional transportation facilities and services. The Puget Sound Regional Council (PSRC) is the RTPO for Black Diamond.

Right-of-Way: Land that the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Riparian: Of, on, or pertaining to the lands situated along banks of a river, stream, or lake.

Rural Land: All land which are not within the city or the city's urban growth area and is not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Rural Character: Refers to the patterns of land use and development established by a county in the rural element of its comprehensive plan (RCW 36.70A.030(35)).

Rural Development: Development outside the urban growth area and outside agricultural, forest, and mineral resource lands designated pursuant to RCW 36.70A.170 (RCW 36.70A.030(36)).

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Sensitive Areas: Sensitive areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. Many other jurisdictions in Washington use the term critical areas.

Sensitive Areas Ordinance (SAO): The purpose of the sensitive areas ordinance is to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, apply best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding. Many other jurisdictions in Washington use the term critical areas ordinance (CAO).

Shall: When "shall" is used in a policy, such language requires that the City take steps to accomplish the purpose of the policy.

Shoreline Management Act (SMA): The SMA was enacted in 1971, and its purpose is to manage and protect the shorelines of the state by regulating development in the shoreline area. A major goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." See RCW 90.58 for legislative text of the SMA.

Shoreline Master Program (SMP): The comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

Should: When "should" is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.

Single Family Unit: A building containing one residence which is not attached to any other dwelling by any means except fences, has a permanent foundation, and is surrounded by open space or yards.

Single-Family Housing: A single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which is treated as a separate category.

Six-Year Capital Improvement Plan (CIP): A major implementation tool a Comprehensive Plan, the 6-Year CIP is a schedule of capital improvements. The CIP sets out the capital projects that the City must undertake within the next six years in order to implement the Plan. The six-year schedule is updated every other year, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed are updated and revised to reflect any additional information that the City has received. The CIP schedule is also to be revised to include any additional capital projects that are needed to maintain the City's adopted level of service standards.

South King County Water Utilities Coordinating Committee (SKCWUCC): The SKCWUCC is the water utilities coordinating Committee for South King County. This committee contributed policies, procedures, and recommendations for the area's water utilities that are reflected in the South King County Coordinated Water System Plan (WAC 246-293-150).

State Environmental Policy Act (SEPA): SEPA, Washington State's most fundamental environmental law, was enacted in 1971 in RCW 43.21C. SEPA's basic policy of maintaining and improving environmental quality is implemented primarily through extensive procedural requirements designed to ensure that governmental agencies give proper consideration of environmental matters in making decisions on actions, whether proposed by private parties or the governmental entities themselves, that may impact the environment (MRSC – State Environmental Policy Act).

Steep Slope: Geologically hazardous areas include areas that slopes of 25%+ (BDMC 19.12.070).

Special Needs Housing: Housing arrangements for populations with special physical or other needs. These populations include the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people. ◀

Stormwater Management Manual for Western Washington (SMMWW): Department of Ecology's manual to provide stormwater permit implementation and management guidance; The objective of this manual is to provide guidance on the measures necessary to control the quantity and quality of stormwater produced by new development and redevelopment. The Western Washington manual applies to Black Diamond.

Stormwater Management Plan (SWMP): The purpose of the SWMP Plan is to detail actions that the City of Black Diamond has taken and will take to maintain compliance with conditions in the Western Washington Phase II Municipal Stormwater Permit. The City's SWMP is intended to reduce the discharge of pollutants from the City's Municipal Separate Storm Sewer System (MS4) to the Maximum Extent

Practicable, meet Washington State’s All Known and Reasonable Treatment (AKART) requirements, and protect water quality).

Sustainability: Sustainability is the balance of economic, environmental, and social equity. A sustainability lens is about meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Community: In a sustainable community, resource consumption is balanced by resources assimilated by the ecosystem. The sustainability of a community is determined by the availability of resources and by the ability of natural systems to process its wastes. A community is unsustainable if it consumes resources faster than they can be renewed, produces more wastes than natural systems can process or relies upon distant sources for its basic needs.

Tenure: The legal status by which people have the right to occupy their accommodation. Common housing tenure are renting (which includes public and private rented housing) and homeownership (which includes owned outright and mortgaged). ◀

Townhome: BDMC 3.70.020 defines a townhome as a type of “multi-family dwelling unit.” WAC 51-51-0202 defines a townhouse unit as a single-family dwelling unit in a townhouse that extends from foundation to roof and that has a yard or public way on not less than two sides that extends at least 50 percent of the length of each of these two sides.

Traffic Impact Analysis (TIA): 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.

Trails: A network of pedestrian or bicycle-oriented paths for recreational and transportation uses.

Transfer of Development Rights (TDR) Program: The TDR Program establishes the framework for the MPD Development Agreements, providing density bonuses to selected development sites while removing development rights from areas that have been established for current or future open space, parks, or community facilities. The central tenant in transferring development rights is to establish the great public benefit by exchanging development rights between disparate locations.

Transitional Housing: A facility that provides housing and supportive services to homeless individuals or families for up to two years and whose primary purpose is to enable homeless individuals or families to move into independent living and permanent housing (RCW 84.36.043 and WAC 458-16-320).

Transportation Benefit District: Defined in RCW 36.73, Transportation Benefit Districts are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. Transportation benefit district revenue may be used for transportation improvements included in a local, regional, or state transportation plan (RCW 36.73.015 (6)) (MRSC - Transportation Benefit Districts).

Transportation Level of Service Standards: A measure that describes the operational condition of the travel stream, usually for speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Transportation Systems Management (TSM): Mitigate congestion and improve traffic operations through better management and operation of existing transportation facilities rather than expanding capacity.

Treasured Places: ~~Sites that offer outstanding environmental, resource, or recreational value and/or provide significant public benefit by preserving or defining the character of the City. Part of Black Diamond's TDR Program.~~ Sites or facilities that offer outstanding environmental, resource, or recreational value, fulfill strategic community or city planning purposes, and/or provide significant public benefit by preserving or defining the character of the City. Treasured places may be designated upon request by the City Council under either the BDUGAA or Black Diamond's TDR Program.

Urban Growth Area: Defines the geographical area within a full range of urban services (typically, sanitary sewer and public water) may be provided. The purpose is to promote compact urban development within, and adjacent to, existing urban areas to ensure efficient utilization of land resources and to facilitate economic provision of urban services (thus avoiding “urban sprawl”).

Very Low-Income Households: Households earning between 30 to 50 percent of the Area Median Income for their household size. ◀

VISION 2050: The integrated, long-range vision for managing growth and maintaining a healthy region—including the counties of King, Kitsap, Pierce, and Snohomish. It contains an environmental framework a numeric Regional Growth Strategy, the Multicounty Policies, and implementation actions and measures to monitor progress. ◀

Vision: A description of the community as desired. It serves as the keystone upon which goals, policies and objectives are based.

Vulnerable Populations: Population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization. See RCW 36.70A.030(47).

Washington Recreation and Conservation Office (RCO): The RCO is a significant source of grant funding. 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.

Washington State Transportation Improvement Board (TIB): The TIB funds high priority transportation projects in communities through the state to enhance the movement of people, goods, and services. The TIB is an independent state agency, created by the Legislature that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB’s grant programs comes from revenue generated by three cents of the statewide gas tax (WA Transportation Improvement Board).

Wayfinding: Wayfinding is the methodology of using sensory cues to guide people to their destinations.

Wetland or Wetlands: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands.

Wildland Urban Interface (WUI): The geographical area where structures and other human development meets or intermingles with wildland vegetative fuels (RCW 36.70A.030(49)).

Workforce Housing: Housing that is affordable to households with one or more workers. Creating workforce housing in a jurisdiction implies consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for workforce housing that is reasonably close to regional and sub-regional job centers and/or easily accessible by public transportation. ◀

Zoning: The process by which a county or municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction.

APPENDIX 1: ECONOMIC DEVELOPMENT

The economic profile for Black Diamond has changed dramatically over the years. Originally inhabited by the Bəqəlšut of the Coast Salish People, this picturesque region was defined by its thriving fish stocks and the aroma of smokehouses.⁴ The late 1800s brought about a seismic shift when the Black Diamond Coal Company of California relocated from Nortonville, California to set up shop in present day Black Diamond, forever altering the economic trajectory of the city. With a network of railways at their disposal, the Black Diamond Coal Mining Company began supplying substantial quantities of coal to the burgeoning metropolis of Seattle. This coal-power connection between Black Diamond and Seattle laid the foundation for economic growth and industrial development in the region.² The City of Black Diamond was officially incorporated in 1959, and while coal production has not been steady, the city has increasingly assumed the role of a commuter community.

To construct a comprehensive economic profile for Black Diamond that is contextualized within the greater region, this report draws from a variety of data sources. The key data sources utilized in this profile include:

- Washington State Office of Financial Management (OFM), Forecasting Division: The OFM provides official population forecasts, enabling assessment of long-term population growth and demographic trends and their implications for the local economy. The OFM includes both intercensal (more accurate) and postcensal (more predictive) population estimates.
- 5-Year American Community Survey (ACS) Data: The detailed socioeconomic information provided by the 5-Year ACS, which is conducted by the U.S. Census Bureau, offers extensive data on demographic characteristics, income levels, educational attainment, and housing patterns among residents within Black Diamond.
- PSRC Covered Employment Estimates: The Puget Sound Regional Council's (PSRC) covered employment estimates provide a detailed breakdown of employment by industry and geography, helping to gauge the composition and changing trends of the local workforce. Data for many economic sectors in Black Diamond is suppressed due to confidentiality restrictions. Due to these limitations, the profile presents data for "Major Sectors."
- PSRC LUV-it Projections: The Puget Sound Regional Council's (PSRC) Land Use Vision (LUV-it) projections provide population, household, housing unit, and employment forecasts at the regional, county, city, and transportation analysis zone (TAZ) level. PSRC released the most recent projections in June 2023.
- LEHD Origin-Destination Employment Statistics (LODES) from the U.S. Census Bureau: Our analysis of employment dynamics relies on the dataset known as LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics, sourced from the U.S. Census Bureau. This dataset offers detailed information on

⁴ "Indians of the Pacific Northwest," 2012, Deloria Vine, Fulcrum Publishing.

² "Black Diamond: Mining the Memories," 1988, Diane Olson, Frontier Publishing.

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- commuting patterns, industry-specific employment, and workforce characteristics, providing insights into the region's labor market and industry composition.

Growth Management Act (GMA) Requirements

The Washington State Department of Commerce provides guidance for cities to update their comprehensive plans as a part of the Growth Management Act, originally adopted in 1990 by the Washington State Legislature. As it relates to this project, the GMA requires a Buildable Lands Program every ten years; Urban Growth Areas (UGAs) that accommodate the succeeding 20-year period of projected population and employment growth; Comprehensive Plan elements that include an economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life, consistent development regulations, and Capital Facilities Plans (CFPs) to sustain urban development.

Population and Demographics

Overview

This section provides an overview of Black Diamond's demographic profile and population trends. Black Diamond's recent and substantial increase in population directly affects its employment demands. Below are the key changes to Black Diamond's population and demographic profile.

- Black Diamond experienced substantial population growth between 2018-2023, increasing 72%. This increase is primarily due to the buildout of the Ten Trails master planned development (MPD).
- PSRC projects continued growth for Black Diamond through 2050, with an average annual growth rate of 3.5% compared to 1% for King County.
- ~~By 2040, Black Diamond's population is projected to approach 12,000 residents.~~
- Black Diamond has grown more racially and ethnically diverse over the last five years.
- As Black Diamond continues to grow, its demographic profile will continue to shift as new households move into the area. Households are likely to be higher-income overall due to the price point of the new homes included in the MPDs.

Population

After decades of stagnant population growth, Black Diamond experienced significant population growth between 2017-2023, growing from 4,033 to 6,880 residents (a 71% increase). The increase in population is largely attributed to the buildout of the Ten Trails master planned development, which will continue over the next decade or so.

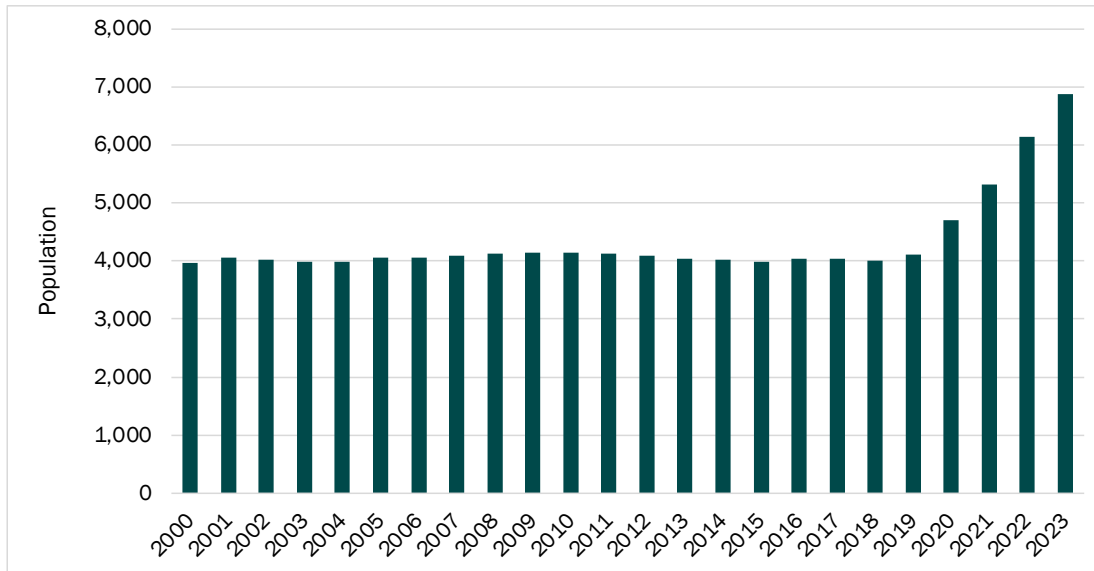


Figure A1-1: Total Population, Black Diamond, 2000–2023³

Black Diamond is growing particularly fast, even against the backdrop of a rapidly growing county and region, all experiencing historic growth rates. Figure A1-2 shows Black Diamond grew at an average annual growth rate (AAGR) of 11.4% from 2018-2023, significantly outpacing the population growth of nearby comparison cities and King County as a whole. Throughout this profile, we used North Bend, Enumclaw, Maple Valley, and Covington as comparison cities. We selected these cities due to their proximity and population size relative to Black Diamond, helping to gain a better understanding of Black Diamond's economic environment, how nearby cities might affect it and how it fits into the larger regional context.

Area	Population			Change 2013 to 2018			Change 2018 to 2023		
	2013	2018	2023	Number	Percent	AAGR	Number	Percent	AAGR
Black Diamond	4,049	4,011	6,880	-38	-1%	-0.2%	2,869	72%	11.4%
North Bend	6,041	6,829	8,120	788	13%	2.5%	1,291	19%	3.5%
Enumclaw	11,090	11,680	13,090	590	5%	1.0%	1,410	12%	2.3%
Maple Valley	24,194	26,125	29,250	1,931	8%	1.5%	3,125	12%	2.3%
Covington	18,020	20,407	21,600	2,387	13%	2.5%	1,193	6%	1.1%
King County	1,983,550	2,187,460	2,347,800	203,910	10%	2.0%	160,340	7%	1.4%

Figure A1-2: Population Growth, Black Diamond and Nearby Cities, 2013, 2018, and 2023⁴

PSRC anticipates Black Diamond will continue growing, so by 2044 Black Diamond's population is expected to approach 12,000, and exceed 13,000 by 2050. The PSRC projection assumes an average annual growth rate (AAGR) of 3.5% for Black Diamond (King County has a projected AAGR of 1.0%).

³ Source: WA Office of Financial Management (Intercensal, postcensal, and estimated)

⁴ Source: Source: WA Office of Financial Management (Intercensal and postcensal), ECONorthwest Analysis

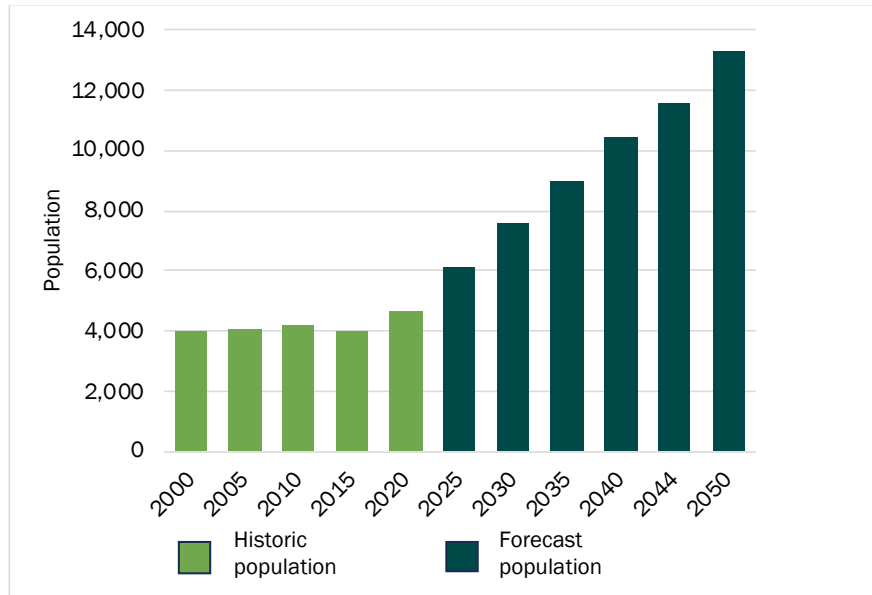


Figure A1-3: Historic and Projected Population, Black Diamond, 2000-2050⁵

Demographic Characteristics

The population distribution of Black Diamond by age group is similar to King County, as shown in Figure A1-3. However Black Diamond has a higher concentration of residents between the ages of 55-59 than the County overall, who will likely be reaching retirement in the next decade. Black Diamond also has a higher concentration of children 5 and under and between 10-14 years of age compared to the County, which positions Black Diamond as a place families choose to locate.⁶

⁵ Source: WA Office of Financial Management (historic) and PSRC LUV-it (forecast)

⁶ Black Diamond was compared with King County (as opposed to historic 2011 Black Diamond data) because the small population sample size for Black Diamond, the number of specificity of ACS age group breakdowns, and the recent population growth not adequately represented in ACS data make it challenging to discern clear trends within Black Diamond's demographic data. By comparing Black Diamond to King County, we can provide a more accurate depiction of Black Diamond's current demographic characteristics and better assess how it aligns with broader aging trends.

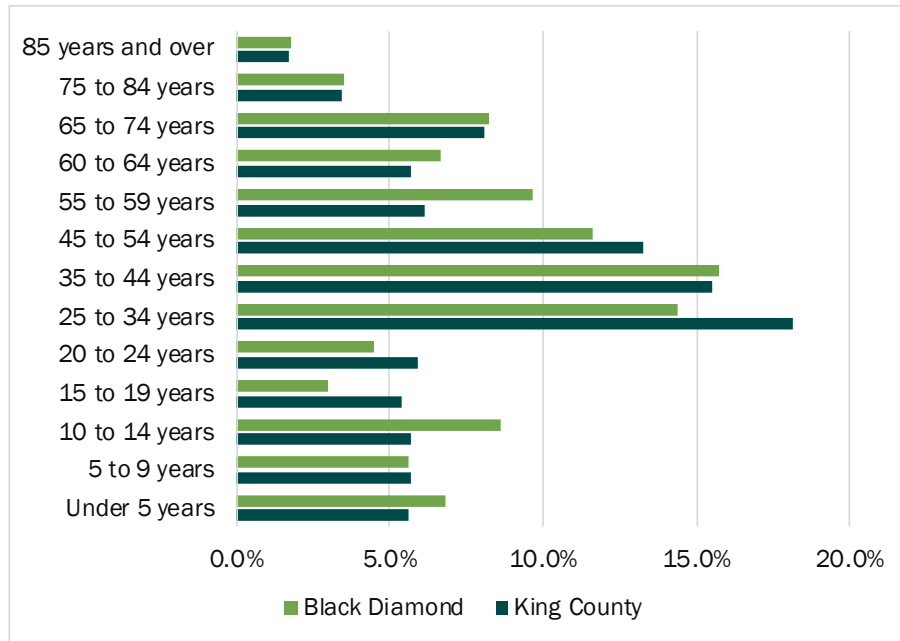


Figure A1-3: Population Distribution by Age Group, Black Diamond and King County, 2021⁷

In 2011, the Black Diamond population was predominantly White (95%), with Hispanic or Latino as the second largest group, at 3.6% as shown in **Error! Reference source not found.** Black Diamond’s population has diversified greatly since 2011, with notable increases in Hispanic or Latino (of any race), Asian, and two or more races. Black, Indigenous, and People of Color (BIPOC) made up approximately 5% of the Black Diamond population in 2011 and increased to approximately 19% of the population in 2021 (for comparison, BIPOC made up approximately 30% of the King County population in 2011 and 40% of the King County population in 2021).

⁷ Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates, Tables DP05.

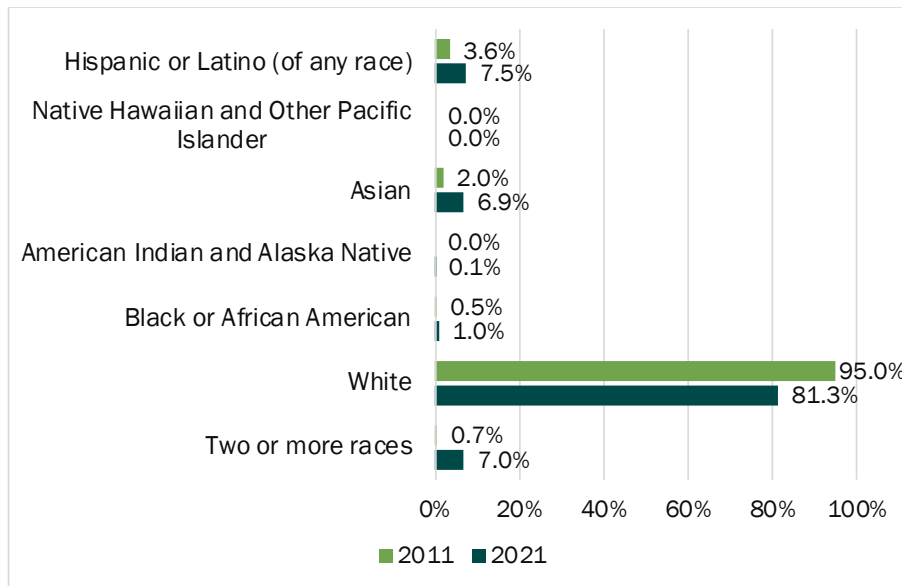


Figure A1-5: Population by Race and Ethnicity, Black Diamond, 2011 and 2021⁸

In 2011, the ACS reported that more women than men lived in Black Diamond (53.9%). The 2021 ACS reported more men than women live in Black Diamond (53.6%), a 7% shift.⁹ For comparison, the reported gender in King County remained close to equal, with 50.2% women in 2011 and 49.5% in 2021, just a 0.7% shift).

Figure A1-4 shows historic and projected household growth of Black Diamond and comparison cities. In the span of a decade, from 2011 to 2021, Black Diamond added 407 households to the City. This 2011 to 2021 household growth represents an average annual growth rate (AAGR) of 2.4%, much higher than comparison cities. Looking ahead, the PSRC LUV-it projects an even higher growth in households estimating an average annual growth rate (AAGR) of 4.2% for Black Diamond, much higher than comparison cities but consistent with the number of dwelling units entitled by master plans in Black Diamond. This translates to 2,270 new households in Black Diamond between 2021 and 2044. This translates to a 147% increase from 2021 to 2044. The PSRC adopts this consistent AAGR of 4.2% for the entirety of their household projections, up through 2050, with a 2044 projected population of 11,566.

⁸ Source: U.S. Census Bureau, 2007-2011 and 2017-2021 ACS 5-Year Estimates, Tables DP05.

⁹ While the margin of error is relatively high (3.4%-3.8%) due to the relatively small sample size of population in Black Diamond, the reported shift of 7% is still within the acceptable margin of error.

Year	Black Diamond	Enumclaw	Maple Valley	North Bend	Covington
2011	4,120	10,901	23,028	5,841	17,615
2021	5,320	12,830	28,640	7,685	20,890
2044	11,566	14,017	30,196	10,591	30,605
Change 2011 to 2021					
Change in Pop	1,200	1,929	5,612	1,844	3,275
Percent Change	29%	18%	24%	32%	19%
AAGR	2.59%	1.64%	2.20%	2.78%	1.72%
Change 2021 to 2044					
Change in Pop	6,246	1,187	1,556	2,906	9,715
Percent Change	117%	9%	5%	38%	47%
AAGR	3.43%	0.39%	0.23%	1.40%	1.67%

Figure A1-4: Household Growth, Black Diamond and Comparison Cities, 2011, 2021, and Forecast 2021 to 2044¹⁰

Economic Context

Overview

Resulting from the changing population and demographics of Black Diamond, the economic context has also shifted recently. Key changes in Black Diamond's economic context include:

- Construction and natural resources jobs increased substantially around 2018 but are projected to taper off over time.
- Finance, insurance, real estate, and services (FIRES) jobs are projected to steadily increase and be the largest employment sector by 2050.
- Retail jobs are also projected to substantially increase, from 13% to 23% of all jobs by 2050.
- Black Diamond has a large outflow of workers that commute to work outside of Black Diamond daily. Of total workers, about 1,971 (78%) leave Black Diamond for work. Only 55 people both live and work in Black Diamond.
- The share of persons with a bachelor's degree or higher increased from 20% to over 50% between 2011-2021.

Employment

PSRC data, as seen in Figure A1-5, show that employment in Black Diamond ranged between 400 and 600 jobs between 2000 and 2018. Employment grew from 423 in 2016 to its highest of 678 in 2021 – a 60% increase.

¹⁰ Source: U.S. Census Bureau, 2007-2011 & 2017-2021, ACS 5-Year Estimates, Tables DP02 and PSRC LUV-it

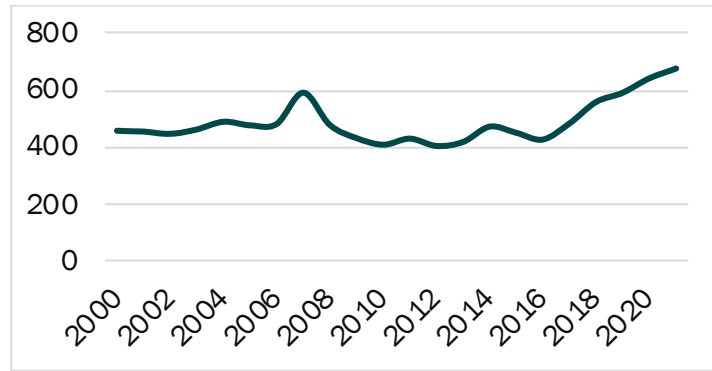


Figure A1-5: Change in Total Employment, Black Diamond, 2000-2021¹¹

Figure A1-6 shows the population-employment (PE) ratio for Black Diamond. The PE ratio was nearly 9 persons per job in 2001, which shifted to 9.67 in 2011. Employment grew at a rate faster than population between 2011 and 2021. High PE ratios suggest communities are “bedroom” or commuter communities. By comparison, the PE ratio for King County was 0.85 persons per job in 2021.

Year	Population	Employment	P:E Ratio
2001	4,051	451	8.98
2011	4,120	426	9.67
2021	5,320	678	7.85

Figure A1-6: Population-Employment Ratio, Black Diamond, 2001, 2011 and 2021¹²

Notable shifts in the services, construction and resources, and education sectors occurred in Black Diamond since 2000 as shown in Figure A1-7. Services has been the largest employment sector in Black Diamond since 2000, but construction and resources showed significant growth starting in 2009. In 2020, services comprised 218 jobs (accounting for about 34% of all jobs in Black Diamond) and construction and resources comprised 226 jobs (accounting for about 35% of all jobs in Black Diamond). Education jobs remained consistent in Black Diamond for the decade of 2000 through 2010, accounting for about 20% of all jobs in Black Diamond (about 100 jobs), then dropped significantly in 2013 and has since accounted for about 9% of all jobs in Black Diamond (nearly 60 jobs in 2021).

¹¹ Source: PSRC Covered Employment by City – Major Sector

¹² Source: PSRC Covered Employment by City, OFM Population Estimates

Sector	2001	2011	2021
Construction & Resources	15%	10%	31%
Finance, Insurance, & Real Estate	C	3%	C
Manufacturing	C	4%	C
Retail	12%	8%	5%
Services	30%	45%	35%
Wholesale, Transportation, & Utilities	7%	5%	5%
Government	10%	13%	8%
Education	22%	12%	9%
Total Jobs	451	426	678

Figure A1-7: Share of Employment by Major Sector, Black Diamond, 2001, 2011 and 2021¹³

The PSRC LUV-it projects employment in Black Diamond will increase from 678 jobs in 2021 to 1,431 in 2044 – a 117% increase. The Population-Employment ratio in 2044 is 7.86 – a minor change from 7.85 in 2021.

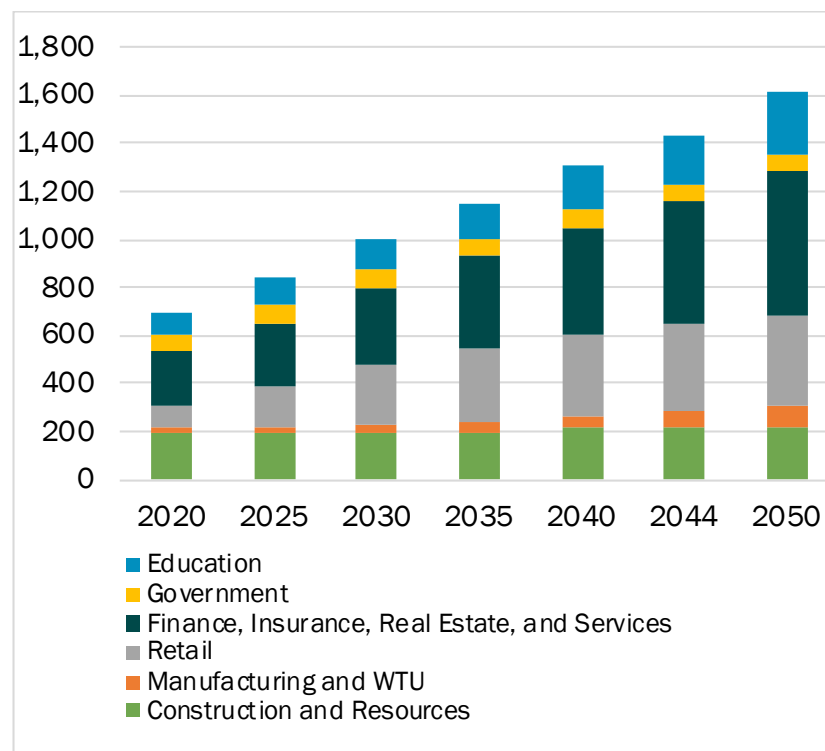


Figure A1-8: Forecasted Employment, Black Diamond, 2020 – 2050¹⁴

¹³ Source: PSRC Covered Employment by City – Major Sector

Note: “C” signifies “Confidential” to protect employer information as unique employers are too few to protect confidentiality.

¹⁴ Source: PSRC LUV-it ((Constr_Res signifies construction and resources, Manuf_WTU signifies Manufacturing [Wholesale, Transportation, and Utilities], FIRES signifies Finance, Insurance, Real Estate, and Services, Retail signifies retail and food services, Gov signifies Government, and Edu signifies Education)

Figure A1-9 shows the Black Diamond employment forecasts, the PSRC projects the Finance, Insurance Real Estate, and Services (FIRES) sector in Black Diamond will comprise the largest proportion of jobs, growing steadily over the next 30 years, (comprising approximately 37% of all jobs in Black Diamond by 2044). Retail is projected to grow from about 13% of all jobs in Black Diamond in 2020 to about 25% of all jobs by 2044 (92 jobs to 361). Education is projected to remain a steady proportion of all jobs in Black Diamond by 2044, about 14% of all jobs, increasing from 88 total jobs to 204 by 2044. The construction and resources sector is projected to decrease as a proportion of Black Diamond’s overall jobs, from about 27% in 2020 to 15% by 2044, but still grow in overall jobs, from 190 in 2020 to a projected 217 by 2044.

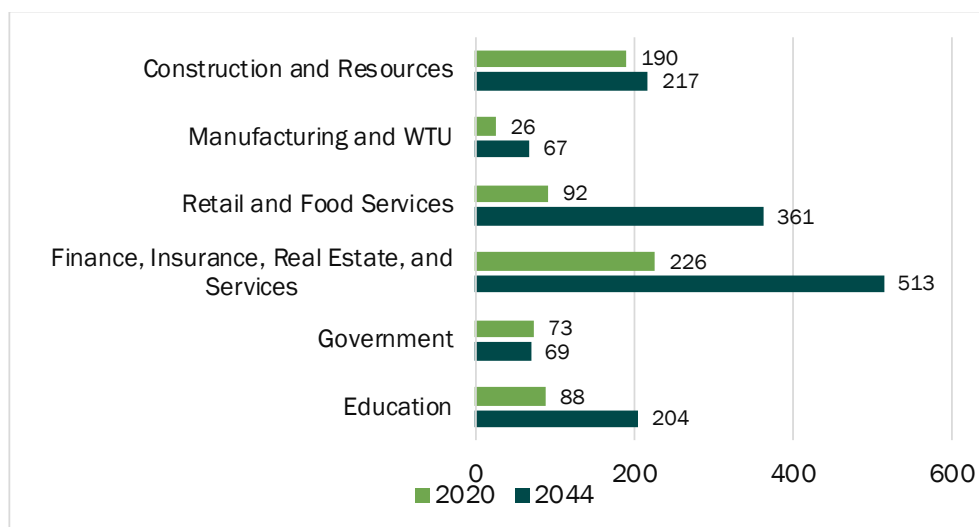


Figure A1-9: Employment Forecast, Black Diamond, 2020-2044¹⁵

Note on Retail Sales in Black Diamond

Black Diamond’s economy currently lacks diversity, primarily because of its small size and location within King County. Up until the recent past, there has been little demand for large grocery stores or other commercial uses such as financial and medical services that can meet the daily needs of residents. Additionally, the city’s proximity to major transit corridors has kept demand for warehousing and large-scale manufacturing at bay and will likely continue to do so into the future. However, with recent and continuing population growth, demand is on the rise for more local commercial services. Currently, most residents are meeting their daily needs in other nearby cities like Maple Valley and Black Diamond is unable to capture revenues generated through those expenditures. According to the U.S. Census Bureau, Black Diamond’s total retail sales per capita in 2017 was just \$2,456. For comparison purposes, Maple Valley was just over \$10,000, Covington was around \$27,000, and Enumclaw was just over \$26,000. Given the lack of available commercial services, Black Diamond residents are likely shopping outside of the city to meet their daily needs, services and entertainment.

¹⁵ Source: PSRC LUV-it

Black Diamond has far more people that live in the city than work there. shows Black Diamond sees a daily outflow commute of 1,971 residents that are employed outside of the city, 482 people who commute into Black Diamond for work, and just 55 workers that both live and work in Black Diamond. Notably, since 2010, Black Diamond has seen a decrease in the number of workers commuting out of the city for work despite substantial population growth, along with an increase in the amount of people flowing into Black Diamond for work. This could be linked to layoffs that occurred during the onset of the COVID-19 pandemic. However, with many residents still commuting out of Black Diamond for work solidifies the city’s position as a commuter community.

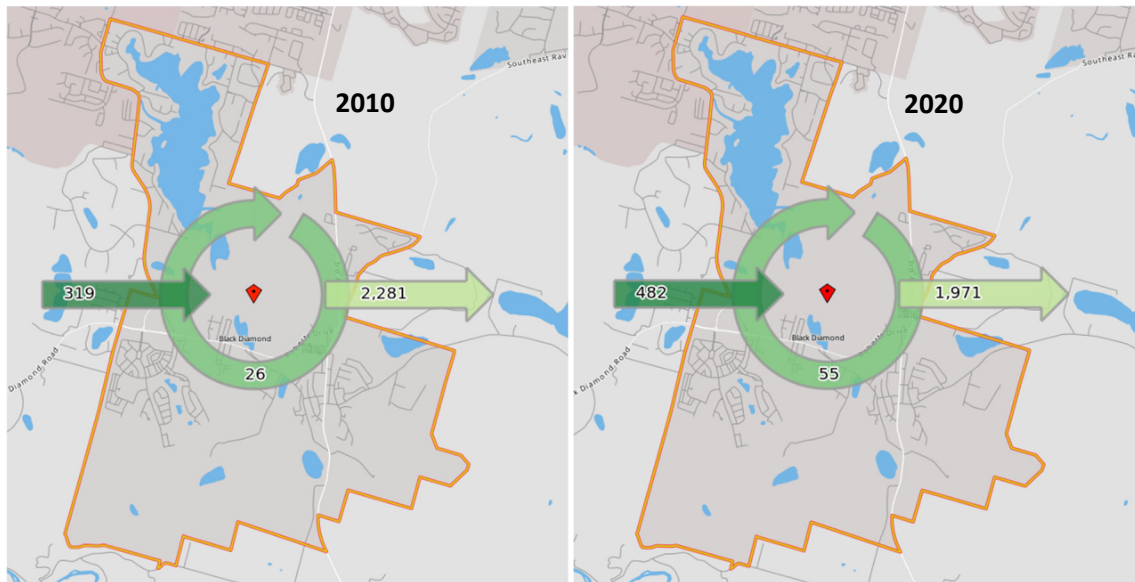


Figure A1-10: Inflow/Outflow Job Counts (Commute Patterns), Black Diamond, 2010 and 2020¹⁶

Figure A1-11 shows the number of jobs in the services sector in Black Diamond closely aligns with the number of Black Diamond residents employed in that sector. The construction and resources sector has substantially more residents that work in this sector than the city has jobs, meaning that these Black Diamond residents are commuting out of town for their employment (this is consistent with much of the construction industry that regularly change site locations as projects get completed). The education sector has far more jobs in Black Diamond than residents that work in the education.

¹⁶ Source: U.S. Census Bureau; OnTheMap Application and LEHD Origin-Destination Employment Statistics (2010 & 2020)

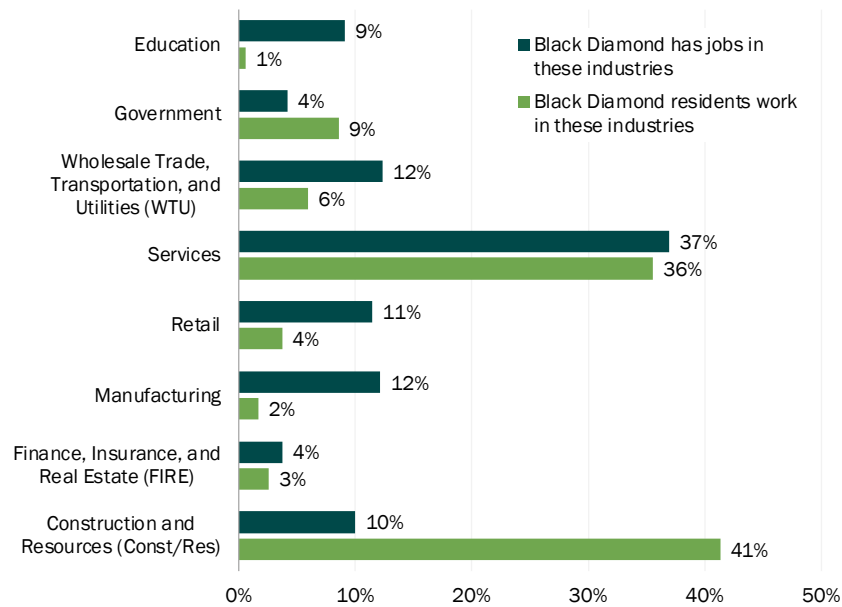


Figure A1-11: Employment of Black Diamond and Where Residents Work, 2020¹⁷

Figure A1-12 shows that the Southeast center of Black Diamond contains the densest amount of employment and increased in density there since 2010. The Northern limits of the city also experienced an increase in employment density since 2010.

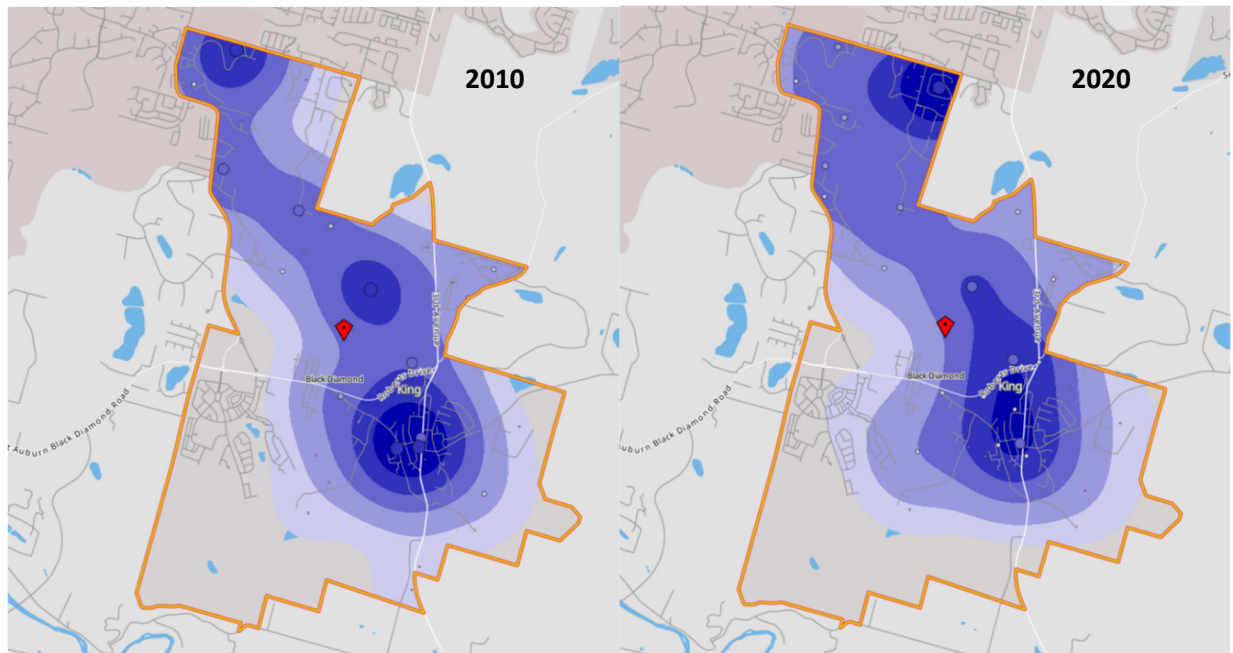


Figure A1-12: Employment Density, Black Diamond, 2010 and 2020¹⁷

¹⁷ Source: U.S. Census Bureau; OnTheMap Application and LEHD Origin-Destination Employment Statistics (2020)

Labor Force and Unemployment

Statistically, Black Diamond's workforce is becoming more highly educated. Figure A1-13 shows less than 20% of Black Diamond's population had a bachelor's degree or higher in 2011, and that number increased to over 50% in 2021, matching more closely with King County overall. Those in Black Diamond with education less than a high school graduate level remain a very small percentage of the Black Diamond population.

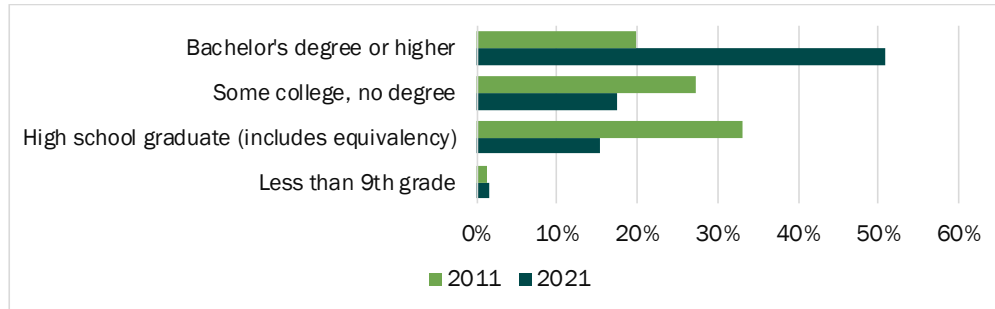


Figure A1-13: Share of 25+ Year Old's Educational Attainment, Black Diamond, 2011 and 2021¹⁸

Between 2011 and 2021, unemployment decreased across King County. Black Diamond, which already had low unemployment percentages in 2011 (2.9% compared with King County's 4.9%), decreased even further by 2021 (0.9% compared with King County's 3.2%). Black Diamond has an extremely low and enviable unemployment rate.

The median household income increased substantially between 2011 and 2021 in Black Diamond, comparison cities, and King County, as shown in Figure A1-14. The median household income in Black Diamond in 2011 was 32% higher than that of King County. By 2021, Black Diamond's median income reached \$118,140, which is still 11% higher than that of King County. Higher incomes relative to the county might mean additional discretionary income households may choose to spend on entertainment, restaurants, shopping, and experiences, which will drive the types of future economic development that could take hold in Black Diamond.

	2011	2021
Black Diamond	\$93,005	\$118,140
Enumclaw	\$56,391	\$91,855
Maple Valley	\$98,264	\$125,092
North Bend	\$85,511	\$123,287
Covington	\$90,285	\$114,247
King County	\$70,567	\$106,326

Figure A1-14: Median Household Income and Average Annual Growth Rate (AAGR), Black Diamond, Comparison Cities, and King County, 2011-2021¹⁹

¹⁸ Source: U.S. Census Bureau, 2007-2011 & 2017-2021, ACS 5-Year Estimates, Tables DP02

¹⁹ Source: U.S. Census Bureau, 2007-2011 and 2017-2021, ACS 5-Year Estimates, Tables DP03

The percent of the Black Diamond population reaching below poverty level over a 12-month period rose from 0.3% in 2011 up to 1.5% in 2021, which is still significantly lower than that of King County and comparison cities. This low rate of poverty tracks accordingly with Black Diamond’s already relatively high median income in 2011 and declining levels of unemployment.

	2011	2021
Black Diamond	2.9%	0.9%
Enumclaw	5.3%	3.3%
Maple Valley	3.7%	4.6%
North Bend	3.6%	2.4%
Covington	3.6%	2.3%
King County	4.9%	3.2%

Figure A1-15: Percent of Population with Income Below Poverty Level in Past 12 Months, Black Diamond, Comparison Cities, and King County, 2011-2021²⁰

Land Demand

Overview

ECONorthwest used the PSRC/King County growth targets as allocated to cities to analyze growth patterns in Black Diamond, and to estimate demand for built space (in sq ft of floor area) and land (in acres). The land need estimates used do not make a distinction between greenfield development and redevelopment.

We started the analysis by reviewing research by ECONorthwest and other organizations on employment density.²¹ A key theme throughout studies on employment density is the amount of variability that exists within industries, plan designations, or zoning districts. For example, a commercial zone may have employment densities ranging from 0.5 employees per acre for a mini-storage facility to densities over 50 employees per acre for multi-story office buildings. Space per employee tends to show less variability than employees per acre. As a result, most studies use averages which turn out to be an acceptable proxy for larger geographic areas (i.e., they provide reasonable estimates).

Land Demand Methodology

The demand for land is a derived demand. It derives from a demand for built space, which itself derives from demand for shelter to accommodate human activities (productive and social). An implication is that the demand for buildable *land* is, in part, influenced by the supply of built *space*. Thus, a land needs assessment should look not only at land, but at built space.

The most simple and aggregate model of demand is more people in a region (e.g., residents and workers) create more demand for built space. This in turn creates a derived demand for land (a place to

²⁰ Source: U.S. Census Bureau, 2007-2011 and 2017-2021, ACS 5-Year Estimates, Tables DP03

²¹ ECO conducted similar reviews for Pierce and Clark Counties as part of the 2019 Buildable Land Report updates.

put the buildings). The aggregate demand model gets more complicated and disaggregated if one considers factors that affect demand for built space.²²

Several related measures are commonly used in evaluating demand for land and built space. These measures define the arithmetic relationships between building size, floor area, and land area. By definition, employment density is the ratio of labor to land. Several measures of employment density exist: FARs, EPAs, and sq. ft. per employee. To understand the relationship between Floor Area Ratios, square feet per employee, and employee per acre ratios, we start with definitions.²³

- **Floor Area Ratio (FAR).** The Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area)
- **Square Feet Per Employee (SF/Emp).** The total square feet required for employees. This includes shared spaces such as lobbies, hallways, elevators and stairwells, restrooms, and other built space.
- **Employee per acre ratio (EPA).** The total number of employees divided by the size of the site. Implicitly, this is a *net* density figure; it does not include land needed for streets and other public uses.

Land Use Model: King County Growth Capacity Assumptions

This land use model builds off assumptions used in the 2021 King County Growth Capacity Report. The 2021 report estimated the overall actual square feet per employee in Black Diamond was 762 and the average FAR was 0.6. Analysis in Appendix A of that report shows Black Diamond averaged 861 square feet per employee for non-industrial jobs and that the industrial employment density is too small of a sample size to report.

²² Moore and Waddell identified a number of factors that should be considered in a disaggregated demand model. Following are some of the more important factors:

- Product differentiation. There are many types of real estate products (i.e., housing, retail, industrial, etc.). Each of these products has a different demand function.
- Market segmentation. Consumers have different characteristics which causes them to have different preferences for real estate products and land, constrained by demand and financial intermediation lending practices such as changing interest rates.
- Location. The characteristics of a parcel may affect what gets built, but the characteristics of the neighborhood and larger sub-area contribute to value and demand. Location makes a difference.
- Individual preferences and constraints. Urban markets are composed of tens of thousands of individual decisionmakers who have different preferences for real estate products.
- Sub-markets. The variability of products, consumers, and locations creates sub-markets that are more or less substitutable.
- Durability of real estate products. Buildings can last 50 years or more, the long-life of buildings means mobility and filtering must be taken into account when forecasting demand.
- Public policy. Policy affects market demand and supply relationships.
- Demand and supply interaction. What people often refer to as “historical demand” is, technically, the intersection of demand and supply factors at some price.

²³ There is a simple mathematical relationship between the three measures (FAR, SF/Emp, and EPA):

- FAR can be derived from EPA and SF/Emp: $(EPA * 43560) / SF \text{ per Emp}$
- SF/Emp can be derived from EPA and FAR: $(FAR * 43560) / EPA$
- EPA can be derived from SF and FAR: $(FAR * 43560) / SF \text{ per Emp}$

Appendix D of the Growth Capacity Report presents recommended assumptions for South Market Area cities in commercial and mixed-use zones (300-600 sf/emp) and industrial zones (700-1,200 sf/emp).

Growth Capacity Modeling for Black Diamond used assumptions of 575 square feet per employee for commercial uses and made no assumption for industrial uses as the city does not have any industrial land capacity. For modeling purposes, we used the following assumptions:

Commercial: 575 sf/emp
Industrial: 900 sf/emp

The 2021 King County Growth Capacity Report did not use EPA assumptions, so ECONorthwest used assumptions from Pierce and Clark County. Both Counties assumed 11 employees per acre for industrial uses and 22 employees per acre for commercial uses.

Figure A1-16 shows actual (2018) and projected (2044) employment by study area for 2018 and 2044 and the growth increment in number of employees and percent change. The results show Black Diamond is projected to add 721 new employees during the period. The employment projections provide the basis for estimating built space and acres.

Sector	2018	2044	% Change	2018 - 2044
Commercial	683	1,364	100%	681
Industrial	27	67	148%	40
Total	710	1,431	102%	721

Figure A1-16: Actual (2018) and Projected (2044) Employment, 2018-2044²⁴

Figure A1-17 shows the results of the land use modeling for built space and land demand. The output shows Black Diamond will need approximately 430,000 square feet of new built space on 35 acres to accommodate new employment between 2018 and 2044.

Sector	Built Space (SF)	Acres
Commercial	391,575	31
Industrial	36,000	4
Total	427,575	35

Figure A1-17: Built Space and Land Demand, Black Diamond, 2018-2044²⁵

²⁴ Source: PSRC LUV-it City Forecasts and allocations; Analysis by ECONorthwest

²⁵ Source: Analysis by ECONorthwest

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Conclusions

Black Diamond has a current land supply of 104.6 of buildable acres according to the King County Urban Growth Capacity Report. With a projected need of 35 acres, Black Diamond has enough capacity to accommodate its employment projections from the PSRC Land Use Vision – Implemented Targets (LUV-it) and the population targets set out in the King County Countywide Planning Policies. Black Diamond has surplus buildable land and a growing population. This presents an opportunity to expand the range of employment and business offerings within the city. The additional space enables business growth that can help meet demand for goods and services from new and existing residents. By utilizing available land to attract diverse jobs and economic activity, Black Diamond can foster a more dynamic local economy. This will help expand the City’s tax base to improve local services and infrastructure that can accommodate the growing community.

APPENDIX 2: PARKS, RECREATION, AND OPEN SPACE

The City-owned parks, recreation, and open space system has about 176 acres of land for active and passive activities. Additionally, the Lawson Hills Master Planned Development (MPD) is required to designate 134 acres of open space and the Ten Trails open space requirement is 481.4 acres. The PROS Plan and this Element do not include MPDs in the evaluation of the City's parks program because recreational opportunities within MPD neighborhoods are maintained by the developer or homeowners' association.

A detailed inventory and classification of the City's existing system is contained in the parks functional plan, titled, *City of Black Diamond Washington Parks, Recreation and Open Space Plan*, adopted December 2008 and updated in June 2022. This Plan represents the background for the Parks, Trails, Recreation, and Open Space Element.

Inventory

City Parks, Trails, Recreation, and Open Space Inventory

The City owns approximately 176 acres of land committed to a diversity of uses ranging from natural open spaces to a BMX bicycle track and boat launch.

Of the 176 acres, 143 of them are included in the Lake Sawyer Regional Park located at the south end of Lake Sawyer. This area was transferred from King County for future development as a regional park. The park includes Frog Lake, extensive wetlands, streams, and riparian habitat. Amenities include trails, picnic areas, educational signage, and portable toilets. As part of the transfer, King County required a trail route be designated through the property to function as a regional trail link between the Green and Cedar River open space systems. The County also specified a 38.6-acre parcel in the southwest corner of the property be developed for active recreation to include athletic fields to meet Washington State recreational grant requirements. User groups have already developed portions of the property with a system of off-road single-track mountain bike and hiking trails.

In 1993, the City acquired 14 acres of land located around the western boundaries of Jones Lake near the Black Diamond-Enumclaw Road south of the historic downtown. This site contains Jones Lake, adjacent wetlands and riparian habitat. The City also acquired the 27.59-acre Ginder Creek open space parcel northwest of the historic downtown. This site includes Ginder Creek with its adjacent wetlands and riparian habitat. The Jones Lake and Ginder Creek sites both provide significant opportunities for resource conservation, passive recreation, and education.

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The City owns and operates recreational facilities including a basketball court, tennis court, and skate park, which is along Park Street adjacent to the Black Diamond Elementary School, and the Lake Sawyer boat launch located at 296th Avenue on the west side of Lake Sawyer. Other recreational facilities within the City include a playfield located at the elementary school, a community gymnasium operated by the City, and a BMX bike track next to the gymnasium. Both the gym and BMX track are located off of Lawson Street. The total amount of citywide land used for active play areas is about eight acres.

Two pocket parks (Coal Car Memorial Park and Union Stump Park) serve as gateway features for the City in the public right of way. Coal Car Memorial Park, at the intersection of State Route (SR) 169 and Roberts Drive, contains a coal car marker reminiscent of the City's mining history. "Union Stump," which is near Morganville, served as the speaker platform during the union/mining era. Each site is less than one-third acre, and neither has recreational amenities.

Table A2-1: City Parks, Recreation, and Open Space Inventory

Facility	Type	Acreage	Features
Union Stump	Pocket	0.23	Historical Marker
Coal Car Park	Pocket	0.1	Historical Marker
Jones Lake Open Space	Open Space	14.68	Lake, wetlands, and riparian habitat
Ginder Creek Open Space	Open Space	27.32	Creek, wetlands, and riparian habitat
Eagle Creek Park	Neighborhood	0.96	Basketball Court
Lake Sawyer Boat Launch	Community	1.81	Boat Launch, parking, picnic area, barbeque facilities, swimming, fishing, paths, portable toilets
Lake Sawyer Regional Park	Regional	143	Trails, picnic areas, portable toilets, educational signage
BMX Park	Community	1.06	Dirt Bike Track
Railroad Pocket Park	Pocket	0.13	Historical marker, picnic tables
Skate Park	Community	1.64	Playground, skate park, tennis court, basketball court, picnic area, portable toilet

Other Facilities

Other public and private agencies have amassed significant amounts of acreage within and adjacent to the City for regional facilities, open spaces, and park trails. These areas provide a unique opportunity for the City to create linkage between citywide and regional recreation and open space systems.

Black Diamond In-City Forest

A 50-acre conservancy park located on the hillside above the mining railroad spur and below Oakpointe's Lawson Hills Master Planned Development. The site includes a dense hillside and woodland habitat. **The City is working to acquire this site in 2025** as part of the Black Diamond Urban Growth Area Agreement (BDUGAA).

Black Diamond Natural Area

A 611-acre area extending north from Lake Sawyer Regional Park along Ravensdale Creek and across Black Diamond-Enumclaw Road and Ravensdale Road. This conservancy area has extensive wetlands, riparian habitat, and Ravensdale Lake. It is owned by King County and under the County's provisions the area is to remain in a conservancy state but may be improved with trails, interpretative facilities, and supporting trailheads. Considerable portions of the property have already been improved by user groups for off-road single-track mountain bike and hiking trails.

Black Diamond Open Space Area Protection Agreement (BDOSAP)

A conservation easement between King County and Plum Creek preserves 1,600 acres of forestland on Ravensdale Ridge to protect wildlife, views, and existing trails. It also includes 645-acres along the Ravensdale Creek corridor to protect water quality in Lake Sawyer. As part of the agreement, 55-acres directly north of the city is set aside as open space to provide a visual buffer along SR-169.

Equestrian Trailhead

A trailhead site found on the Westside of Lake Sawyer Road across from the Lake Sawyer Regional Park. King County intends to develop an equestrian trailhead to access an existing horse trail corridor extending south to the Green River Gorge and Flaming Geyser State Park.

Ravensdale Park

A 20-acre regional sport park complex located on the Kent-Kangley Road with multiple baseball diamonds, open fields, and soccer fields.

Green River Gorge

Conservancy lands situated on both sides of the Green River Gorge from Flaming Geyser State Park east and upriver to Kanaskat-Palmer State Park including Hanging Gardens and Jellum Site. This area includes extensive wooded hillsides and riparian habitat along river shorelines. Off-road hiking trails have been developed along portions of the southern bank of the Gorge.

Flaming Geyser Park

A 480-acre+ State multi-purpose park on both sides of the Green River south of Black Diamond. The site has "geysers" (methane seeps) over the top of coal seams and over 3.0 miles of freshwater shoreline, wetlands, and riparian habitat along the river. The park is improved with kitchen shelters, picnic tables, a swimming beach, volleyball courts, a 25-acre field for equestrian use and 1 mile of horse trails, and 4.3 miles of hiking and biking trails.

Kanaskat-Palmer State Park

A 320-acre multipurpose park on the south side of the Green River Gorge on a small, low plateau in a natural forest setting. The park has 2.0 miles of freshwater shoreline, wetlands and riparian habitat along the river. The park has been improved with hand-carry boat and raft launch sites on call IIIIV river runs, fishing access, picnic ground, and campsites.

Ravensdale Ridge

There are two extensive forest holdings owned and managed by the Washington State Department of Natural Resources (DNR) located between Black Diamond-Ravensdale Road and south of Rock Creek. Portions of the northern most property have been planned and are being developed by user groups for off-road single-track mountain bike and hiking trails.

King County Regional Trail System

Cedar River and Cedar to Green River Trails consist of 21 multi-purpose trail miles for hiking, biking and horseback riding located on an abandoned railroad track corridor extending from Lake Washington in downtown Renton parallel to the Cedar River through Kent and around Maple Valley to Landsburg Park on Summit Landsburg Road. The Cedar to Green trail extension extends north of Maple Valley SE to Kent-Kangley Road.

Henry's Ridge Mountain Bike Trails

About 7 miles of off-road hiking and single-track mountain bike trails developed within the common area of the Henry's Ridge residential development and the Ravensdale Creek Open Space Area.

Lake Sawyer Mountain Bike Trails

About 4 miles of single-track mountain bike trails developed within the Ravensdale Creek Open Space on both sides of SR-169/Black Diamond-Enumclaw Road and the former Northern Pacific railroad corridor.

Park Types and Level of Service (LOS) Standards

The City adopted the current Parks, Recreation, and Open Space Plan (PROS Plan) in June 2022 as an update to the original 2008 PROS plan. The 2022 PROS plan includes definitions for park types and LOS standards. The following section includes that information from the PROS plan to ensure consistency between the PROS plan and the Comprehensive Plan.

Park Types

The park type classifications establish general parameters to guide siting, acquisition and design decisions for park sites and facilities. Black Diamond strives to organize recreational space in a manner that is responsive to the public needs and provides equitable, spatially balanced opportunities and experiences for all residents. The City's park types consider types of uses, size and relative service area of each park. The park types used in Black Diamond include:

Pocket Parks – Small pedestrian-oriented areas, one-half acre or less, that supply greenery and open space in higher-density developed areas. They may include features such as play equipment, community gardens, historical/information markers, landscaping, seating, and public art.

Neighborhood Parks – Small pedestrian-oriented parks, one acre or less, that serve residents of the immediate, usually residential, area. They may include features such as play areas, basketball courts, community gardens and/or open areas.

Community Parks – Large parks, 1 to 5 acres in size, which provide active recreation facilities for the broader community. They may include features such as parking areas, baseball or softball diamonds, soccer or football fields, tennis courts, aquatic facilities and/or natural areas.

Regional Parks – Parks of at least two acres in size with the capacity to host many people. Park offers activities over a wide service area and connects to adjacent parks or activities. Park typically includes a parking lot, waterfront access, natural areas, and/or amphitheaters

Resource Park – A natural open space park with limited development. Park is typically more passive use and includes trails and interpretive signage. The intent of the park is to preserve natural habitat areas and create educational opportunities on conservation efforts.

Open Space – Undeveloped areas or areas with limited development intended to preserve natural areas within the City for environmental, health, and/or aesthetic reasons. They may include features such as picnic areas, trails, and/or interpretive facilities.

Trails (Non-motorized) – A network of pedestrian or bicycle-oriented paths for recreational and transportation uses. They can be within an existing park or open area or separate. Ideally, they should create a well-connected city- or region-wide system. They may include features such as parking areas, paved or graveled paths, picnic areas, and/or historical/informational markers.

Community Facility – A building that is used for public gatherings or specialized physical activities.

Level Of Service Standards

Level of Service (LOS) is a measurable standard used in understanding the quality and quantity of parks and recreational spaces necessary to meet a community's needs. The Growth Management Act requires that LOS standards be incorporated in the Comprehensive Plan. The previously adopted LOS standards from the 2008 PROS Plan have been revised to follow planning guidelines and reflect the current Black Diamond community. The 2008 PROS Plan described two level of service standards; park distance and facility frequency. The newly adopted LOS standards take into account additional metrics including accessibility, availability, quality, and functionality.

Table A2-2: 2021 PROS Plan Park LOS Metrics

Level of Service Standard:	A	B	C	D	E
Accessibility Criteria:					
Population within Service Area: Percentage of population within the park service area.	>75%	61-75%	46-60%	30-45%	<30%
Sidewalk Availability: Percentage of parks and recreation facilities that may be accessed by foot within ¼ mile of site.	>80%	61-80%	41-60%	20-40%	<20%
Availability Criteria:					
Park Acreage: Percentage difference of the minimum standard of 15 acres per 1,000 and the existing quantity.	<10%	11-20%	21-30%	31-40%	>41%
Recreation: Percentage difference between existing recreational value per person (\$438.00) and the desired value (\$718.00).	<20%	21-40%	41-60%	61-80%	>80%
Quality Criteria:					
Agency-Based Assessment: Percentage of facilities that are fully functional for their specific design and safety guidelines.	>80%	61-80%	41-60%	20-40%	<20%

Existing Needs

The 2022 PROS Plan has updated level of service statistics, using the above new metrics. The below tables detail the current LOS for Black Diamond’s Parks.

According to the Parks, Recreation and Open Space Plan, the average LOS score for population within service areas is C. This signals room for improvement as far as number of parks, and park location. One park, the Skate Park, provides many of the recreational facilities for the community. The Black Diamond Elementary School playfields and the baseball diamond next to the school are being considered part of the Skate Park recreational facilities. There is only one neighborhood park, Eagle Creek Community Park, which serves about 17% of the population. This also falls far below the LOS standard for 75% of the population within 0.5 miles of a neighborhood park. The citywide trail system has not been analyzed to determine how the City is meeting its LOS standards for recreational trails. The following tables show the current park LOS in detail.

Table A2-3: Population Within Service Area

Park Type	Service Area Standard (Radius)	Population Within Service Area	LOS Rating
Pocket	0.25 Miles	1,030	E
Neighborhood	0.5 Miles	1,163	E
Community	3 Miles	5,990	A
Regional	5 Miles	5,990	A
Average number of people within service area:		3,543	
Average LOS:		C	

Table A2-4: Sidewalk Availability

Park	Total possible sidewalk length (One street side within ¼ mile, linear feet)	Sidewalk length provided (Linear feet)	Sidewalk coverage	LOS Rating
Lake Sawyer Regional Park	4,046	0	0%	E
Lake Sawyer Boat Launch	2,270	0	0%	E
Skate Park	17,103	11,180	64.4%	B
Ginder Creek Open Space	N/A	N/A	N/A	N/A
Railroad Pocket Park	8,784	7,804	88.8%	A
Eagle Creek Park	11,528	10,858	94.1%	A
BMX Park and Community Gym	3,644	3,582	98%	A
Union Stump Park	10,206	6,301	61%	B
Coal Car Pocket Park	7,472	1,515	20.2%	D
Total/Average	65,053	41,240	63.4%	B

Table A2-5: Parks Acreage

Population	Number of Parks	Parks Acreage (Total)	Parks Acreage per 100 Residents
5,990	9	176	29.3

Table A2-6: Recreational Value of Parks

Park	Estimated Investment
Lake Sawyer Regional Park	\$427,028
Lake Sawyer Boat Launch	\$568,927
Skate Park	\$439,861
Ginder Creek Open Space	\$0
Railroad Pocket Park	\$5,000
Eagle Creek Park	\$213,375
BMX Park	\$28,100
Union Stump Park	\$47,928
Coal Car Pocket Park	\$21,565
Community Gym	\$854,039
Total	\$2,627,074
<i>Investment Per Person</i>	<i>\$438.57</i>

Table A2-7: Park Functionality

Park	Operational Score	LOS Rating
Lake Sawyer Regional Park	81.3%	A
Lake Sawyer Boat Launch	67.2%	B
Skate Park	83.3%	A
Ginder Creek Open Space	N/A	N/A
Railroad Pocket Park	81.3%	A
Eagle Creek Park	81.8%	A
BMX Park	57.1%	C
Union Stump Park	87.5%	A
Coal Car Pocket Park	69.2%	B
Community Gym	71.4%	B

Future Needs

To meet the current LOS deficits, new parks will have to be added in the City, in addition to more extensive development of existing park land. The location of new parks will need to account for the “geographic deficit” in certain areas of the City.

For example, the City will need several new neighborhood parks to meet the LOS standard. One of these new parks would have to be in the northern end of the City around Lake Sawyer, where there is a large amount of housing but no existing neighborhood park. Other gaps in neighborhood park coverage include the northeast corner of the City, in the vicinity of SR 169, and the area around the City Center.

The 2022 PROS Plan recommends a recreation investment value of \$718 per person, the amount needed to reach LOS A (100%). To maintain the existing LOS of \$438.57 per person and keep up with population growth, \$5.1 million in new recreation investment would be needed by 2041. To reach the recommended LOS, \$10 million would be needed.

An analysis of the City’s current parks inventory using the park type classifications and LOS standards indicates the City is lacking in pocket and neighborhood parks. However, it is useful to also consider the significant amounts of dedicated county and state open space, park trails, and regional recreational facilities that are near and accessible to Black Diamond residents.

Master Planned Developments

In addition to the existing park and recreation needs, the City needs to consider the effects of future development on its park and recreational facility needs. The City population is expected to reach around 19,262 by 2035. Most of this projected growth is due to the approved Lawson Hills and [The Villages](#) Master Planned Developments (MPDs). Such a large increase in population significantly increases the number of facilities needed in the city. The provision for parks, trails, recreation, and open space areas in the MPDs is guided by the Development Agreement (DA) [of each MPD](#). The Lawson Hills MPD is required to designate 134-acres of open space, and The Villages (also known as “Ten Trails”) open space requirement is 481.4-acres. Additionally, both permit approvals include a requirement for the construction of trails. The master developer is obligated under the DAs to provide recreational facilities based on the City’s adopted LOS standards.

The potential future recreational facility needs of the City are determined by applying standards to the City’s projected 2035 population. ~~The following table documents the MPD~~[The DAs outline the](#) requirements for the provision of parks and recreational facilities. The Master Developer may elect to request the City accept “fee-in-lieu.”

~~Table A2-8: Lawson Hills MPD Recreational Facilities Requirement~~

Facility Type	No. of Required Facilities	Timing of Facilities
Basketball Court	2	One basketball court per every 800 dwelling units constructed.

		The second facility must be constructed prior to approval of the residential plat containing the 1250th dwelling unit
Soccer Field	2	One field prior to 800th dwelling unit receiving Certificate of Occupancy. The second facility must be constructed prior to approval of the residential plat containing the 1250th dwelling unit.
Youth Baseball/Adult Softball Field	2	One field prior to 800th dwelling unit receiving Certificate of Occupancy. The second facility must be constructed prior to approval of the residential plat containing the 1250th dwelling unit.
Tennis Court	2	One tennis court prior to 800th dwelling unit receiving Certificate of Occupancy. The second facility must be constructed prior to approval of the residential plat containing the 1250th dwelling unit.

APPENDIX 3: NATURAL ENVIRONMENT

This appendix contains information and analysis used to support the Natural ~~Resources~~[Environment](#) Element of the comprehensive plan.

Existing Natural Features

Drainage within the planning area (the City limits plus the city's Urban Growth Area) is an interrelated system of surface water, groundwater, and wetlands. In order to identify existing drainage characteristics and potential impacts from urbanization, an understanding of the site-specific hydrologic interaction among the components of the drainage system is required.

Surface Water Drainage Basins

Nearly all of the planning area is located in the Rock Creek and Ravensdale Creek Drainage Basins. Rock Creek and Ravensdale Creek are two headwater drainage systems of Lake Sawyer and Covington Creek. Rock Creek drains to the south and southeast portion of Lake Sawyer, while Ravensdale Creek drains to the north and northeast portion of the Lake Sawyer area. Lake Sawyer is the fourth largest natural lake in King County.

Lake Sawyer's outlet is Covington Creek which flows west into the Big Soos Creek drainage system. The Big Soos Creek discharges into the Green River about one mile east of the City of Auburn and about seven miles west of Black Diamond. The southern and western most portions of the planning area touch upon watersheds oriented toward Green River and the Crisp Creek drainage basin (including Horseshoe Lake), respectively. The Lake Number 12 Annexation Area drains to the middle Cedar River indirectly via the lake and wetlands extending east from the lake.

Types of land cover presently found in the Rock Creek and Ravensdale Drainage Basins include remnant forest stands (second and third generation growth); grass; and limited impervious surfaces (roads and a few structures). Forest covered surfaces typically display higher infiltration capacity and less surface runoff potential than grass covered surfaces because the root system of trees is more extensive and deeper than that of grass. The flat to moderate topography of the Rock Creek Drainage Basin further reduces surface runoff potential.

Surface impoundments caused by lakes, wetlands, and streams influence surface runoff by providing storage that helps attenuate the peak rate of discharge. The storage effect of streams is less pronounced than that of lakes and wetlands. In streams, increased surface runoff volumes and prolonged duration of peak rates of discharge results in more impact.

The surface water drainage basins in the planning area are shown in Figure A3-1.

In their present state, all of the larger streams are moderately important for water supplies, recreation, fish and wildlife habitat, and protection of water quality. Lawson Creek influences water quality in Jones Lake and the Rock Creek wetlands, and Mud Lake Creek influences the water quality of Ginder Creek. All other drainage courses within the Rock Creek watershed are considered minor.

The lakes within the planning area are Lake Sawyer, Black Diamond Lake, Frog Lake, Horseshoe Lake, Jones Lake, Lake Marjorie (also known as Oak Lake), Mud Lake, Lake Number 12, and Lake Sawyer.

Lake Sawyer is the fourth largest natural lake in King County at 286 acres with a watershed of 13 square miles. Lake Sawyer is considered a “shoreline of the state” and is subject to the SMA and the City’s Shoreline Master Program (SMP). The lake is fed by the Rock Creek and Ravensdale Creek drainage systems. Lake Sawyer has experienced water quality problems from various sources, including discharge of inadequately treated sewage from the decommissioned sewage treatment plant located in the Rock Creek drainage. A lake management plan for Lake Sawyer was completed by King County in 2000, and the Lake Sawyer Integrated Aquatic Vegetation Management Plan was prepared by King County in 2015. The City and King County have conducted stormwater monitoring in the lake’s watershed to help identify sources of phosphorus. Data collected by volunteer lake monitors indicate that Lake Sawyer is low to moderate in primary productivity with very good water quality.

Ravensdale Creek has a disproportionately high discharge to drainage area ratio likely due to a high influx of groundwater. Although Ravensdale Creek drainage area is about half that of Rock Creek’s, Ravensdale it has a discharge about three times greater than that of Rock Creek during the dry summer months. The phosphorus concentrations in Ravensdale Creek are relatively low during the wet season but exceed those of Rock Creek during the dry season when most of the flow is comprised of naturally phosphorus rich groundwater. Consequently, Ravensdale Creek contributes about half as much phosphorus to Lake Sawyer as Rock Creek.

Lake Sawyer is an important migration corridor for a late run of coho salmon that pass upstream just before the first of the year. The fish spawn in upper Ravensdale Creek. Lake Sawyer also provides year-round recreational fishing for stocked rainbow trout and warm water fish. The lake is also used extensively for boating, water-skiing, and other recreation. Public access is provided at a boat launch on the northwest side of the lake. An undeveloped 168-acre park is located along the southern part of the lake.

Black Diamond Lake is part of an extended high-quality wetlands system. Black Diamond Lake is approximately 11 acres in size with an average depth of 6 feet and a maximum depth of eight feet and is fed by surface water from a roughly 700-acre watershed and groundwater. Black Diamond Lake has recreational fishing values as it contains bass and other warm water fish. The lake was stocked with rainbow trout by the Washington Department of Fish and Wildlife in 1958, 1963, and 1965. There is a high-quality peat wetland area located upstream from the open water lake.

Frog Lake is located in the northwestern part of the planning area just southeast of Lake Sawyer. Frog Lake is approximately 25 acres in size. It is largely a forested wetland with an open water area. It is identified as a wetland on King County’s iMap Sensitive Areas layer. As a wetland related to Lake Sawyer, Frog Lake is regulated by the City’s SMP.

Jones Lake is 23 acres in size with a watershed of 740 acres. It is fed by Lawson Creek and two other unnamed tributaries but is a highly groundwater-dependent lake that displays a seasonal fluctuation in water level. Jones Lake is classified as a dystrophic lake, characterized by relatively high concentrations of acidic organic materials in solution. These chemical conditions can reduce the rate or prevent the processes of bacterial breakdown that would otherwise recycle nutrients from dead organic material at the bottom. The bottom deposits of Jones Lake consist largely of unrated organic material which accumulates as peat. Jones Lake and Jones Lake Open Space were acquired by the City using funds from the King County Open Space Bond Fund. Jones Lake has recreational fishing values. Stocking records available for Jones Lake (previously known as Lake Number 14) show the following plantings: 1915 - yellow perch; 1922, 1926, 1928, 1929 and 1930 - eastern brook trout; 1932 - kokanee; 1950 - rainbow trout; and 1956 - rainbow trout. Bass, crappie, and brown bullheads have also been introduced into this system. Warm water species such as yellow perch, bass, crappie, and bullheads can spawn in lakes and establish self-reproducing populations.

Horseshoe Lake, located just west of the City limits, is situated in a topographic depression with no outlet. It is fed by both surface water and groundwater and is particularly sensitive to local changes in the shallow groundwater table.

Lake Marjorie, also known as Oak Lake, has not been researched other than to identify it as an open water wetland. It is approximately Five acres in size and is described as a groundwater depression. Lake Marjorie is isolated from the other lakes and the Rock Creek drainage system.

Mud Lake is largely a wetland with a drainage basin of 378 acres. It was once part of a mining plan; however, disturbance of the lake is no longer proposed.

Lake Number 12 covers 44 acres and is fed by surface runoff from a 500-acre drainage area and shallow groundwater flow over a less permeable substrate layer. The lake is known to have an aquatic weed growth problem associated with high phosphorus concentrations. The lake is stocked with trout, bass, bullhead, and sunfish. Lake Number 12 is considered a “shoreline of the state” and is regulated by the is regulated by the County’s SMP until such time that it is annexed into the City, at which time the City’s SMP would be amended.. Lake Number 12 is in the City’s UGA northeast of the current City limits.

Groundwater

Groundwater either moves laterally or remains in place as an isolated body of water and slowly moves downward. Shallow groundwater will generally reflect the influence of local precipitation and surface water phenomena. Deep groundwater is generally regional both in terms of size and immunity to local surface water changes. Groundwater characteristics depend largely on subsurface geologic features (stratigraphy) and surficial geologic features (soil type).

Major groundwater sources in the Puget Sound area are found in the glacial and non-glacial deposits formed during the Pleistocene epoch. Geological features in the Rock Creek, Ravensdale Creek, and Crisp Creek watersheds were a product of the Vashon ice flow. The Vashon ice flow left deposits of outwash and till which formed the major groundwater sources in the Rock Creek, Ravensdale, and Crisp Creek drainage basins. Glacial outwash is a medium to highly permeable sand and gravel that produces nominal surface runoff. Precipitation and surface discharges infiltrate the outwash, which generally contributes to recharging deep, regional groundwater aquifers.

Groundwater occurs in three aquifer systems within the planning area. These aquifer systems include 1) a seasonal shallow or perched unconfined aquifer in the weathered soil and recessional outwash overlying till or bedrock, 2) an intermediate depth, regional unconfined and confined aquifer system within the pre-Vashon glacial and interglacial sediments, and 3) a confined regional aquifer system within the bedrock.

The shallow aquifer system is the primary water resource penetrated by most of the domestic wells in the planning area. The shallow aquifer is particularly vulnerable to contamination from the surface and may dry out seasonally in some areas. The intermediate depth aquifer is recharged over a very large area and is generally protected from contamination from the surface. The bedrock aquifer often contains water with elevated level of minerals, such as iron and sulfur that may affect water quality.

Groundwater flow patterns have both vertical and horizontal components. In the planning area, the primary vertical component of flow is downward percolation from the shallow aquifer, through the underlying till or fractures in the bedrock, and into the intermediate or deep bedrock aquifer. Horizontal groundwater flow in the shallow aquifer discharges to surface water features in the Rock Creek, Ravensdale Creek, and Crisp Creek drainage systems.

Groundwater recharge to the shallow aquifer is primarily from precipitation or infiltration of surface water runoff from adjacent areas. As precipitation falls on the ground surface, a portion infiltrates into the soil. Precipitation that does not infiltrate remains on the surface, filling small depressions or moving downslope as surface runoff. Some shallow infiltrated water (soil moisture) is used by plants and returns to the atmosphere by evaporation. When the soil moisture content is high, water within the soil migrates downward. Downward percolation of water is impeded by relatively impermeable till or bedrock that underlies most of the land. Where water is concentrated within topographically low areas, lowlands such as wetlands and streams, there is generally more recharge than in topographically high, upland, areas where the surficial aquifer is dry much of the time. The intermediate depth and deep bedrock aquifer systems are recharged by infiltrating water over an area much larger than the planning area.

Public Water Supplies

The City currently obtains all of its municipal water from a series of springs (Spring No. 1 through Spring No. 4) located on the east slope of Green River gorge about two miles southeast of the City. The City does not maintain any water wells at present and groundwater withdrawal has not been necessary to supply the city's municipal water needs. The spring system is located in a geologically active area of the Green River gorge (as demonstrated by a large landslide in February 1996) immediately downstream of Spring No. 1. The water quality and quantity are very good; limited only by the approved water rights consumptive allocation of the spring water.

The City has a wholesale contract for water supply from the City of Tacoma that will provide future water supply. The City will continue to withdraw water supply from its springs so long as this source remains viable.

Wetlands

The City conducted an extensive sensitive areas ordinance update in 2008 using the best available science. The City used King County mapping data as well as data from WA DNR, Parametrix, and Jones & Stokes for the updated maps. The sensitive areas ordinance was further amended in 2021.

Development adjacent sensitive areas; wetlands, streams and fish and wildlife habitat conservation areas inside the City are regulated by Chapter 19.10 BDMC (Black Diamond Municipal Code). The sensitive areas regulations contain requirements for designating, rating and mapping wetlands and streams, requires the establishment of buffers, identifies activities allowed within the buffers and describes applicable performance standards, and outlines appropriate mitigation requirements.

The City's sensitive areas ordinance designates and rates wetlands according to the Washington State Department of Ecology (Ecology) wetland ratings system (Ecology Publication #04-06-025). The ordinance also provides additional protection for "core wetland and stream complex" areas associated with Rock Creek, Jones Lake, Jones Creek, Black Diamond Lake, Black Diamond Creek, and Ravensdale Creek and for "headwater wetlands" associated with the headwaters of Ginder Creek, Lawson Creek, and Ravensdale Creek. For project proposals, wetland classifications will be determined using the definitions, criteria, and procedures contained in the ordinance. During the Sensitive Areas Study, extensive wetlands were identified and classified (see Figure A3-2 for a map that shows the approximate location of wetlands, which is subject to field verification and professional delineation / classification).

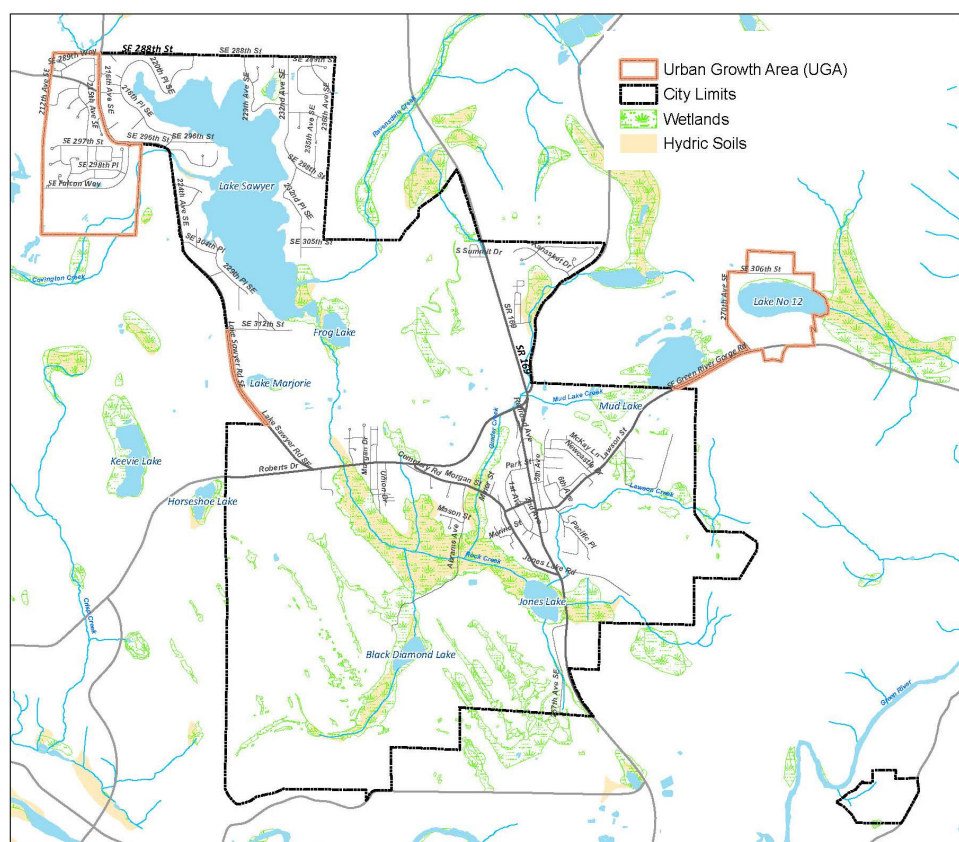


Figure A3-2: Wetlands and Hydric Soils

Fish and Wildlife Habitat Conservation Areas

The GMA requires cities and counties across the state to address land use issues that directly and indirectly impact fish and wildlife habitat. Fish and wildlife habitat conservation is the management of land for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not mean that all types of all species must be maintained at all times, but it does mean cooperative and coordinated land use planning is critically important among counties and cities in a region. In some cases, intergovernmental cooperation and coordination may show that it is sufficient to ensure that a species will usually be found in counties and cities in a region. In some cases, the designation of fish and wildlife habitat conservation areas should include:

- Areas with which endangered, threatened, sensitive, and candidate species have a primary association,
- Habitats and species of local importance,
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat,
- Waters of the state,
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity,
- State natural area preserves and natural resource conservation areas, and
- Areas critical for habitat connectivity, which can include open space corridors designated in comprehensive plans under RCW 36.70A.160.

The “core stream and wetland complex” habitats in the City identified in the sensitive areas ordinance include the streams, lakes, ponds, and wetland complex associated with Rock Creek, Jones Lake, Black Diamond Lake, and Ravensdale Creek along with several unnamed creeks. Other fish and wildlife habitats in the City were identified during the sensitive areas update. These other fish and wildlife habitat conservation areas include the Rock Creek and Ginder Creek corridors, open water ponds, lakes, and riparian forests as areas of high-quality habitat. The sensitive areas code contains requirements for designating and mapping fish and wildlife habitat conservation areas, sets buffer requirements and performance standards for activities allowed within them and their buffers, and outlines appropriate mitigation requirements.

The general habitat types in the Black Diamond area include mixed deciduous and unmanaged evergreen forest, areas of regenerating managed forest, wetlands, lakes, riparian areas, and creeks. Wetlands, riparian areas, and lakes meeting certain criteria are listed as “priority habitats” in the Washington Department of Fish and Wildlife Priority Habitats and Species (PHS) program. The city reviews maps of priority habitat areas when reviewing development proposals.

Wildlife – particularly species that roam widely or have large home ranges – move freely within and among habitat types via wildlife corridors or networks. In urban areas, creeks and streams and their associated buffers function as wildlife corridors. Rock Creek, Ravensdale Creek, and their associated riparian habitat function as a corridor between the upper and lower Soos Creek basin. The Rock Creek corridor likely serves as a route to the Green River and upper parts of the Green River watershed as well, linking wildlife that use the lower Green River watershed and the upper Soos Creek basin.

The following list of drainages and the known fish species are updated from the Water Resource Inventory Area (WRIA) 9 Fish Distribution maps (2000, King County DNR) and the Statewide Washington Integrated Fish Distribution Map (SWIFDM) (2014, WDFW and NWIFC) include:

- **Covington Creek.** Coho, cutthroat trout and steelhead are known to inhabit Covington Creek. The SWIFDM also identifies the presence of fall runs of chinook and chum salmon.
- **Lake Sawyer.** Covington Creek drains Lake Sawyer, which is fed by Ravensdale and Rock Creeks. Lake Sawyer supports populations of cutthroat trout, steelhead, largemouth and smallmouth bass, yellow perch, and rainbow trout (2000 WRIA 9 Fish Distribution Map and WDFW 1991). The SWIFDM indicates the presence of cutthroat trout, chinook, chum, coho, and steelhead in the streams that feed and drain lake Sawyer. The lake is impounded by a small dam at the head of Covington Creek. The dam has a fish ladder that allows passage of migrating coho. However, due to low water flows and creek bed infiltration, however, the fish ladder is not typically passable until December. This factor limits coho use of the upper watershed, including Rock Creek.
- **Ravensdale Creek.** Ravensdale Creek has significant fisheries value and is known to support coho and cutthroat trout. The headwater wetlands are important for maintaining perennial flow, as well as maintaining water quality in Rock Creek.
- **Rock Creek.** A small portion of the planning area drains to Black Diamond Lake and the wetlands surrounding it. The Black Diamond Lake wetlands serve as partial headwaters of Rock Creek. Rock Creek is listed as supporting coho, chum, and chinook salmon, cutthroat trout, and steelhead in the WRIA 9 Fish Distribution Map and SWIFDM.
- **Ginder Creek.** The northeast portion of the planning area drains to Ginder Creek, which drains into Rock Creek. Ginder Creek historically provided good habitat for salmonid spawning and rearing. The 2000 WRIA 9 Fish Distribution Map shows Cutthroat trout presence in Ginder Creek. Based on a 1982 sampling, Ginder Lake supports warm water fish including black crappie, largemouth bass, and pumpkinseed. The SWIFD indicates the creek may also support salmon and steelhead runs. An obstruction limits the passage of adult salmonids upstream as far as Ginder Lake. Electroshocking done during the 1982 survey indicated that Ginder Creek, above State Route (SR) 169 may be able to support other species of fish if passage barriers were removed. The survey generally indicated that Ginder Creek is a relatively productive tributary (John Henry Mine, SEIS).
- **Mud Lake Creek.** This stream provides some habitat for spawning and rearing of salmonids. The cascading portion over sandstone bedrock would prevent passage of salmonids. High turbidity was also identified in the 1982 sampling in Mud Creek, especially at the inlet to Mud Lake. Mud Lake Creek, however, represents an important source of water for Ginder Creek below the confluence near SR 169, at least during the winter months. Fish populations were essentially non-existent in 1982 Mud Creek and in the inlet to Mud Lake (John Henry Mine, SEIS).
- **Crisp Creek.** The eastern edge of the Crisp Creek drainage basin crosses into the City. The Crisp Creek basin drains an area approximately 5.0 square miles with the majority of the basin located upstream of the Keta Creek Hatchery. Crisp Creek and Keta Springs are the water supply for the Hatchery. Crisp Creek is also the sole water supply for the state-owned rearing ponds, located on the mainstem and upstream of the Hatchery. Coho, chum and Chinook salmon as well as steelhead have been produced at the Keta Creek Hatchery.
- **Green River.** The planning area lies within 1 mile to the north of the lower end of the Green River Gorge, between river mile (RM) 42 and RM 47. In this vicinity, the river flows through a steep-sided eroded gorge. The Green River supports significant runs of coho, Chinook, and chum salmon as well as steelhead and sea run cutthroat trout. The SWIFDM identifies the presence of additional species, including bull trout, rainbow trout, and sockeye. These salmonid runs

support important sport and retail fisheries in the Puget Sound Region and the Pacific Ocean as well as within the river system itself.

All of these need highly effective groundwater and stormwater protection to maintain the water quality and ensure sufficient supplies of water for natural production or successful hatchery production. Stream buffers and limitations on land uses contained in the City's sensitive area ordinance help protect the functions and values of these streams as critical fish and wildlife corridors.

Geologically Hazardous Areas

Geologically hazardous areas include erosion hazards, landslide hazards, seismic hazard areas, and mine hazards. Erosion hazards areas and steep slopes are shown in Figure A3-3 and areas of abandoned coal mine workings are identified and mapped in Figure A3-4. Uses, alterations and development in geologically hazardous areas are regulated in accordance with the City's Sensitive Areas regulations.

Erosion Hazard Areas are susceptible to prevailing agents of erosion, such as wind, rain, water, and other natural agents. The severity of erosion depends on factors such as the size of soil grains, soil cohesion, slope gradient, rainfall frequency and intensity, surface composition and permeability, and the type of vegetation cover. Erosion hazard areas are those areas where there is a "severe" to "very severe" rill and inter-rill erosion hazard.

The sensitive areas layer of the King County iMap indicates five small locations within the planning area, including the Ravensdale Creek corridor, as "erosion hazard." Among the Natural Resources Conservation Service soil types identified within the planning area, Alderwood/Kitsap and Alderwood gravelly sandy loam soils are identified by King County as potentially severely erosive. These erosion prone soils are constrained for development— especially in the area of Alderwood and Kitsap loam soils near Black Diamond Lake.

Landslide Hazard Areas are defined in the City's sensitive areas ordinance as areas that are potentially subject to risk of mass movement due to a geologic landslide resulting from a combination of geologic, topographic, and hydrologic factors. These areas are typically susceptible to landslides because of a combination of factors including bedrock, soil, slope gradient, slope aspect, geologic structure, groundwater, or other factors. According to the iMap sensitive areas layer, there are no known landslide hazard areas within the planning area.

Seismic Hazard Areas are areas at severe risk of earthquake damage as a result of earthquake-induced ground shaking, slope failure, settlement, or soil liquefaction. These conditions occur in areas underlain by soils of low density, usually in association with a shallow groundwater table. According to the iMap sensitive areas layer, no seismic hazard areas are identified within the planning area.

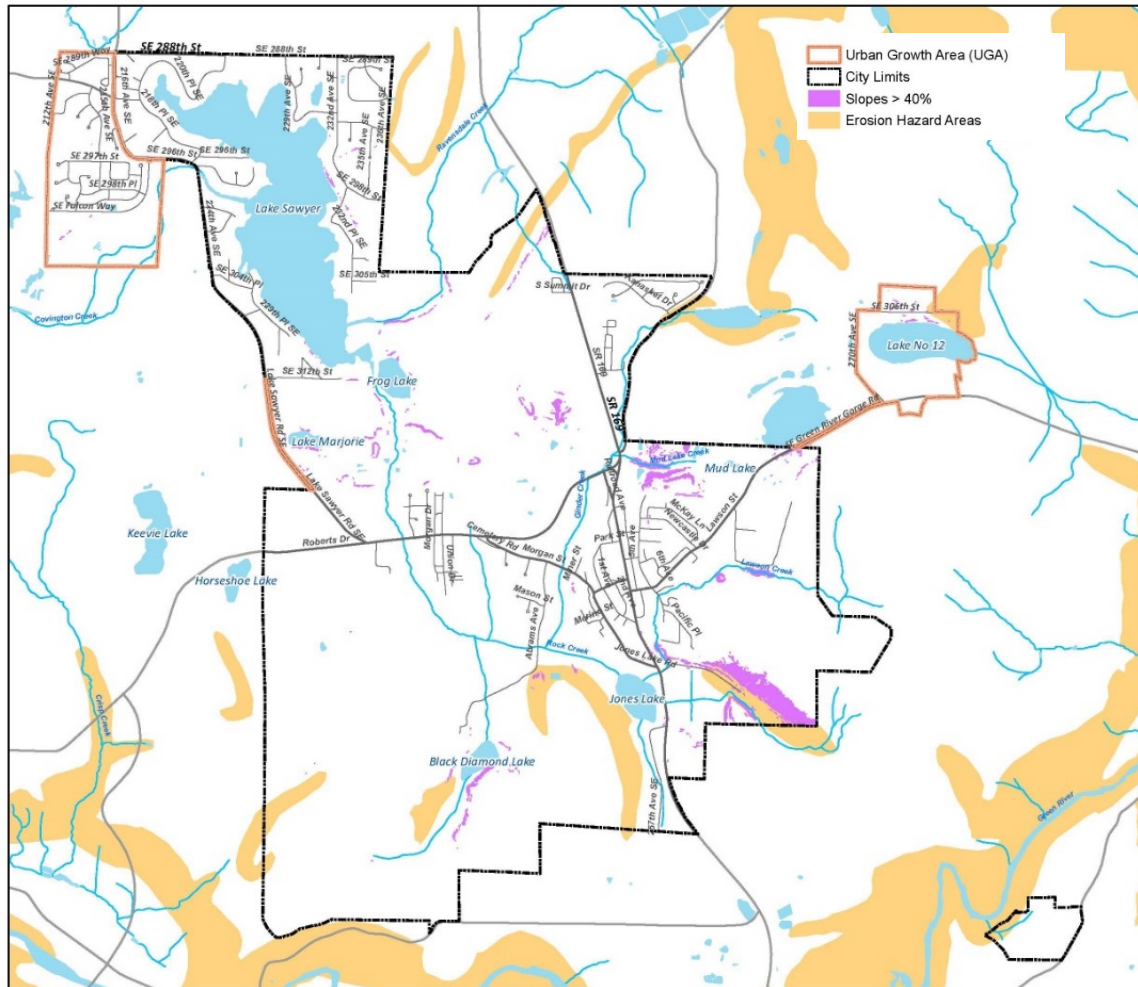


Figure A3-3: Geologically Hazardous Areas

Mine Hazard Areas are present and information provided by the Palmer Coking Coal Company indicates that much of the existing City is built over coal mine workings that are deep underground. Most underground coal mining in the Black Diamond area consisted of the “room and pillar” mining technique. “Pillars” of coal were left to support the roof above and allow the mining of adjacent areas, creating rooms. Once abandoned, these “pillars” would collapse and the “rooms” would fill with collapsed roof material, coal debris, and water.

There are known coal mine entrances and stockpiles of coal tailings or mine spoil in the planning area. Mining records indicate that underground mining has occurred in various areas throughout the City. Most of these are areas underlain by deep underground coal workings. The coal mine hazards identified in Figure A3-4 are based on maps available at the Washington State Department of Natural Resources. Section 19.10.430 BDMC defines the degree of hazard as low, moderate, and severe and regulates the allowed uses and activities within these categories.

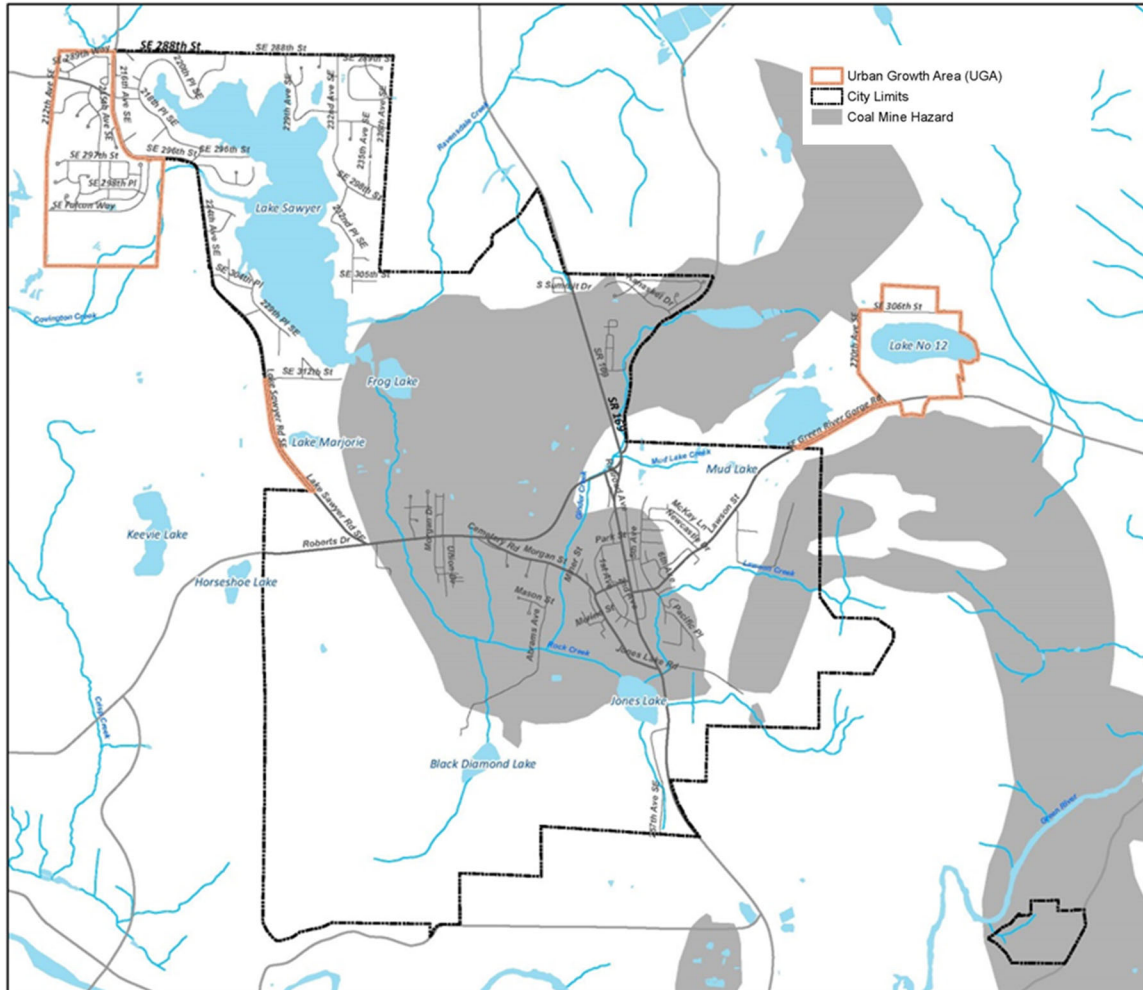


Figure A3-4: Coal Mine Hazard Areas

Areas of **steep slopes** are identified in City Sensitive Areas maps and regulated by the sensitive area ordinance. The steepest slope in the City occurs along the south side of Lawson Hill (also known as Franklin Hill), where isolated portions of the hillside approach 30% slope. Most of Lawson Hill contains 6% to 15% slopes with an area of 16% to 24% slopes. Some isolated slopes which are in the 16% to 24% slope range, are located east of the Black Diamond Lake, along Lawson Road east of Mud Lake, near SE 288th Street and crossing SR 169 north of the City limits. The remainder of the City of Black Diamond Comprehensive Plan area appears to contain slopes from 0 to 15%. Isolated steep slopes may exist throughout the City.

The City's sensitive area ordinance contains designation and mapping requirements, a description of allowed activities and performance standards, and appropriate mitigation requirements for erosion, landslide, and mine hazard areas.

Critical Aquifer Recharge Areas

This area contains a shallow aquifer serving as a source of water to the City of Kent system and Lake Sawyer. Lake Sawyer, Ravensdale Creek, and Rock Creek are identified as being hydraulically coupled to this shallow aquifer. Figure A3-5 shows areas with high susceptibility to groundwater contamination surrounding Lake Sawyer in the northwestern portion of the City and in the southwestern portion of the City. An area southeast of Lake Sawyer and a small area in the southeastern part of the City are shown as having medium susceptibility to groundwater contamination. Areas around wellheads are also protected. Figure A3-6 shows the “time of travel” that it takes contaminants to reach wellheads from surrounding areas within six months and one, five and ten-year periods.

To protect the critical groundwater recharge areas that supply the aquifers (that in turn supply the domestic and drinking water), the City requires development within the City limits and served by City utilities to use sanitary sewers (no septic systems are allowed). However, in areas served by the Soos Creek Water and Sewer District where sewer service is not available, septic systems are allowed.

Maintaining the water quality and quantity of stormwater runoff within the aquifer recharge areas is important to protecting aquifers from pollutants. Allowing stormwater runoff to infiltrate in recharge areas renews the amount of water in the aquifer. The City’s storm drainage ordinance (codified at BDMC Title 19) requires that runoff be treated before it can be discharged as surface water. The storm drainage ordinance also encourages infiltration. Using the appropriate treatment and infiltration techniques in aquifer recharge areas will help protect aquifer recharge areas and the quality and quantity of water available for drinking and domestic use.

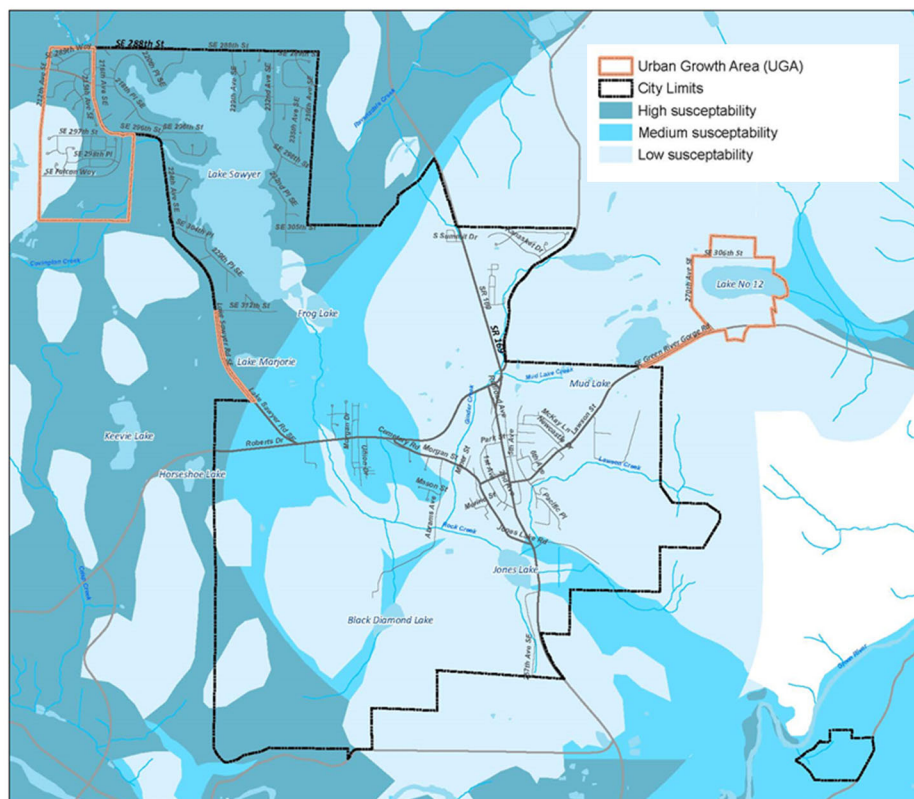
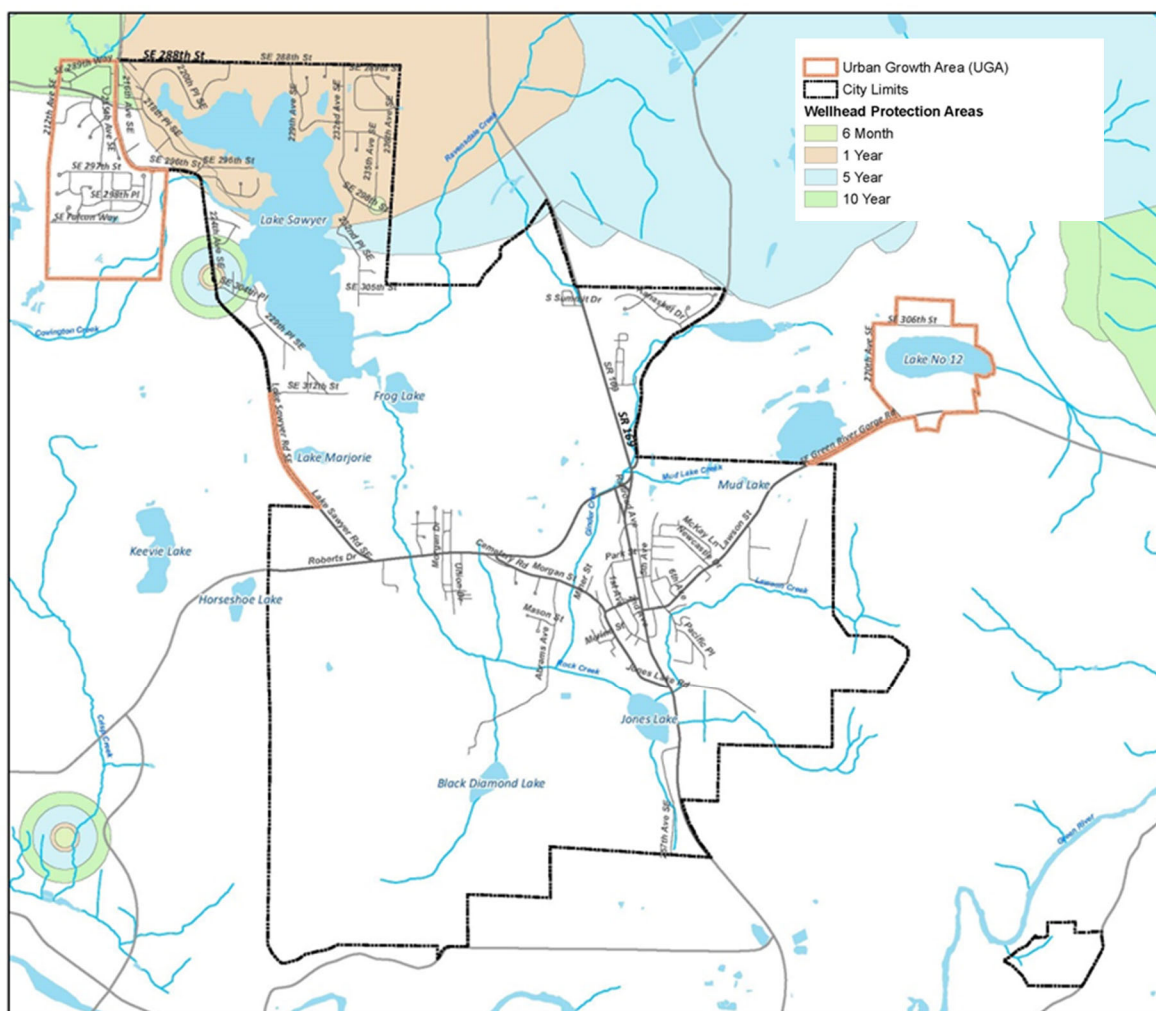


Figure A3-5: Areas Susceptible to Groundwater Contamination

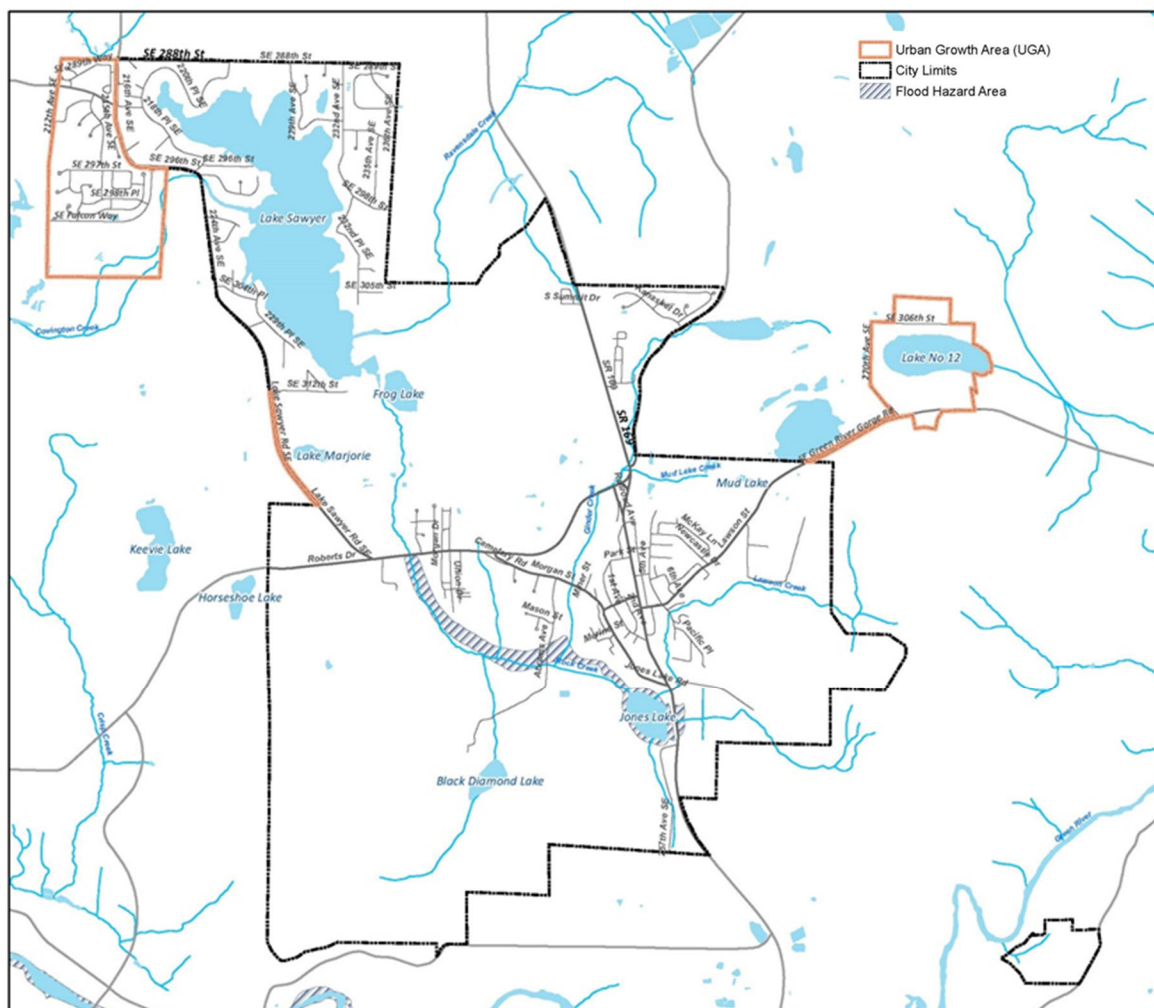


Frequently Flooded Areas

Floodplains ordinarily provide riparian habitat for fish and wildlife, connectivity to wetlands and other habitats, storage and conveyance of stormwater and floodwater, and groundwater recharge. Floodplains are also critical habitat for fish species as safe havens during flood events.

The City has classified and designated frequently flooded areas using the FEMA flood map (Figure A3-7). This map identifies the following areas as being at hazard of inundation by a 100-year flood: along Rock Creek from Morganville to Jones Lake, the southern portion of Ginder Creek, and surrounding Jones Lake and along the east side of Highway 169 (across from Jones Lake). New development in these areas will continue to be regulated by the City.

The King County Interactive Map Folio Flooding Info layer shows a segment of Rock Creek and Jones Lake in the 100-year floodplain in the City.



Air Quality

Particulate Matter that is inhalable (PM10) consists of very small particles, either solid or liquid, which float in the air and settle very slowly (i.e., soot and dust). PM10 stands for particulate matter that is smaller than 10 micrometers or one-hundredth of a millimeter. Most particulate comes from wood smoke, road dust, outdoor burning, and industry. In the City and surrounding area, the sources of PM10 include local mining operations, a smokehouse, and outdoor burning. Inside the City, the requirements of the Puget Sound Air Pollution Control Agency (PSAPCA) and WAC 173-425-040 prohibit outdoor burning within designated UGAs.

Air quality has also been impacted in recent years by the increase in wildfires in the western US. Washington has seen an increase of 2.83 burned acres per square mile in the past decade compared to previous data (EPA, 2022). According to NOAA, wildfires emit carbon dioxide, black and brown carbon, ozone precursors, and VOCs into the air. These materials impact both the climate and human health. While NOAA's maps indicate that King County is at low risk for fires of concern, nearby Chelan, Kittitas, and Yakima counties are in the highest risk category, and air quality impact from wildfires tend to have a regional effect.

Climate

Black Diamond, along with the Puget Sound region, has already experienced climate change effects, and will likely continue to in the future. By the 2025s, the average summer temperature is projected to increase by up to 6.75 degrees Fahrenheit. The historical (1970-1999) average temperature for Black Diamond and the surrounding area is 62.71 degrees Fahrenheit (King County, 2020). Western Washington has also seen an increase in wildfires. According to the EPA, Washington has experienced an increase of 2.83 acres of burned land per square mile from 2002-2020, compared to 1984-2001 (EPA, 2022). King county data also predicts lower summer precipitation by the 2050s. Other impacts associated with climate change, which should be taken into account when planning, are rising sea levels, increased severe weather events, and increased flooding. Increased water temperature and acidity and decreased air quality will likely affect wildlife in the region.

Geology, Soils and Topography

Geology

The City lies in a geographic area known as the Puget Lowlands, a large land trough extending from the Fraser Valley in British Columbia, Canada, to the Willamette Valley in Oregon and from the Cascade Mountains in the east to the Olympic Mountains in the west. Geologic characteristics in the northern portion of the Puget lowlands are the result of glaciation that occurred during the Pleistocene Era (beginning about 20,000 years ago). Glaciers were once as thick as 3,000 feet during the Vashon Period of the Fraser Glaciation (roughly 15,000 years ago). They deposited till, outwash, and material mixed with volcanic ash in the Puget Lowlands on top of a thick sequence of interbedded sandstones, quartzes sandstones, siltstones, and numerous coal beds. The Black Diamond area is located on the Covington Drift Plain. Two types of deposits occur in the planning area: Vashon till which is generally an impervious mix of gravel, cobbles, and clay laden, sandy silt (known as "hardpan"); and the Vashon stratified drift deposits (generally, permeable) composed of outwash gravels, rocks, and cobbles. Since the last glaciation, urbanization, rural development, logging, gravel mining activities, erosion, and sedimentation have modified the land surface. Weathering and erosion of native soils has resulted in the development of topsoil at the ground surface. The topsoil in undeveloped areas consists of a few inches of silt and sand with decayed leaves and roots. The weathered soils underlying the topsoil consist of a few inches of organic matter, silt, and sand with roots generally extending to a depth of two to six feet. Topographic depressions and low gradient stream channels and wetlands have accumulated organic silt and peat.

Vashon recessional outwash mantles the west portion of the planning area. This soil consists of sand and gravel with variable amounts of alluvial silt and cobbles deposited by rivers emanating from the melting front of the Vashon ice sheet. This soil is considered a valuable gravel resource in this area depending on its thickness and silt content. Vashon till is at the ground surface in some areas of the east portion of the

planning area. Till consists of unstratified silt, sand, gravel, and cobbles that are in very dense condition due to being overridden by the glacial ice. Till is usually 20 to 40 inches thick and probably underlies the recessional outwash but may be absent where eroded during deglaciation meltwater runoff.

Pre-Vashon glacial and interglacial sediments underlie the Vashon till; generally, in the west portion of the planning area where bedrock is deep. The pre-Vashon glacial and interglacial sediments consist of interbedded and/or stratified silt, sand gravel and till. These soils are not exposed at the ground surface in the planning area but are exposed in the upper walls of the Green River gorge south of the planning area and are penetrated by water wells in the west portion of the planning area.

Bedrock of the Puget Group underlies the entire planning area. The bedrock is locally exposed at the surface in the east portion of the planning area and in the walls of the Green River Gorge south of the planning area. The bedrock consists of sedimentary sandstone, mudstone, shale, and coal. Based on elevations of surface exposures and water well logs, bedrock underlies the land at a depth of 200 feet or more in the west portion of the planning area.

Soils (Non-Hydric)

Weathered soils derived from native geologic deposits cover the ground surface in most of the planning area. The following soil information was taken from the November 1973 NRCS "Soils Survey of King County Area." Because this information is based on mapping from aerial photos and may not be totally representative it is used for comparing the general suitability of areas for different land uses. Field verification may be required for specific sites as part of specific project review.

Specific to the Black Diamond vicinity, weathered gravel, sand, and clay left in glacial till plains, terraces and outwash plains at the end of the Pleistocene Era, have formed the local soils. The NRCS characterizes soils by the mixture of clay, silt, sand and organic materials that make up the soil and the degree of slope where the soils are located. Soil types found in Black Diamond are shown in Figure A3-8.

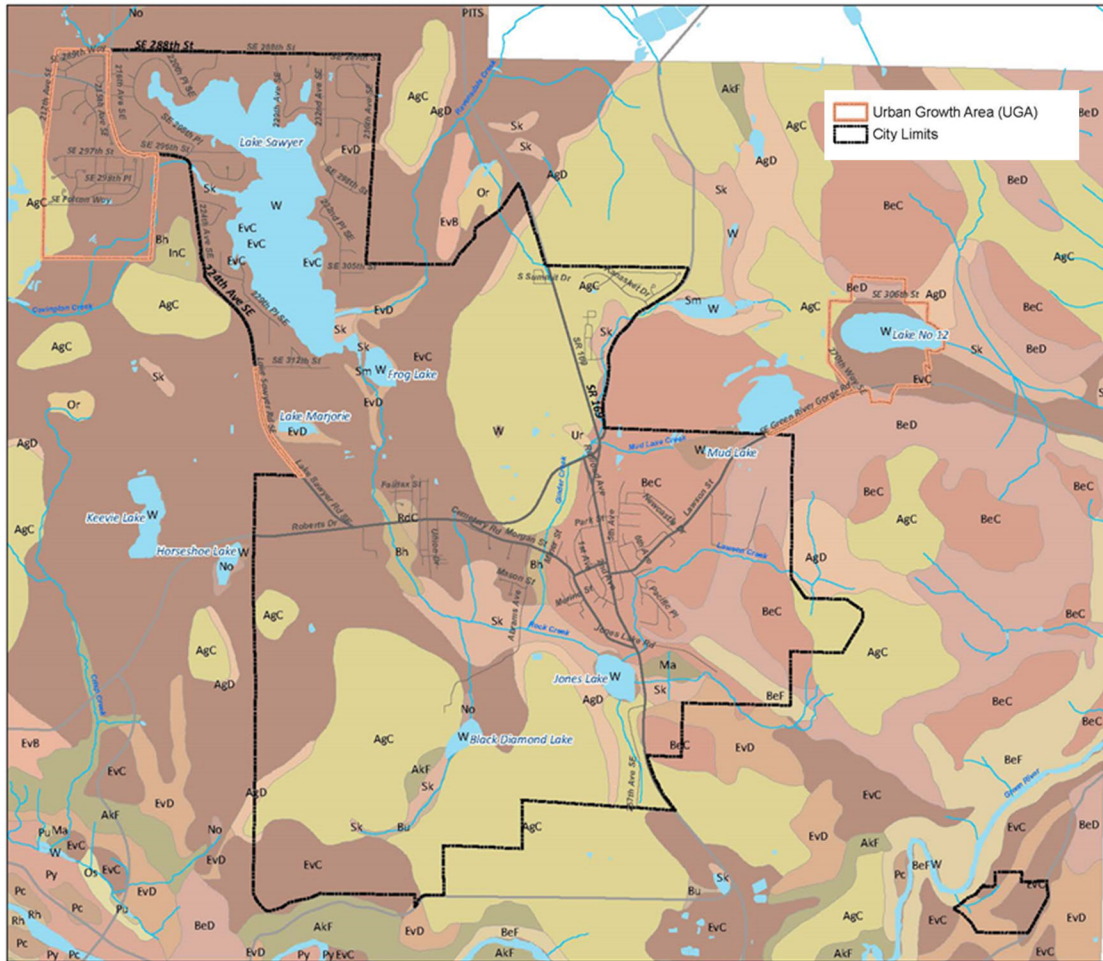


Figure A3-8: Soil Types

The soil types mapped in the planning area are:

- Alderwood gravelly sandy loam, 15-30% slope (AgD);
- Alderwood gravelly sandy loam, with Kitsap Silty Loam (AgF);
- Alderwood and Kitsap soils, 25% to 70% slope (AkF);
- Beausite gravelly sandy loam, 6 - 15% slope (BeC);
- Beausite gravelly sandy loam, 14 to 30% slope (BeD);
- Bellingham silt loam, 0% slope (Bh), hydric;
- Buckley silt loam, 0% slope (Bu), hydric;
- Everett gravelly sandy loam, 0- 6% slope (EvB);
- Everett gravelly sandy loam, 6-15% slope (EvC);
- Everett gravelly sandy loam, 15- 30% slope (EvD);
- Mixed Alluvial, less than 2% slope (Ma);
- Norma sandy loam, less than 2% slope (No), hydric;
- Ragnar-Indianola association, 2-15% slope (RdC);
- Seattle muck, less than 1% slope (Sk), hydric;
- Shalcar muck, less than 1% slope (Sm), hydric; and
- Urban land filled (Ur).

Alderwood Soils (principally AgC) are the most abundant soils present in the planning area. These soils were formed on till plains and roughly correspond with the Vashon till (Qvt). Alderwood surface and subsoils consist of a very gravelly sandy loam that is moderately deep, averaging approximately 30 inches. Extending downward from depths of approximately 20 to 40 inches, the soil layer has been compacted. This material is known as "hardpan." Alderwood soils have the characteristic of moderately rapid permeability above the hardpan layer and very slow permeability through it. Water has a tendency to perch on top of the hardpan layer. In winter, water moves laterally along the top of the hardpan, or it saturates surface soils in topographic low areas creating local areas of hydric soils and wetlands. These wetlands typically do not contribute to aquifer recharge because water does not percolate easily through the hardpan to the aquifer below.

A notable complex of wetlands in Section 23 occurs in topographic depressions on Alderwood soils. These wetlands are consistently oriented in a northwest to southeast direction presumably related to the direction of glacial movement in the area. According to the Site Evaluation and Land Use Concepts prepared for Plum Creek Timber Company properties, the regional groundwater table occurs within the pre-glacial soils that underlie the glacial till (Hewitt Isley, 1991). The regional groundwater table is below and hydrologically separate from the glacial till where the perched groundwater occurs and supports wetlands.

Alderwood soils are stony and commonly experience summer drought after seasonally high (winter), perched water tables diminish. The erosion potential on 15% slopes (AgC) is moderate due to the relatively unconsolidated nature of the till above the hardpan. The erosion potential on 15-30% slopes (AgD) is severe and slippage is moderate; however, only a small area lying within Section 23 exhibits this soil type. Related to agricultural purposes, Alderwood soils are used mostly for timber. If cleared, the soils are suited to grasses.

According to the NRCS, continuous vegetative cover is important to protect the soils adequately against the hazards of severe erosion and sedimentation to maintain the quality of water in streams, and to control runoff. Alderwood soils are not suited to field crops requiring annual tilling and re-seeding.

In general, glacial drift soils, other than the loose weathered colluvium/topsoil, provide excellent support for buildings and roadways and are generally suitable for development. Development limitations that exist are related to areas of seasonal high-water table and steep slopes with erosion potential. The limitations for stormwater infiltration and septic tank drainfields are severe due to the very slow permeability in the substratum (hardpan). Urban development on Alderwood soils requires sanitary sewers.

Alderwood Kitsap Soils (AkF) is about 50% Alderwood gravelly sandy loam and 25% Kitsap silt loam. Slopes are 25% to 70%. The distribution of these soils varies greatly within short distances. Drainage and permeability vary. Runoff is rapid to very rapid, and erosion hazard is severe to very severe. The slippage potential is severe. Alderwood Kitsap soil is located along the west edge of the Black Diamond Lake wetland.

Beausite Gravelly Sandy Loam. The Beausite series (BeC, BeD, and BeF) consists of moderately deep, well drained soils formed in sandstone and conglomerate. These soils are on glaciated mountains and foothills at elevations of near sea level to about 1,500 feet. These soils are well drained with moderate permeability, and runoff is medium to rapid. Beausite soils occur in the area of downtown Black Diamond and east to the city limits.

Bellingham Silt Loam (Bh) is a poorly drained soil formed in alluvium. These soils are nearly level and are mostly in depressions on the upland glacial till. Permeability is slow. Runoff is slow and the hazard of erosion is slight. Bellingham soils occur along sections of Ginder Creek and Rock Creek.

Everett Gravelly Sandy Loam (EvC), 5-15% slopes, is the second most abundant soil type present within the planning area. These soils were formed in glacial outwash on terraces and outwash plains and were deposited on top of older Alderwood soils described above. Everett soils roughly correspond with Vashon Stratified Drift Deposits (Qvs). These gravelly sandy loam soils are very deep and somewhat excessively well drained. The surface and subsurface soils can be found to a depth of 60 inches, with a weakly cemented layer in the substratum in some areas.

Rainfall in these soils is quickly absorbed and percolates to the groundwater table. Creeks that drain into areas dominated by Everett soils typically intercept the groundwater table and receive most of their flow from groundwater discharge. Runoff is slow to medium. The erosion hazard is slight to moderate. Everett soils are used for timber, pasture, and urban development. Everett soils are also generally suitable for urban development, except in areas of steep slopes. Limitations for septic tank drainfields exist where Everett soils are present because of the potential for aquifer and stream contamination, particularly where slopes exceed 8%. Urban development on Everett soils requires sanitary sewers. Everett gravels provide sand and gravel resources for the gravel pit located in Section 10.

Mixed Alluvium (Ma) consists of a variety of alluvial soils in areas too small and too closely associated to map at the scale of the NRCS survey. This land ranges from very well drained to poorly drained. The hazard of stream overflow is severe. Mixed alluvium is located east of Jones Lake and SR 169.

Ragnar-Indianola (RdC) soil is about equal parts Ragnar fine sandy loam and Indianola loamy fine sand. Permeability is moderately rapid in the upper part of this soil and rapid in the substratum. Runoff and erosion hazard is moderate. This soil is used for timber and for urban development. This soil type is located near Morganville.

Urban Land (Ur) is soil that has been modified by disturbance of the natural layers with additions of fill material several feet thick to accommodate urban development. Urban land is mapped near the intersection of Roberts Road and SR 169.

Hydric Soils

The definition of a hydric soil is a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part.

Notable, high value wetlands exhibiting hydric (poorly drained) soils such as Buckley silt loam, Norma sandy loam, Shalcar muck and Seattle muck include Black Diamond Lake and the Rock Creek wetland corridors.

Buckley Silt Loam – Buckley silt loam (Bu) occurs in a small, isolated area in the far, southeastern portion of Section 23. Typically, a seasonally high-water table occurs at or near the surface of this hydric soil unit and these soils are typically associated with wetlands. Erosion hazard is slight and runoff is slow. The limitations for septic tank drainfields are severe due to the very slow permeability in the substratum (hardpan).

Norma Sandy Loam – A small, isolated area of Norma sandy loam (No) is located to the north of Black Diamond Lake. This hydric soil is poorly drained and is typically alluvium, in basins and along stream bottoms. Permeability is moderately rapid, and the seasonal water table is at or near the surface. Runoff is slow, and the erosion hazard is slight. This soil is used mostly for pasture and is severely limited for use with septic drainfields due the saturated condition.

Seattle Muck – Seattle Muck (Sk) soils occur in limited areas associated with wetlands adjacent to Black Diamond Lake and Rock Creek. These hydric soils are composed of peaty soils originating mostly from sedges. There is a seasonal high-water table at or near the surface, and soil permeability is moderate. Surface water “ponds,” and there is little or no erosion hazard. Like the Norma series, Seattle muck is unsuited for septic drainfields due to saturation and the presence of organic soils. The Seattle muck soil (muck peat, muck, and peat) is generally not suitable for urban development because of the seasonal high-water table and organic soils.

Shalcar Muck – Shalcar muck (Sm) is located at the connection of Rock Creek to Lake Sawyer. Hydric soils are poorly drained organic soils. They are formed in deposits of sedge peat and alluvium along stream bottoms. Slopes are 0% to 1%. Permeability is moderate in organic layers and moderate to rapid in the lower soils. There is a seasonal high-water table at or near the surface. Runoff is ponded and there is no erosion hazard. This soil is typically used for pasture and is severely limited for use with septic drainfields due to the saturated condition.

Topography

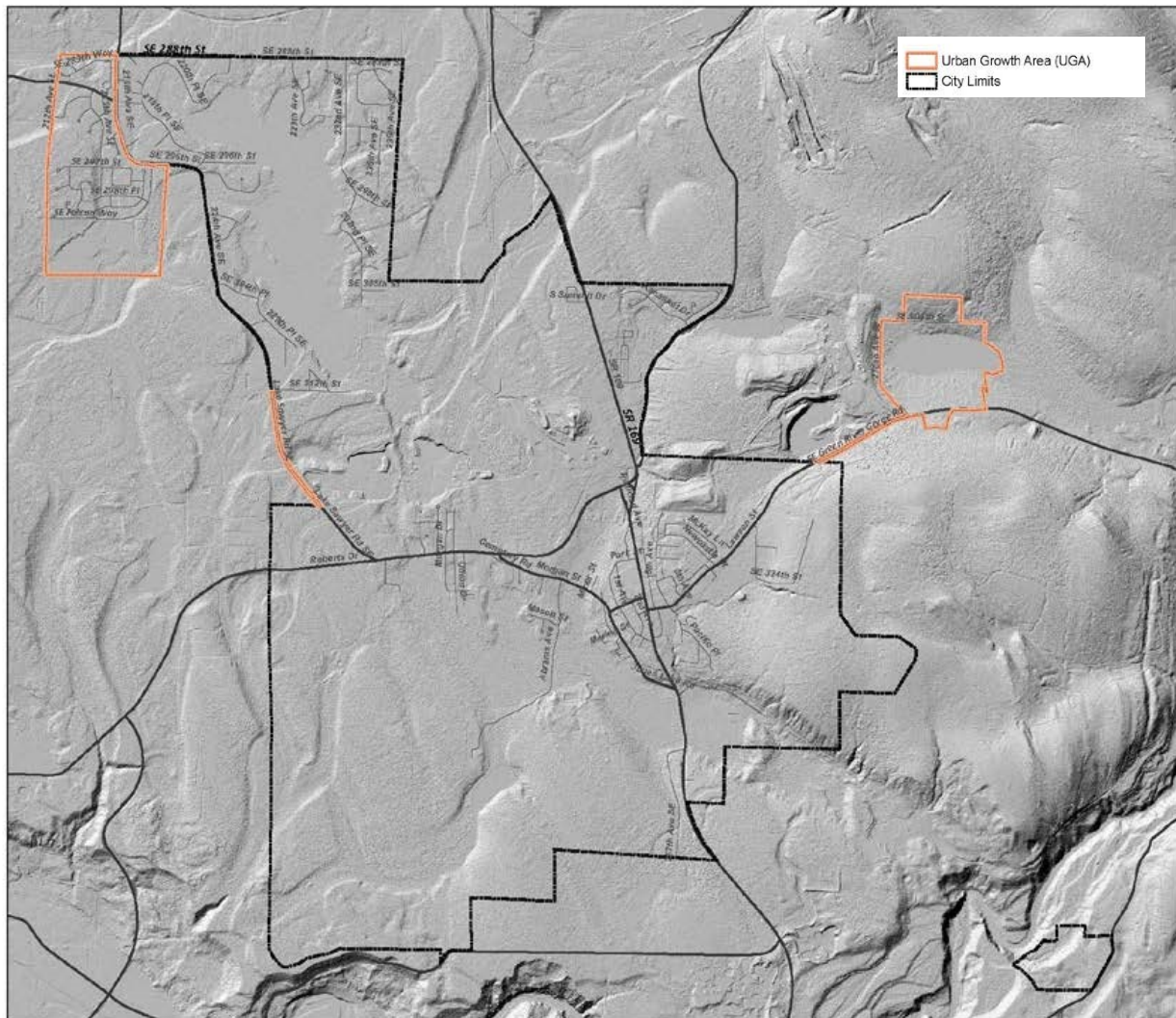


Figure A3-9: Topography

The planning area is located in a small valley on an upland plateau ranging roughly from 525 to 750 feet in elevation and includes the hillside east of the City up to an elevation of 1,180 feet. The plateau is approximately 300 feet above the Green River Gorge. Much of the planning area is characterized by rolling terrain with wetlands and drainage courses located in lower areas. Figure A3-9 shows the topography of the city.

APPENDIX 4: TRANSPORTATION

Introduction

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

- 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.

Existing Transportation Network

Overview

The following section describes how people in Black Diamond use the transportation network today and how that may change over the next 20 years. In addition to land uses and regional destinations, the built environment influences the routes people travel and whether they choose to drive, bike, walk, or roll.

Black Diamond's transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Black Diamond as shown in the Census journey-to-work data (see Figure A4-1). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur at different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrian and vehicle volumes during these times.

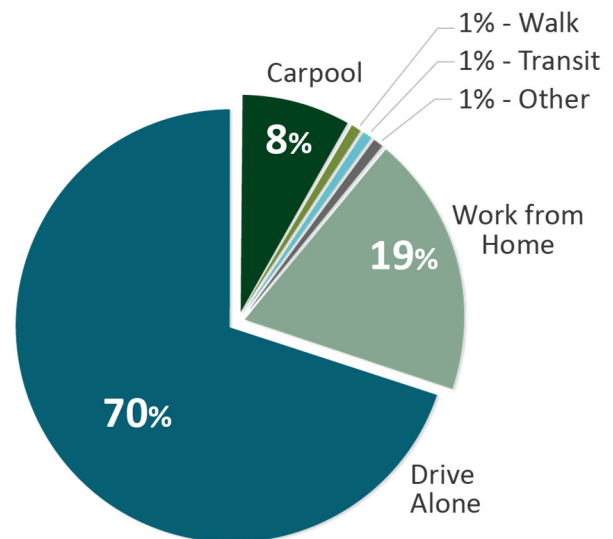


Figure A4-1: Means of Transportation to Work
Source: 2020 ACS 5-year, Means of Transportation to Work by Census Tract

Roadway Network

The City forms the southeastern edge of King County's urban area. The City has approximately 52 miles of existing roadways, as shown in Figure A4-2. The city's rural character has influenced its transportation network, prioritizing major thoroughfares over a structured grid of streets.

The city is bisected by State Route (SR) 169, a north-south highway, providing both regional access from Renton to Enumclaw and local access. This route is also known as 3rd Avenue within Black Diamond. 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 and 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 and 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 provides 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. These primary roadways provide regional transportation connections as well as links to collector and local access roads within city limits.

Functional Classification

Roadways in Black Diamond are classified according to their functional roles and importance within the transportation network. This classification system, known as functional classification, categorizes roads based on their intended purpose, traffic volume, and connectivity to surrounding areas. Black Diamond includes four functional classification types: principal arterial, minor arterial, collector, and local access. Principal and minor arterials serve as major thoroughfares for regional and inter-community travel and regional travel. Collectors distribute traffic between local access streets and the arterial network. Local access streets are primarily in residential areas and have lower traffic volumes and speed limits compared to arterials and collectors. This hierarchical classification system aids in prioritizing transportation requirements and aligns with the City's design standards. Table A4-1 provides an overview of the major roadways in Black Diamond.

Table A4-1: Major Roadways

Roadway	Functional Classification	Posted Speed Limit	Important Connections
SR 169/3rd Avenue	Principal Arterial	35–50 mph	• Black Diamond Natural Area • SR 18/Maple Valley • Enumclaw
SE 288th Street	Minor Arterial	35 mph	• Residential areas
SE Auburn-Black Diamond Road/Roberts Drive	Principal Arterial/ Minor Arterial	25 -35 mph	• Auburn • Kent • Green River Valley employment centers
Black Diamond-Ravensdale Road SE	Minor Arterial	35–45 mph	• SR 516 • Issaquah • SR 18 Bypass
Lake Sawyer Road SE (228th Avenue SE, 224th Avenue SE, SE 296th Street, 216th Avenue SE)	Minor Arterial	35–45 mph	• Sawyer Woods Elementary • Residential Areas
Lawson Street/Franklin Howard Road	Minor Arterial/ Collector	25 mph	• Residential areas
Morgan Street/Railroad Avenue/Jones Lake Road	Collector	25 mph	• Downtown
Baker Street	Collector	25 mph	• Black Diamond Elementary

SR = State Route

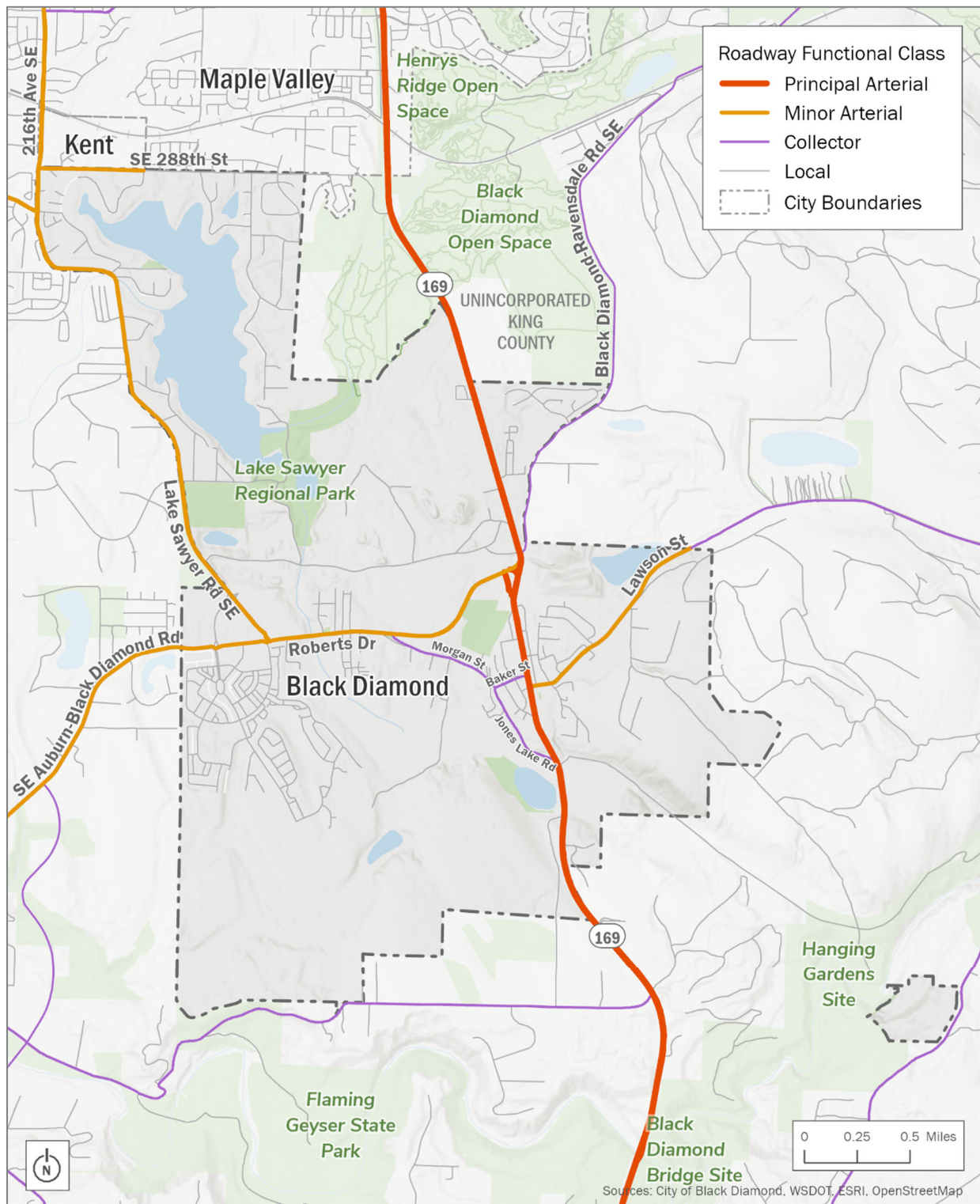


Figure A4-2: Roadway Functional Class

Traffic Volumes

Traffic counts were collected throughout the city in May 2023. Table A4-2 summarizes the rates of growth along Black Diamond's major corridors compared to 2015 PM peak hour traffic volumes from the last Comprehensive Plan update.

Table A4-2: Historical Weekday PM Peak Hour Traffic Volume Comparisons

Roadway	Location	Total Volume (2015)	Annual Growth (2015–2023)	Total Volume (2023)
216th Avenue SE	n/o Covington Sawyer Road	750	2.7%	955
216th Avenue SE	s/o Covington Sawyer Road	660	2.6%	835
Lake Sawyer Road	n/o SE Auburn Black Diamond Road	205	5.3%	355
Roberts Drive	w/o Morgan Street	425	4.7%	685
Morgan Street	s/o Roberts Drive	180	4.9%	295
Lawson Street	e/o SR 169	200	2.3%	245
SR 169	n/o Black Diamond Ravensdale Road	925	3.5%	1,280
SR 169	n/o Baker Street	915	3.4%	1,250
SR 169	s/o Lawson Street	785	3.7%	1,120

e/o = east of; n/o = north of; s/o = south of; SR = State Route; w/o = west of

As shown in Table A4-2, the annual traffic growth for the weekday PM peak hour ranged between 2.6% to 4.9%. Along SR 169, weekday PM peak hour traffic grew between 3.4% to 3.7% annually.

Many factors have contributed to the traffic volume changes since the 2019 Transportation Element was completed. Figure A4-3 shows daily traffic volumes within the City. New residential development in the Ten Trails Master Planned Developments has increased demand on the local and regional roadways in the area. Additionally, new residential developments in neighboring communities have increased commuting patterns along SR 169.

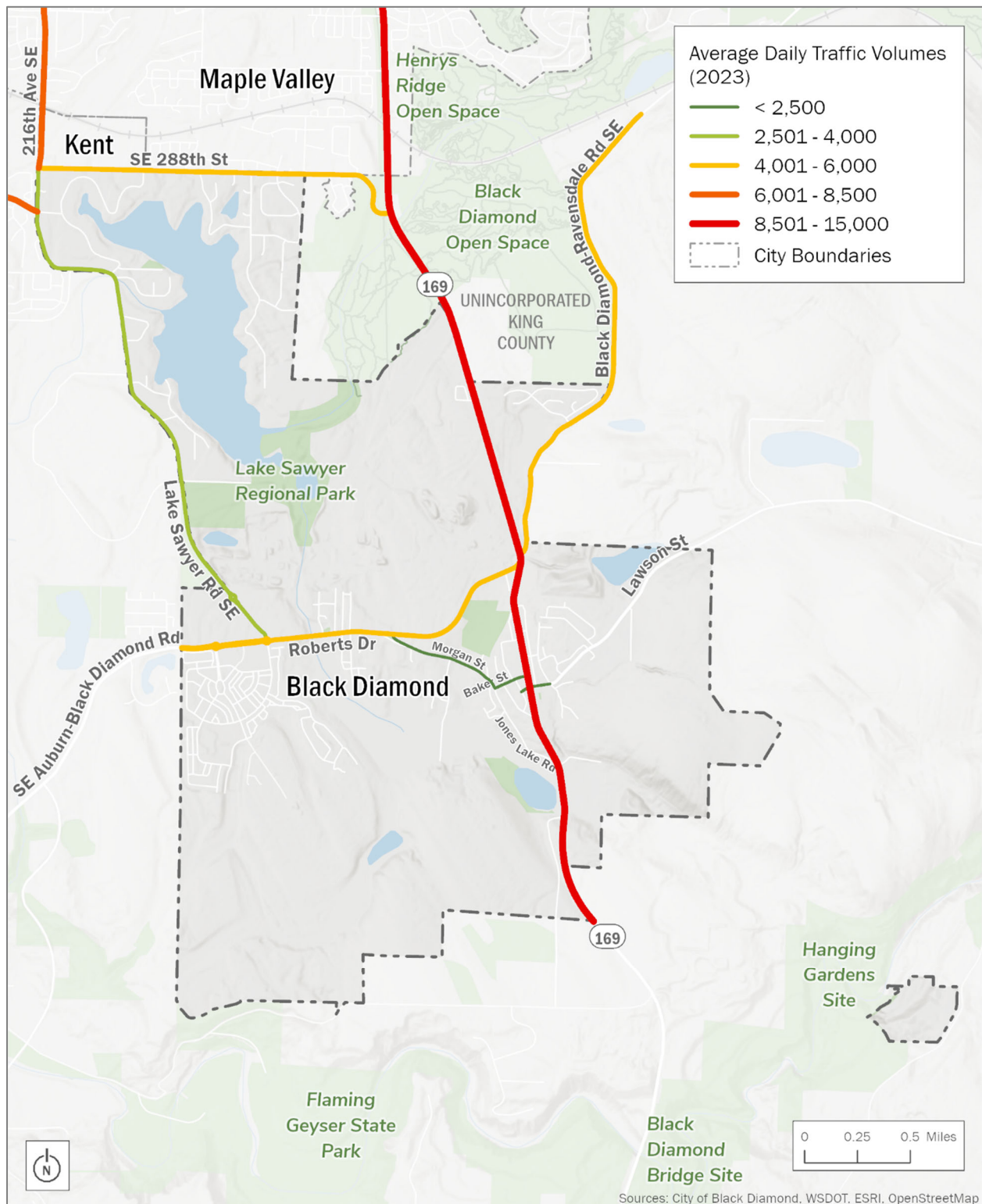


Figure A4-3: Traffic Volumes (2023)

Existing Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Black Diamond. Traffic operations analysis provides a quantitative method for evaluating existing and future transportation performance. The City's operational standard is presented along with the analysis methodology.

Analysis Methodology

Traffic operations were evaluated based on the latest level of service (LOS) methodologies contained in the Highway Capacity Manual (HCM), Transportation Research Board. The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. At unsignalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection. Intersection LOS analysis was performed for major intersections within the study area based on 2023 conditions. Table A4-3 outlines LOS definitions established by the HCM.

Table A4-3: Major Roadways

LOS	Definition
LOS A	Traffic operates freely at desired speeds with minimal delays at signalized intersections.
LOS B	Traffic flow is reasonably unimpeded with slight restrictions on maneuverability and insignificant delays at signalized intersections.
LOS C	Traffic flow is stable, with some restrictions on maneuverability and potential for longer queues or adverse signal coordination.
LOS D	Small increases in traffic flow can lead to significant delays due to adverse signal progression, high volumes, or inappropriate signal timing.
LOS E	Vehicles experience significant delays and lower speeds caused by adverse progression, high signal density, extensive delays at critical intersections, or inappropriate signal timing.
LOS F	Traffic operates at extremely low speeds with congestion likely at critical signalized intersections, high delays, and extensive queuing.

LOS = level of service. Source: Highway Capacity Manual

Vehicle Level of Service Standards

The City's existing LOS standard is LOS C for all City intersections. These standards apply to the weekday PM peak hour.

SR 169 is classified as a Highway of Statewide Significance (HSS). Per the Washington State Department of Transportation's (WSDOT) Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 169 is located within the Black Diamond urban area, the LOS D standard applies. The Growth Management Act (GMA) concurrency requirements do not apply to HSS facilities, per state legislation.

Year 2023 Intersection LOS Results

To understand the level of congestion experienced during the evening commute, 14 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.). Figure A4-4 summarizes the LOS results, delay, and worst movements at the study intersections for the 2023 weekday PM peak hour.

As shown in Table A4-4, four intersections operated below their respective LOS standards under existing conditions, including:

- 216th Avenue & SE 288th Street
- SR 169 & Black Diamond Ravensdale Road
- SR 169 & Roberts Drive
- SR 169 & Lawson Street

Table A4-4: Existing LOS

ID	Intersection	Existing Control Type	2023 Existing PM Hour	
			LOS	Delay/Sec
1	216th Avenue SE & SE 288th Street	One-Way Stop-Control	D	27.4
2	216th Avenue SE & Covington-Sawyer Road/SE 292nd Street	Signal	B	15.1
3	219th Avenue SE & SE 296th Street	Signal	B	10.6
5	Ten Trails Parkway & SE Auburn-Black Diamond Road	RAB	A	5.4
7	Lake Sawyer Road SE & SE Auburn-Black Diamond Road	RAB	A	6.3
8	Roberts Drive & Morgan Street	One-Way Stop-Control	B	13.5
9	SR 169 & Pipeline Road (Summit Drive)	One-Way Stop-Control	C	23.4
10	SR 169 & Black Diamond Ravensdale Road	One-Way Stop Control	F	> 180
11	SR 169 & Roberts Drive	One-Way Stop-Control	F	91.0
12	SR 169 & Baker Street	One-Way Stop-Control	D	31.2
13	SR 169 & Lawson Street	Two-Way Stop-Control	E	38.9
14	SR 169 & Jones Lake Road	One-Way Stop-Control	C	19.5

LOS = level of service; RAB = roundabout; SR = state route

Projects are currently planned at all four intersections that will address the LOS deficiencies and are included in the City's current Six-Year Transportation Improvement Program (TIP). The design and permitting of these improvements is already underway and are required to be constructed by the City's development agreement with the master planned developer in the City. The proposed improvements, and the resulting intersection LOS, are shown in Table A4-5.

Table A4-5: Existing LOS with Planned Improvements

ID	Intersection	Proposed Improvements	2023 Existing PM Hour		2023 Existing PM Hour With Improvements	
			LOS	Delay/sec	LOS	Delay/sec
1	216th Avenue SE & SE 288th Street	Signal	D	27.4	A	5
9	SR 169 & Pipeline Road (Summit Drive)	Roundabout ¹	C	23.4	A	6
10	SR 169 & Black Diamond Ravensdale Road	Right-in/Right-out	F	> 180	C	20
11	SR 169 & Roberts Drive	Roundabout	F	91.0	A	5
13	SR 169 & Lawson Street	Signal or Roundabout ²	E	38.9	LOS C or better	

LOS = level of service

¹ Roundabout constructed as part of the overall project with State Route (SR) 169/Black Diamond Ravensdale Road and SR 169/Roberts Drive

² Intersection control will be determined by the Intersection Control Evaluation process with the Washington State Department of Transportation.

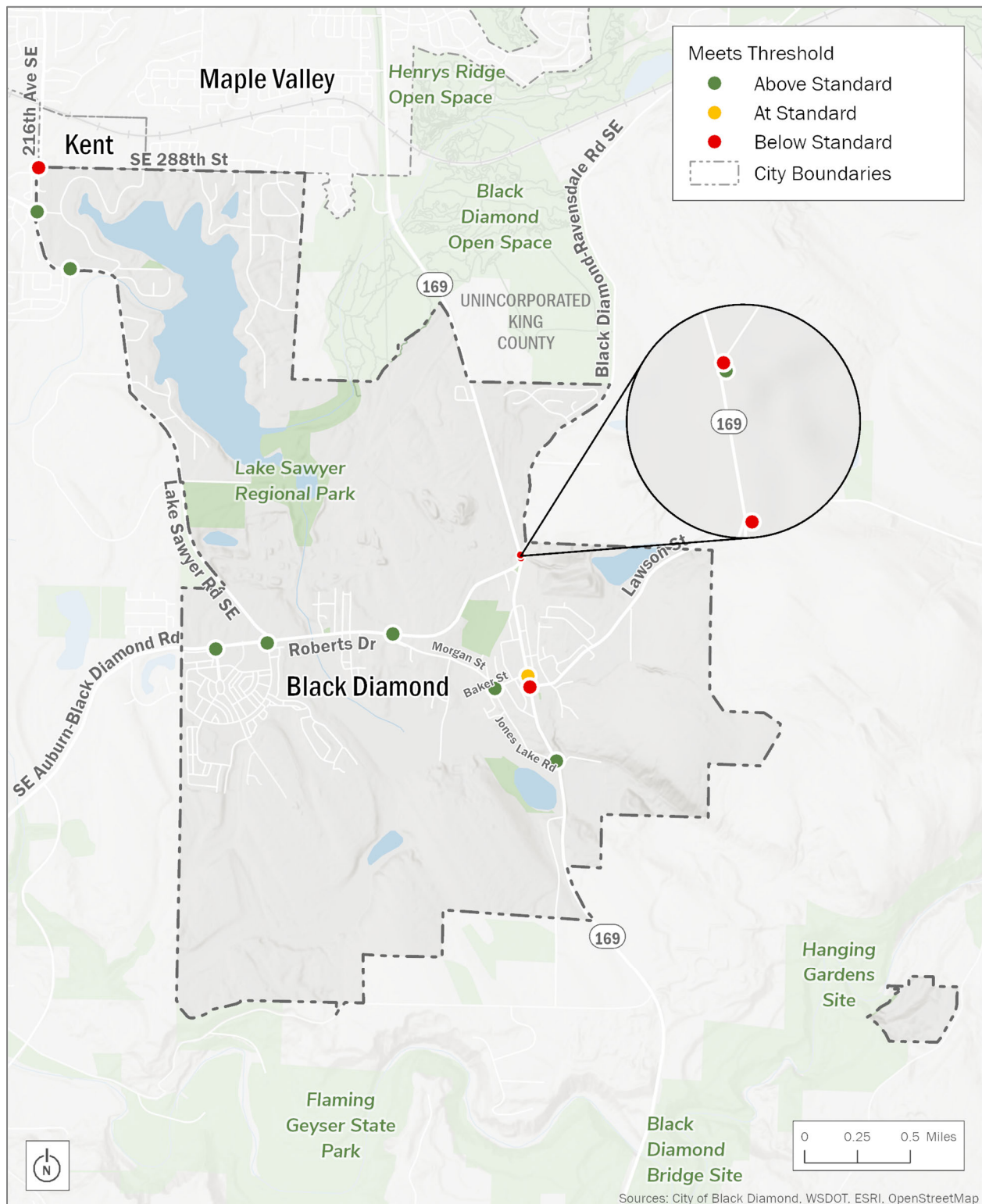


Figure A4-4: PM Level of Service (2023)

Active Transportation Facilities

Pedestrian Facilities

There are approximately 17 miles of roadway with existing sidewalks in Black Diamond, constituting 33% of the city's road network, as shown in Figure A4-5. Although the inventory encompasses all sidewalks within the city, the City's responsibility for maintenance is limited to those located on public roads. Most streets with sidewalks on both sides are local streets, with a notable concentration in and around the Ten Trails development area. Sidewalks extend from Ten Trails to the Black Diamond Library along the south side of Roberts Drive. Along SR 169, sidewalks are present on the east side as well as a segment within the downtown vicinity. In the downtown core, sidewalks are present near Black Diamond Elementary School and the Black Diamond Museum. Most of the existing sidewalks have a width of approximately 5 feet, with wider sidewalks present near Black Diamond Elementary School, the downtown core, and Ten Trails. Certain older sidewalks, such as those along 1st Avenue, indicate signs of wear and are narrower than 5 feet, also lacking a curb and gutter. Table A4-6 summarizes the existing sidewalks in Black Diamond.

Table A4-6: Sidewalk Availability

	Existing Sidewalks		No Sidewalks (Miles)	Roadways with Existing Sidewalks (One or Both Sides)
	Both Sides (Miles)	One Side (Miles)		
Principal Arterial	0.1	1.5	2.7	37%
Minor Arterial	0.1	1.6	3.9	31%
Collector	0.1	0.7	1.2	42%
Local	10.9	2.0	26.8	33%
Total	11.2	5.8	34.6	33%

Bicycle Facilities

Within Black Diamond, there are approximately 3 miles of roadway with bicycle lanes, as shown in Figure A4-6. Most of these lanes can be found within or near the Ten Trails development and measure 5 feet in width. Additionally, there is an eastbound bicycle lane connecting Ten Trails to the library. Mountain biking and hiking trails are present within nearby recreational destinations, including the Black Diamond and Henrys Ridge Open Spaces. These unpaved trails were not included in the active transportation facilities summary due to their primary recreational use. Existing bicycle lanes in Black Diamond are summarized in Table A4-7.

Table A4-7: Existing Bicycle Lanes

	Existing Bicycle Lanes		Total (miles)
	Both Sides (Miles)	One Side (Miles)	
Principal Arterial	0.6	—	2.9
Minor Arterial	0.2	0.3	
Collector	—	—	
Local	1.8	—	

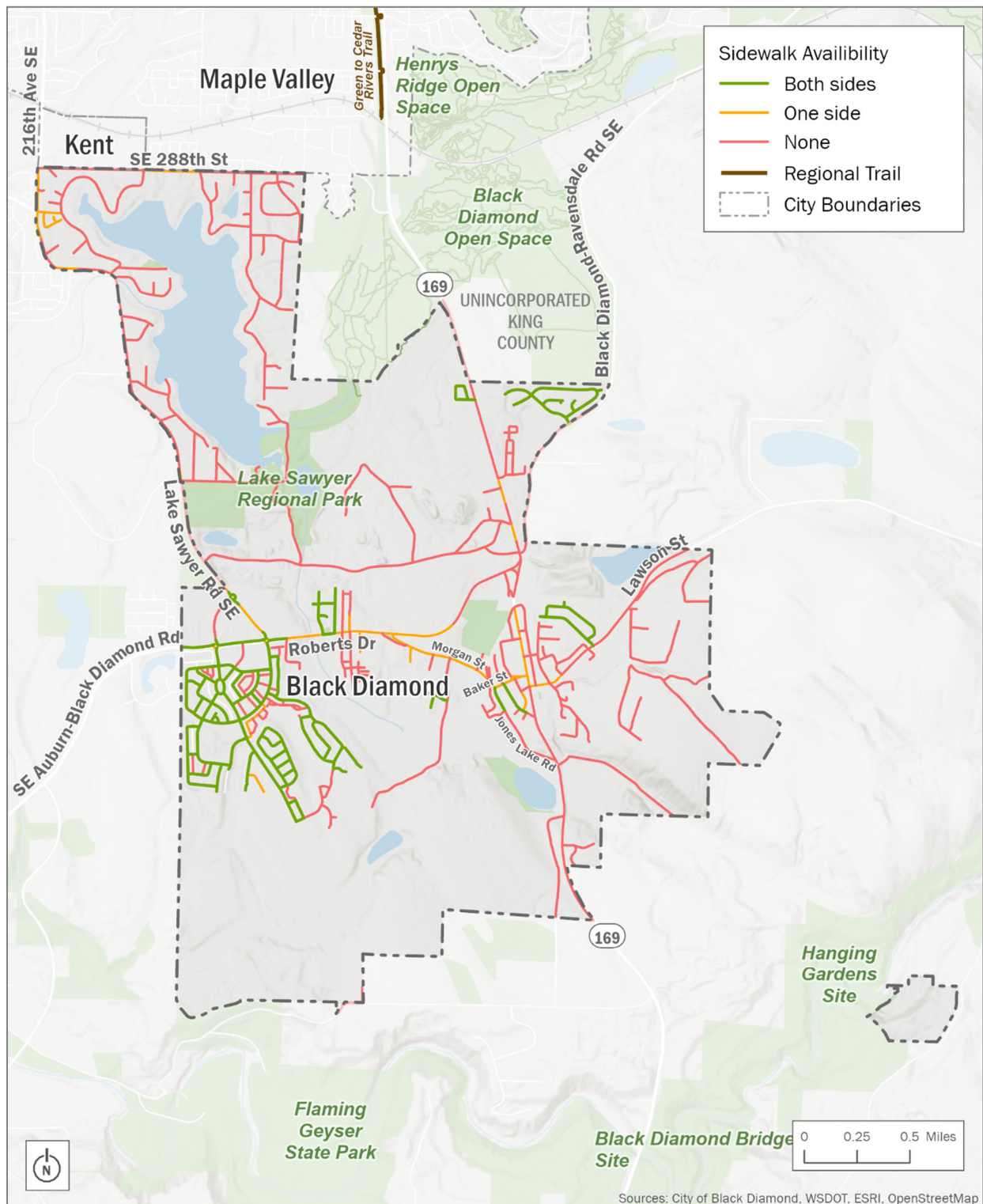


Figure A4-5: Existing Pedestrian Facilities

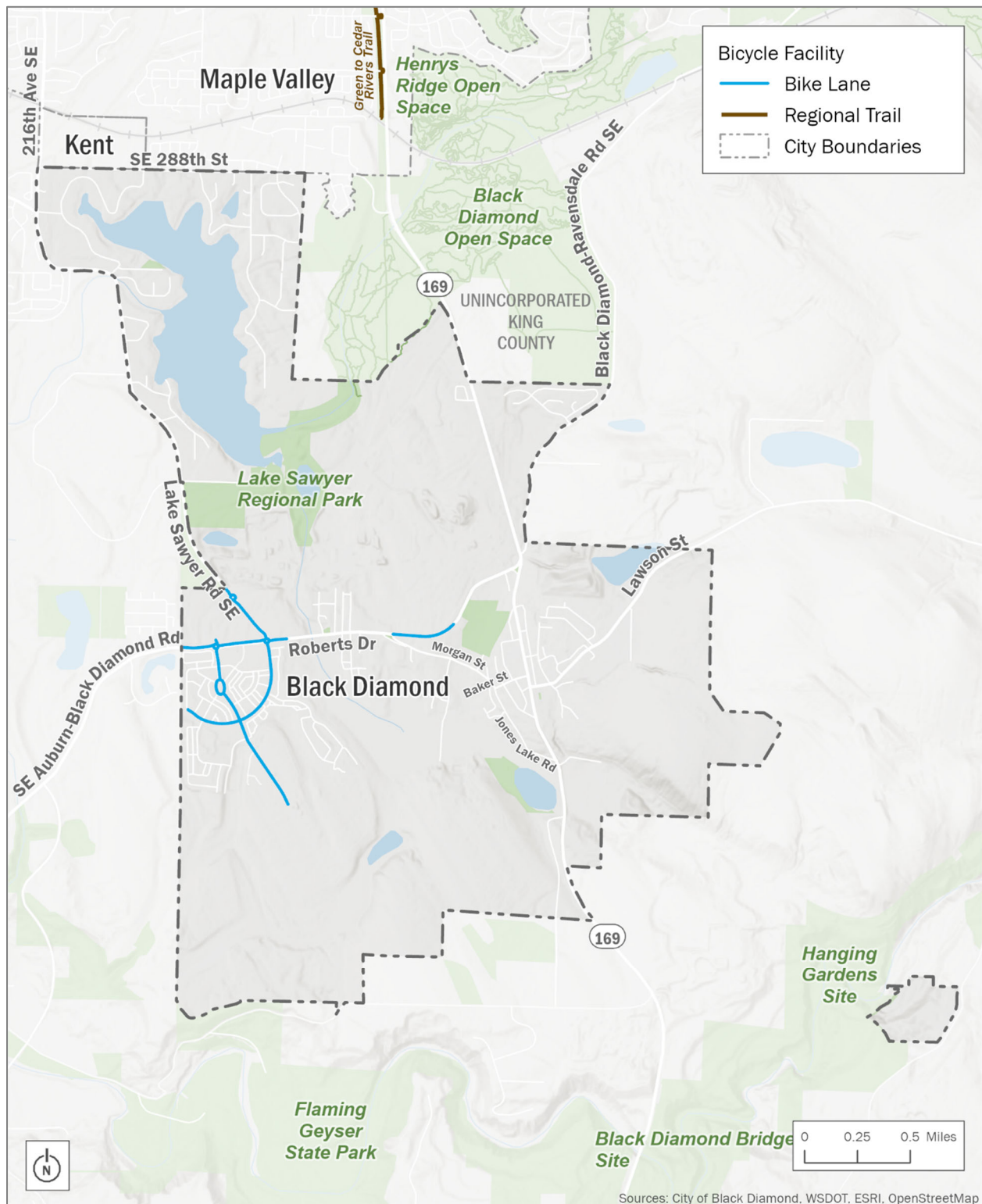


Figure A4-6: Existing Bicycle Facilities

Transit

Within Black Diamond, there is currently one transit route operated by King County Metro (Metro) serving the city. This transit route (DART Route 907) is part of Metro's Dial-a-Ride Transit (DART) service, which is a fixed-route transit service operated within King County. DART routes serve suburban and rural communities within the county that need more flexible service due to lower population density, longer distances, and fewer public transportation options.

DART uses smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request. Fully accessible DART vehicles are smaller than regular Metro coaches, are wheelchair lift-equipped, and have bicycle racks. DART vehicles can also go off-route to pick up and drop off passengers within a defined service area. Within Black Diamond, the DART service area encompasses the historic downtown, which includes senior housing, the Black Diamond Elementary School, and other commercial and residential uses. Figure A4-7 outlines the DART service area. The Park & Ride located at the Black Diamond Masonic Lodge at the corner of Baker Street and 3rd Avenue is the primary transit stop within the city utilized by Route 907. Located near the elementary school and post office, the bus stop features a shelter with a bench and trash receptacle.

DART Route 907 operates its fixed route between Black Diamond, Maple Valley, and Renton Monday through Friday (excluding holidays) from 8 a.m. to 5 p.m. Within the Black Diamond DART service area, transit users can request off-route trips on DART on a first-come, first-served basis during the following hours:

- Monday through Friday: 5 a.m.–11 p.m.
- Saturday: 7:30 a.m.–9:30 p.m.
- Sunday and Holidays: 9:30 a.m.–6:30 p.m.

Rail Service

There are currently no railroads located within Black Diamond city limits. Rail lines that had historically provided service from Seattle to Black Diamond have since been decommissioned, and the last coal trains left Black Diamond in 1969. The former rail line traveled north-south through Black Diamond paralleling Railroad Avenue.

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 used primarily for recreational purposes.

Aviation Transportation

The closest major airport facility is SeaTac International Airport, located approximately 22 miles to the west. Black Diamond 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, and one resident moors a private seaplane during summer months.

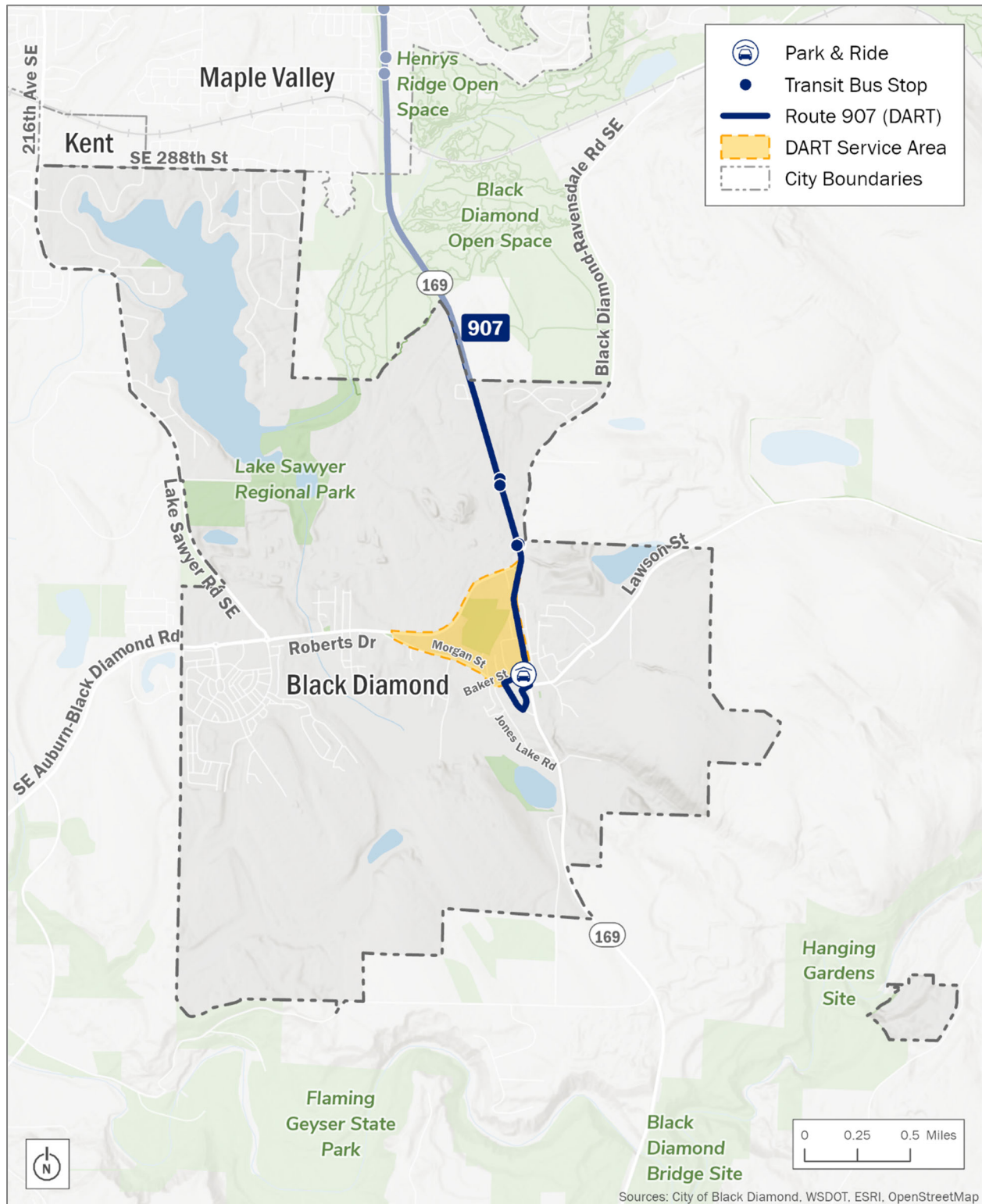


Figure A4-7: Transit Network

Freight

The Washington State Freight and Goods Transportation System (FGTS) is used to categorize freight corridors throughout the state, classifying corridors using annual freight tonnage moved by mode, as shown in Figure A4-8. FGTS corridors—which include truck, rail, and waterway corridors—identify highways and roadways most heavily used for freight movement and provide data to support funding for projects that support freight transportation. Currently, there are no rail or waterway corridors within Black Diamond. Data for the FGTS truck corridors is maintained and updated every 2 years by WSDOT for all FGTS roadways.

Black Diamond includes approximately 19 miles of FGTS truck corridors, including both T-3 and T-4 corridors that are owned by the City, King County, and WSDOT. SR 169 is the primary truck corridor within the City, with freight trucks accounting for 8% of traffic from SR 167 to SR 516 in 2023. A summary of the City's freight network is shown in Table A4-8.

Table A4-8: FGTS Truck Corridors

Tier	Description	Roadways	Ownership
T-1	More than 10 million tons/year	NA	
T-2	4 million to 10 million tons/year	NA	
T-3	300,000 to 4 million tons/year	216th Avenue SE 224th Avenue SE 228th Avenue SE Lake Sawyer Road SE Roberts Drive SE 296th Street SE Auburn-Black Diamond Road	City
		Black Diamond-Ravensdale Road Lake Sawyer Road SE SE Green Valley Road	County
		SR 169	WSDOT
T-4	100,000 to 300,000 tons/year	Lawson St	City
T-5	At least 20,000 tons in 60 days and less than 100,000 tons/year	NA	

NA = not applicable; SR = State Route; WSDOT = Washington State Department of Transportation. Source: WSDOT 2023

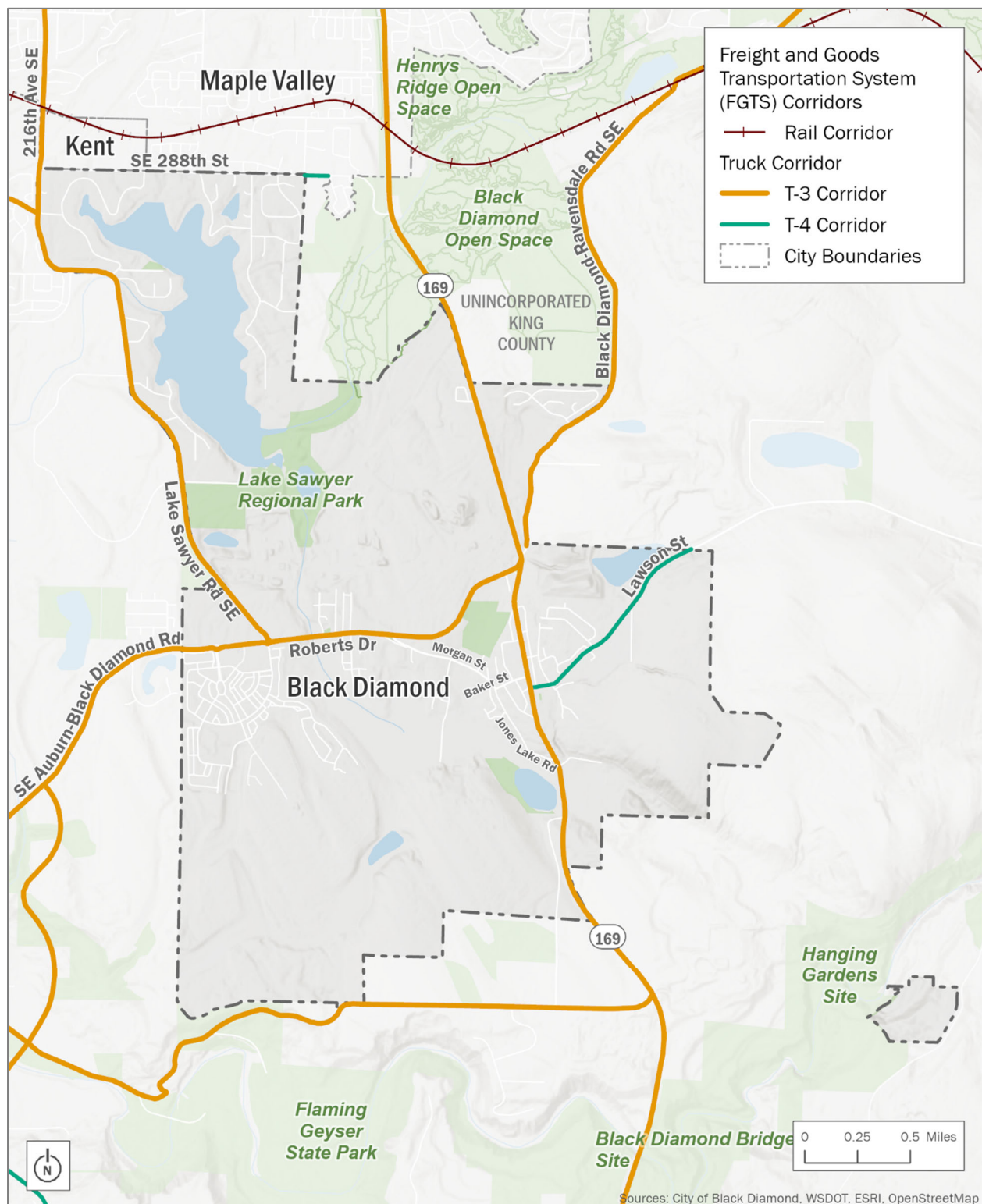


Figure A4-8: Freight Corridors

Safety

Reported crashes from 2018 to 2022 were analyzed using WSDOT-provided data to provide insight into existing safety conditions of Black Diamond's transportation network and opportunities to improve safety across the system. Data includes information on the crash location, what modes of travel were involved in the crash, and the crash severity.

The 5-year crash history for 2018–2022 was analyzed for crash hotspot areas and corridors within Black Diamond, shown in Figure A4-9. SR 169 had the highest concentration of crashes between 2018–2022, including a fatal crash and several serious injury crashes among crashes involving minor or possible injuries or no injuries. Other minor and principal arterials within city limits have crash hotspots as well, namely the minor arterial of 216th Avenue SE/SE 296th Street/224th Avenue SE, which had two serious injury crashes among crashes involving minor or possible injuries or no injuries. The intersections of SR 169/Black Diamond-Ravensdale Road SE and 216th Avenue SE/SE Covington Sawyer Road had the densest crash hotspots within the city.

Table A4-9 summarizes the 5-year crash history by severity for all reported crashes in Black Diamond from 2018–2022. A total of 193 crashes were reported during 2018–2022. Of these crashes, there were five fatal or serious injury crashes (2.6% of all crashes). Between 2018–2022, there were four crashes involving pedestrians or bicyclists. The serious injury crash involving a bicyclist occurred at SE 300th Street and 224th Avenue SE west of Lake Sawyer. All four active transportation-involved crashes are shown in Figure A4-10.

Table A4-9: Crash History (2018–2022)

Crash Severity	Crashes involving Active Transportation Users		Vehicles	Total Crashes
	Pedestrian	Bicyclist		
Fatal			1	1
Serious Injury		1	3	4
Possible Injury	1		37	38
Minor Injury			18	18
No Injury		2	123	125
Unknown			7	7
			Total	193

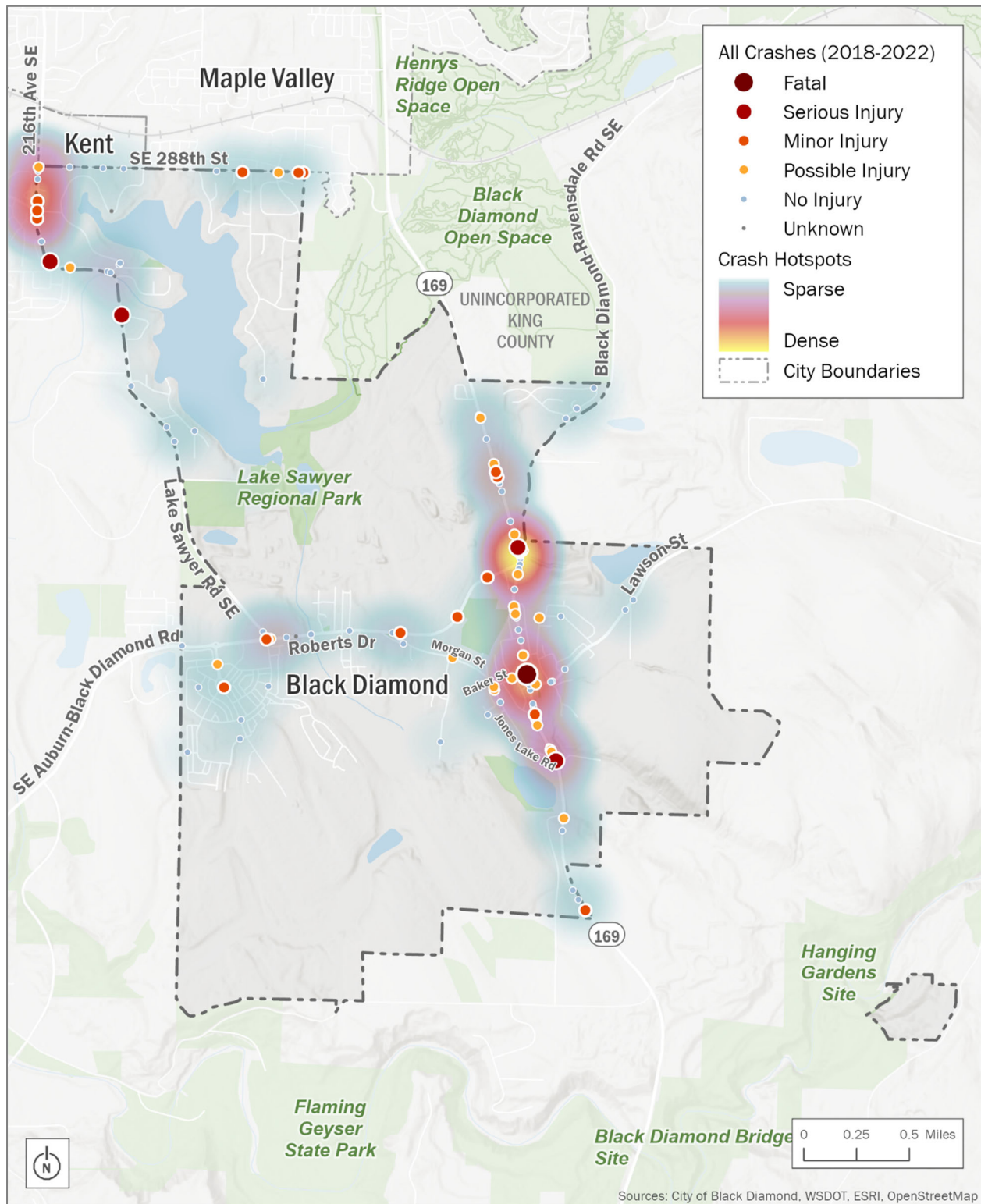


Figure A4-9: 5-Year Crash History (2018–2022)

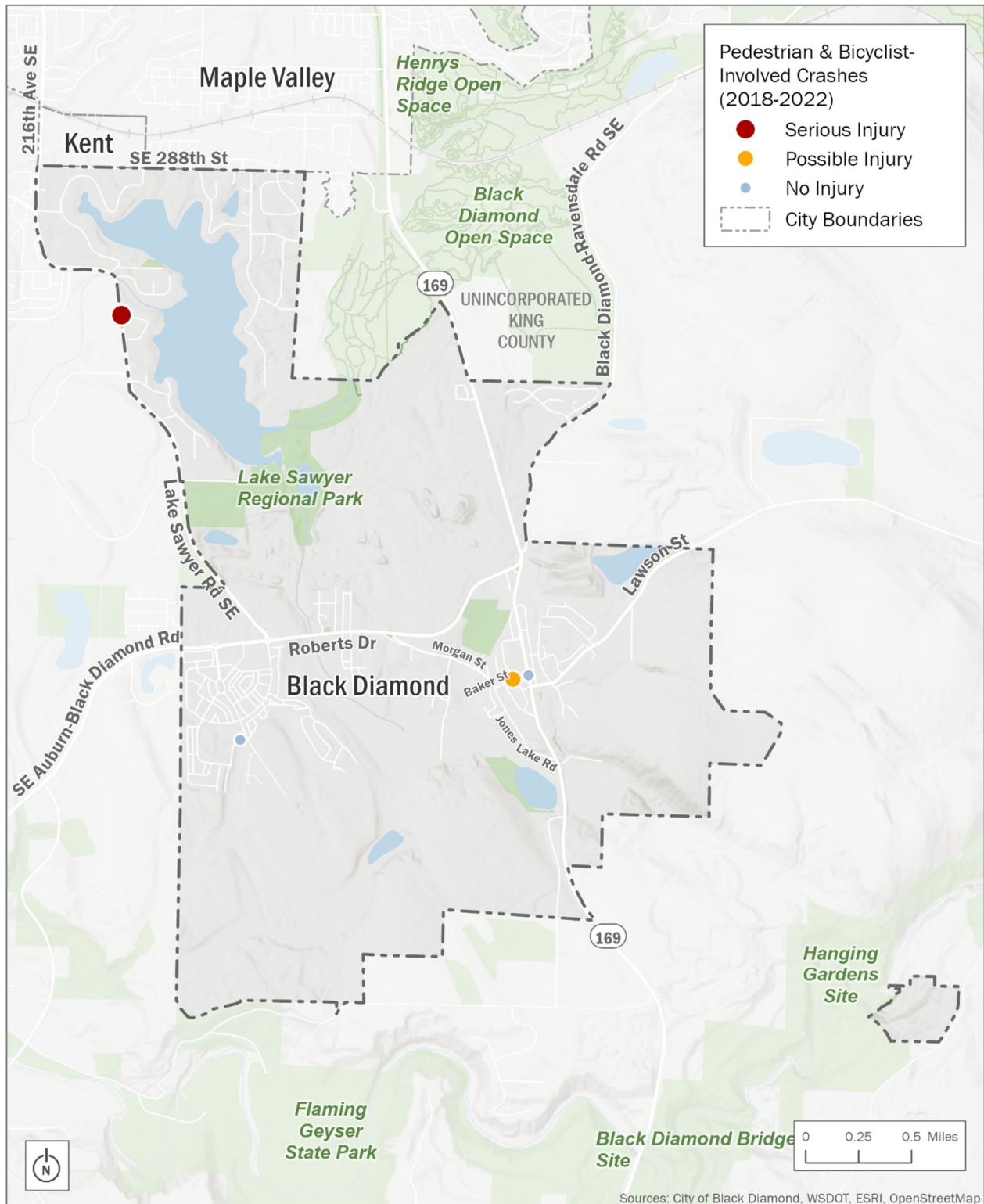


Figure A4-10: Pedestrian and Bicyclist-Involved Crashes (2018–2022)

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Travel Forecasting

Overview

To anticipate future transportation needs, the City of Black Diamond developed travel demand forecasts using the Puget Sound Regional Council's (PSRC) regional travel demand model. Forecasts were prepared for two planning years:

- **2030:** Supports identification of near-term transportation needs and informs updates to the City's Transportation Improvement Program (TIP).
- **2044:** Meets the Growth Management Act (GMA) requirement to plan at least 10 years into the future and aligns with PSRC's long-range planning horizon.

To anticipate future transportation demands, the City's Transportation Appendix incorporates considerations for the projected growth. The GMA requires cities to plan their transportation systems at least 10 years into the future. In alignment with the requirements, the City has designated the year 2044 as the horizon for this plan, allowing time for a comprehensive assessment and build-out of the transportation infrastructure needed to accommodate the expected growth within and around the City.

Detailed travel forecasts and analysis of average PM peak hour weekday traffic conditions are included below. This peak hour typically experiences the highest traffic volumes in the community, providing the basis for identifying capacity-related improvement needs or travel demand management (TDM) strategies may include promoting alternative modes of transportation or and enhancing public transit options.

Travel Forecasting Process

A description of the travel demand modeling process is summarized below. [More details related to model inputs and outputs are in the following sections.](#)

- **The Tool.** The PSRC regional Activity-Based Travel Demand model was used as the base for the City's travel demand forecasting model.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Black Diamond based on adopted zoning, known development plans, observed development patterns, and other City policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Black Diamond's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic

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analysis zones (TAZs). TAZs can be as small as a few street blocks or as large as an entire neighborhood. They provide a simplified means to represent trip-making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned to the roadway network to estimate how much traffic would be on each street during the evening commute hour.

- **Incorporating known improvement projects.** The 2044 travel demand model incorporates improvement projects in the City of Black Diamond's TIP, improvement projects required by the City's MPD Development Agreement, improvement projects in TIPs from the City of Covington and the City of Maple Valley, and PSRC's 2050 Plan compilation of regional projects.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture.

Land Use Travel Demand Model Inputs

Land Use Assumptions

Alignment with GMA Land Use Requirements

Under the GMA, cities are required to ensure that their travel forecasts align with land use assumptions. The forecast data is used for a variety of purposes, notably including analysis of the transportation system's predicted future performance and ability to accommodate new trips.

Citywide Growth Projections

The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates growth throughout Black Diamond based on adopted zoning, known development plans (including the Lawson Hills and Ten Trails Master Planned Developments) observed development patterns, and other City policies. The forecasted growth land use data is consistent with the Land Use Element and buildable lands inventory.

Master Planned Developments

The City of Black Diamond is unique among other cities in the area because the City has two major vested master planned developments (MPDs), under which the Master Developer is entitled to develop up to a maximum of 6,050 dwelling units. The MPD permits were approved by the Black Diamond City Council in 2010, and the corresponding development agreements were approved by the Black Diamond City Council in 2011. These MPD approvals predate the Puget Sound Regional Council's (PSRC) preparation of Vision 2050, the regional multicounty plan for Puget Sound. Under the GMA, the City is legally obligated to plan for the development assumptions included in the MPD development agreements. ~~The development agreements for the MPDs include a vesting period that expires on October 3, 2025, which means that MPD implementing projects will be vested to the regulations referenced in the development agreements as long as complete applications for those projects are filed by October 3, 2025.~~ Given state laws governing the duration of approved preliminary plats, it is possible that build-out of the MPDs under the Master Developer's vested rights could continue through 2031 or

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possibly 2032. For planning purposes in this Periodic Update, full build-out of the MPDs is forecasted to occur in year 2032.

The City and its consultants reviewed the population and job allocations supplied by PSRC and concluded that the future values provided by PSRC and King County did not include the entitled MPD growth. Therefore, it was determined among City staff and the consultant team that it would be necessary to revise the set of 2044 projection numbers to accurately run a transportation model for the Periodic Update that reflects the realities of the approved MPDs and fulfills the requirements of the GMA. The housing and employment assumed in the travel demand model is included in **Appendix 4-17-1** ~~(starting on page A4-45)~~.

Population and Employment Inputs

For both 2030 and 2044, only one land use scenario was modeled: full build-out of the City's two Master Planned Developments (MPDs), consistent with development assumptions. This approach reflects the City's legal obligations under the GMA to plan for development assumptions granted in the MPD agreements.

The 2044 travel forecasts were based on land use projections for the year 2044, which assumes the following:

- Population in 2044: 19,049
- Employment in 2044: 3,429 jobs

It is important to acknowledge that when the 2044 population and job numbers shown ~~below~~^{above} are used as "inputs" for traffic modeling purposes, they will not (and are not intended to) align precisely with King County and PSRC growth assumptions, which significantly understate planned growth within the City over the next twenty years. Instead, this approach emphasizes and fulfills the City's legal obligation under the GMA to accommodate the growth actually anticipated under the vested MPD development agreements and the best information presently available. ~~The travel forecasts were based on land use projections for the year 2044, which include a population of 19,049 and 3,429 jobs.~~

Baseline Transportation Improvement Inputs

The primary analysis of the 2044 travel forecasts was initially based on the following assumptions related to baseline transportation improvements:

- Improvement projects in the City of Black Diamond's Transportation Improvement Plan
- Improvement projects that are required to be constructed by the City's MPD development agreements with the Master Developer
- Improvement projects in TIPs from adjacent jurisdictions
- PSRC's Transportation 2050 Plan compilation of regional project

A detailed description of the Improvement projects that are required to be constructed by the City's MPD development agreements with the Master Developer is included in **Appendix 4-2**.

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Model Outputs and Use in Operations Analysis

The travel demand model produced PM peak-hour traffic forecasts for both 2030 and 2044. Outputs included:

- Traffic volumes by roadway segment and intersection,
- Directional flow patterns,
- Citywide travel distribution.

These forecasts were then used as inputs into the City's traffic operations model, which evaluated level of service (LOS) conditions at key intersections. This two-step approach, forecasting demand, then analyzing traffic operations, helped identify where intersection or corridor improvements may be needed to accommodate future growth.

The results of the 2044 travel forecasts indicate:

- Citywide traffic volumes are expected to grow by approximately 2.3% annually.
- SR 169 volumes are projected to grow by just under 2% annually.

LOS results from the operations model are presented in the **Future Traffic Operations** section.

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Baseline Transportation Improvements

To understand the need for City projects, the 2044 baseline model includes City projects that are in design, under construction, or recently built, in addition to improvement projects required as part of the MPD Development Agreements. The improvements were defined based on local agency Transportation Improvement Programs and the PSRC's Transportation 2050 Plan compilation of regional projects. The baseline projects were input into the travel demand model and the 2044 baseline forecasts were prepared. The 2044 baseline travel forecasts were used to determine where future operational and capacity deficiencies are likely to occur. A description of the improvements included in the baseline forecasts is included in **Appendix 7-2** (starting on page A4-47).

Traffic Forecasts

The results of the travel demand forecasting for the year 2044 show the following:

- In general, traffic volumes on City streets are forecasted to grow by approximately 2.3% annually.
- Volumes on SR 169 are forecasted to grow by just under 2% annually.

The resulting traffic forecasts were evaluated using the City's traffic operations model to identify the resulting LOS.

Future Transportation Network

The City is planning for a future transportation system that serves all users and modes of travel by building a safe and connected network of walkways, bicycle facilities, roadways, and intersections. This section describes the vision of Black Diamond's future transportation network and the infrastructure improvements needed to meet the City's goals.

Multimodal Level of Service Standards

PSRC's Vision 2050 requires that jurisdictions set multimodal level of service standards for vehicles, active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas to monitor system performance and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). 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" (Revised Code of Washington [RCW] 36.70A.070 (6)(b)). Therefore, setting the LOS standard is an essential component of regulating development.

Vehicle Level of Service

Methodology

A 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. Level of service is a measure of how an intersection is able to accommodate traffic demand. LOS is measured in six levels designated LOS A through LOS F, with LOS A indicating free-flowing conditions with no traffic delays and LOS F indicating heavy congestion and long delays for most traffic. Many agencies have set minimum LOS standards to ensure acceptable transportation service on streets in their jurisdiction.

By selecting a “high” standard (LOS A, B, or C), agencies become committed to obtaining the number of facilities needed to allow traffic to operate with little congestion and small delays even in the peak hours, normally at considerable expense to the agency for those facilities. By selecting a “low” standard (i.e., LOS D, E, or F), agencies are willing to accept more congestion and longer delays during peak hours rather than obtaining more facilities or revising their land use policies.

Intersection Level of Service Standards

The City has established a LOS standard of LOS C for all City intersections. These standards apply to the weekday PM peak hour. SR 169 is classified as a HSS. Per WSDOT’s Highway Systems Plan, the LOS standards for HSS facilities are set forth by state law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Because SR 169 is located within the Black Diamond urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per state legislation.

Active Transportation Level of Service

Methodology

Active transportation includes users walking, biking, and rolling. The City will establish both a Bicycle and Pedestrian Priority Network on which future improvement can be prioritized. The priority networks outline the future pathways where the City will concentrate infrastructure development to enhance connectivity and safety for active transportation. Although proposed active transportation facilities are not restricted to this network, they will be given priority along these designated routes to ensure that the most critical areas receive attention first. In some cases, parallel streets with lower traffic volumes may be chosen over segments on the priority network when they offer a more suitable option for active transportation users. The network, as depicted in Figure A4-11, serves as a strategic framework for guiding future investments and ensuring that the development aligns with the city’s long-term goals for active transportation.

An active transportation LOS was also defined using the Active Transportation Priority Networks. The active transportation LOS guidelines, shown in Table A4-10, emphasize system completion of sidewalks, bicycle facilities, pathways, or multiuse trails on arterial and collector roadways or along off-street corridors along priority connections. The LOS guidelines are shown in green, yellow, and red. The active transportation LOS guidelines do not pertain to local streets, because low-volume roadways may be adequate for pedestrians and bicyclists without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

Table A4-10: Active Transportation Level of Service Overview

LOS	Guideline
Green	Meets City standards, facilities on both sides
Yellow	Facilities exist, but only on one side
Red	No facilities exist, does not meet standards

LOS = level of service

Active Transportation LOS Standards

The City has established the yellow LOS standard as its minimum active transportation LOS guideline for active transportation facilities. The existing active transportation Priority Network is shown in Figure A4-11. The City uses these standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan.

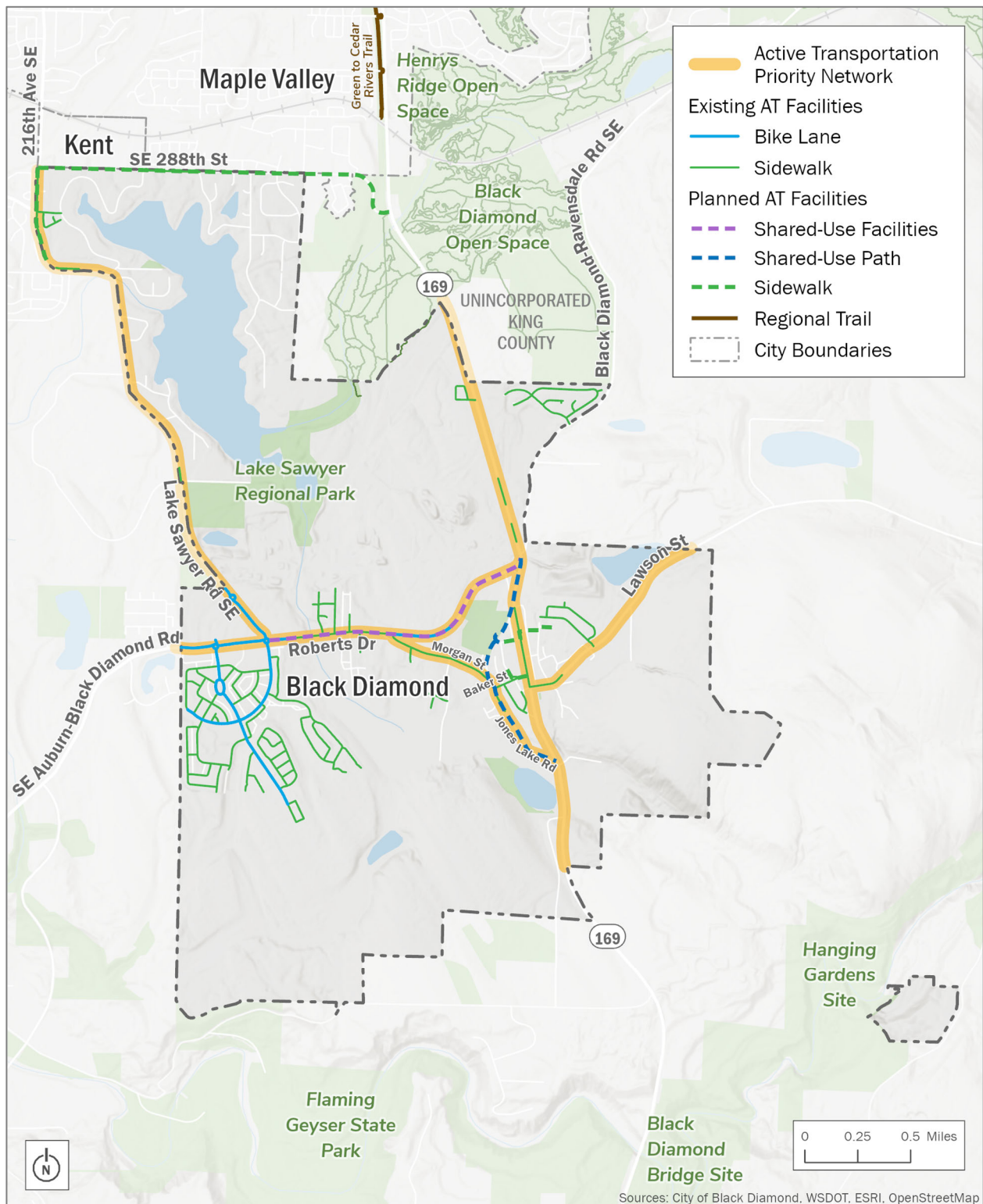


Figure A4-11: Active Transportation Priority Network

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Transit Level of Service

Methodology

While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City has adopted transit LOS standards that define the type of local amenities that the City can help provide to allow for safe and convenient access to transit stops and comfortable facilities when transit riders reach a transit stop. The future transit network assumes eventual implementation of King County's Metro Connects Long-Range Transit Plan that envisions increased service frequency and coverage throughout the County. In Black Diamond, King County Metro is planning for two types of services:

- Local service (15- to 60-minute service, either fixed route or flexible services)
- Express service (15- to 30-minute service, peak times)

The transit LOS standards shown in Table A4-11 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, yellow, and red. A green LOS indicates a transit stop that has high-quality amenities and sidewalks and crosswalks serving it. A yellow LOS indicates a transit stop that has some amenities and sidewalks and crosswalks that exist, if feasible. Transit riders might have to go out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided around transit stops, and that is considered unacceptable.

Table A4-11: Transit Levels of Service

LOS	Amenities	Access
Green	High-quality stop amenities	Sidewalks and marked crosswalks serving all stops
Yellow	Stop amenities	Sidewalks and marked crosswalks serving stops, where feasible
Red	No amenities	No designated pedestrian facilities serving transit stops

LOS = level of service

Transit LOS Standards

The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops; installing sidewalks and marked crosswalks at all stops; and encouraging and permitting housing and employment densities that support frequent, express bus service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks, and marked crosswalks at some stops.

~~2030 and 2044~~ Future Traffic Operations

The expected growth in Black Diamond and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delays at several intersections. [Table A4-12, Figure A4-12, and Figure A4-13 illustrate the 2030 and 2044 forecasted level of service performance at several in Black Diamond's street network. Figure A4-12 and Figure A4-13 display the forecast level of service performance at several intersections in Black Diamond's street network in 2030 and 2044, respectively.](#)

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While delays are forecasted to increase at some intersections, all intersections in Black Diamond are forecasted to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

Table A4-12. 2030 and 2044 PM Peak Hour LOS

<u>Intersection</u>	<u>Assumed Intersection Control Type</u>	<u>LOS Standard</u>	<u>2030 PM Hour</u>	<u>2044 PM Peak Hour</u>
			<u>LOS</u>	
<u>216th Avenue SE & SE 288th Street</u>	<u>Signal</u>	<u>C</u>	<u>A</u>	<u>A</u>
<u>216th Avenue SE & Covington-Sawyer Road/SE 292nd Street</u>	<u>Signal</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>219th Avenue SE & SE 296th Street</u>	<u>Signal</u>	<u>C</u>	<u>A</u>	<u>A</u>
<u>Ten Trails Parkway & SE Auburn-Black Diamond Road</u>	<u>Roundabout</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Lake Sawyer Road SE & SE Auburn-Black Diamond Road</u>	<u>Roundabout</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Roberts Drive & Morgan Street</u>	<u>Signal</u>	<u>C</u>	<u>A</u>	<u>A</u>
<u>Baker Street & Railroad Avenue</u>	<u>All-way Stop Controlled</u>	<u>C</u>	<u>B</u>	<u>B</u>
<u>SR 169 & Baker Street</u>	<u>Signal or Roundabout²</u>	<u>D</u>	<u>LOS C or better</u>	
<u>SR 169 & Lawson Street</u>	<u>Signal or Roundabout²</u>	<u>D</u>	<u>LOS C or better</u>	
<u>SR 169 & Pipeline Road (Summit Drive)</u>	<u>Roundabout</u>	<u>D</u>	<u>A</u>	<u>A</u>
<u>SR 169 & Black Diamond Ravensdale Road</u>	<u>Right-in-right-out</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>SR 169 & Roberts Drive</u>	<u>Roundabout</u>	<u>D</u>	<u>A</u>	<u>B</u>
<u>SR 169 & Jones Lake Road/SE Loop Connector</u>	<u>Signal</u>	<u>D</u>	<u>C</u>	<u>D</u>
<u>Pipeline Road & North Connector</u>	<u>Roundabout</u>	<u>C</u>	<u>A</u>	<u>A</u>
<u>SR 169 & North Connector²</u>	<u>Roundabout</u>	<u>D</u>	<u>A</u>	<u>A</u>
<u>SR 169 & South Connector²</u>	<u>Roundabout</u>	<u>D</u>	<u>A</u>	<u>A</u>

ERRATA SHEET

LOS = level of service

¹ Roundabout constructed as part of the overall project with State Route (SR) 169/Black Diamond Ravensdale Road and SR 169/Roberts Drive

² Intersection control will be determined by the Intersection Control Evaluation process with the Washington State Department of Transportation.

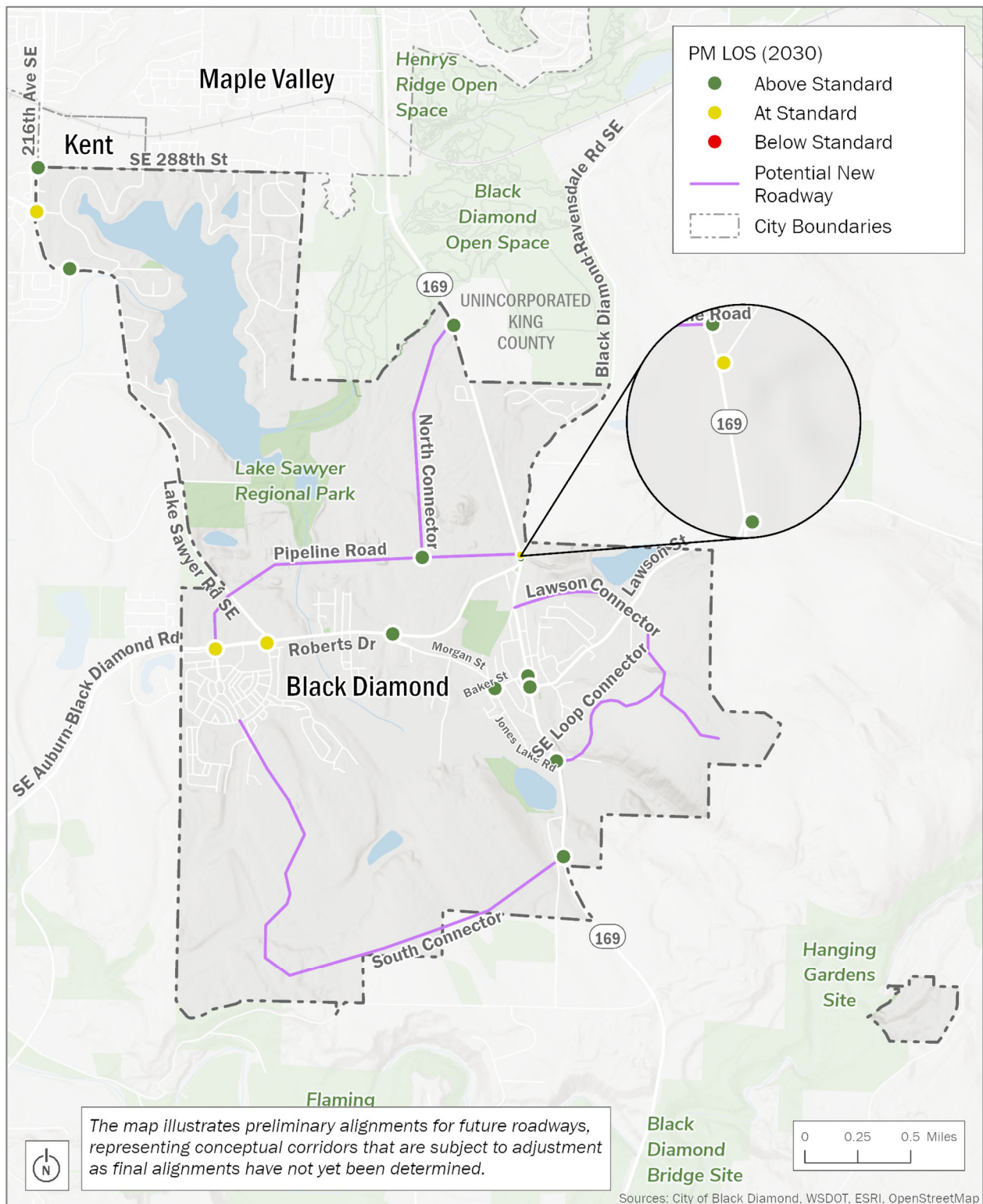


Figure A4-12: Forecasted 2030 Vehicle Level of Service

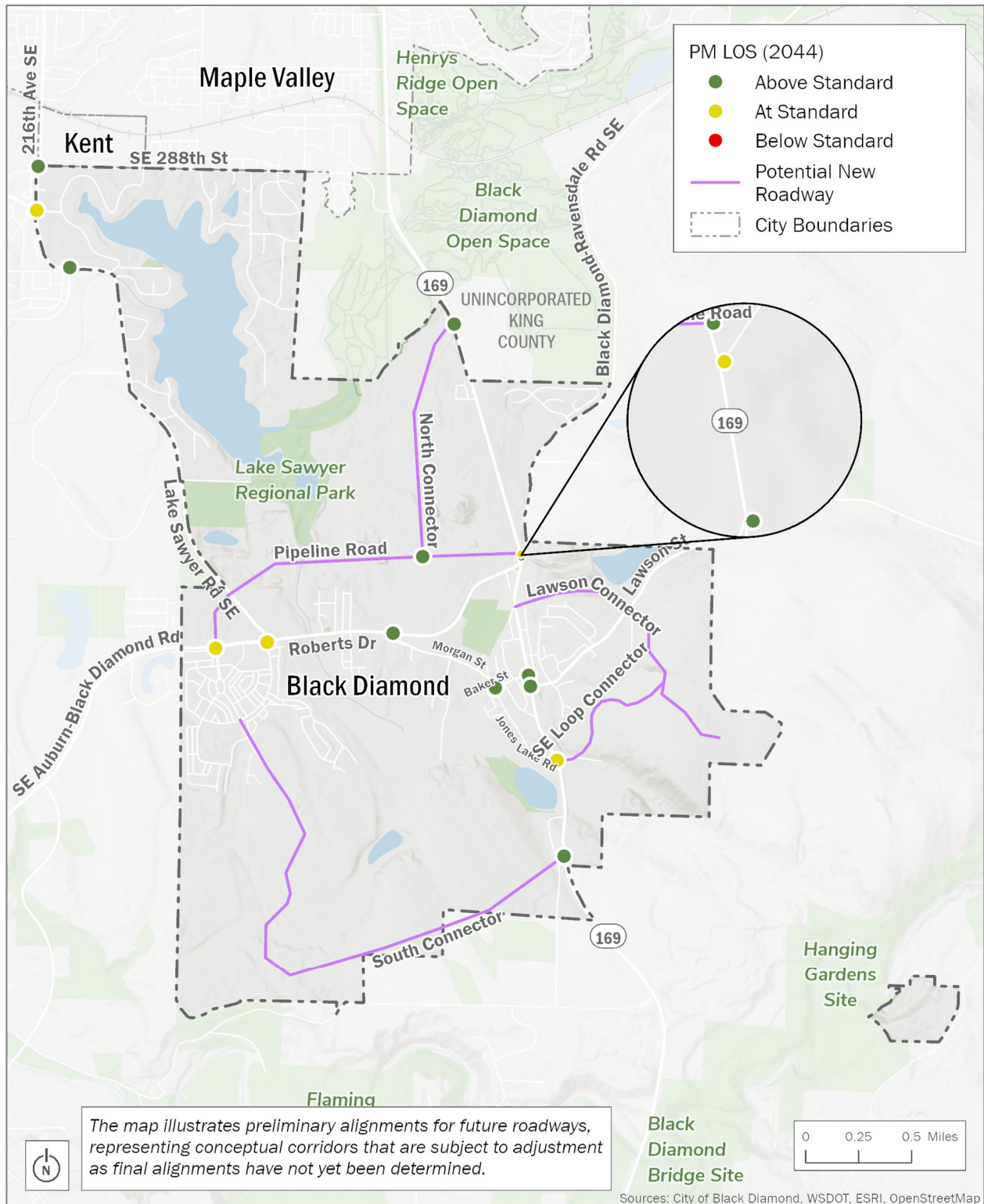


Figure A4-13: Forecasted 2044 Vehicle Level of Service

Arterial and Collector Roadway Improvements

In order to address future concurrency needs, the City has identified arterial and collector roadway improvements. These improvements include new roadways that will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials. A conceptual configuration of the future roadway system is shown in Figure A4-14. It should be noted that all new roadways and intersection controls are part of the mitigation required as part of the MPDs. The proposed roadways show the general route and future roadway connections and are not specific to design-level locations. As the projects progress, alternative roads and alignments may be considered, and the exact alignments will be determined after engineering and environmental review. A description of the projects is included in **Appendix 4-2** (starting on page A4-47).

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 multiple intersections by 2044. 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.

Active Transportation Facilities

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The City's active transportation system promotes mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on City roadways, and enhances safety within the community.

The projects shown in Figure A4-15 identify the future vision of a comprehensive active transportation network within the City.

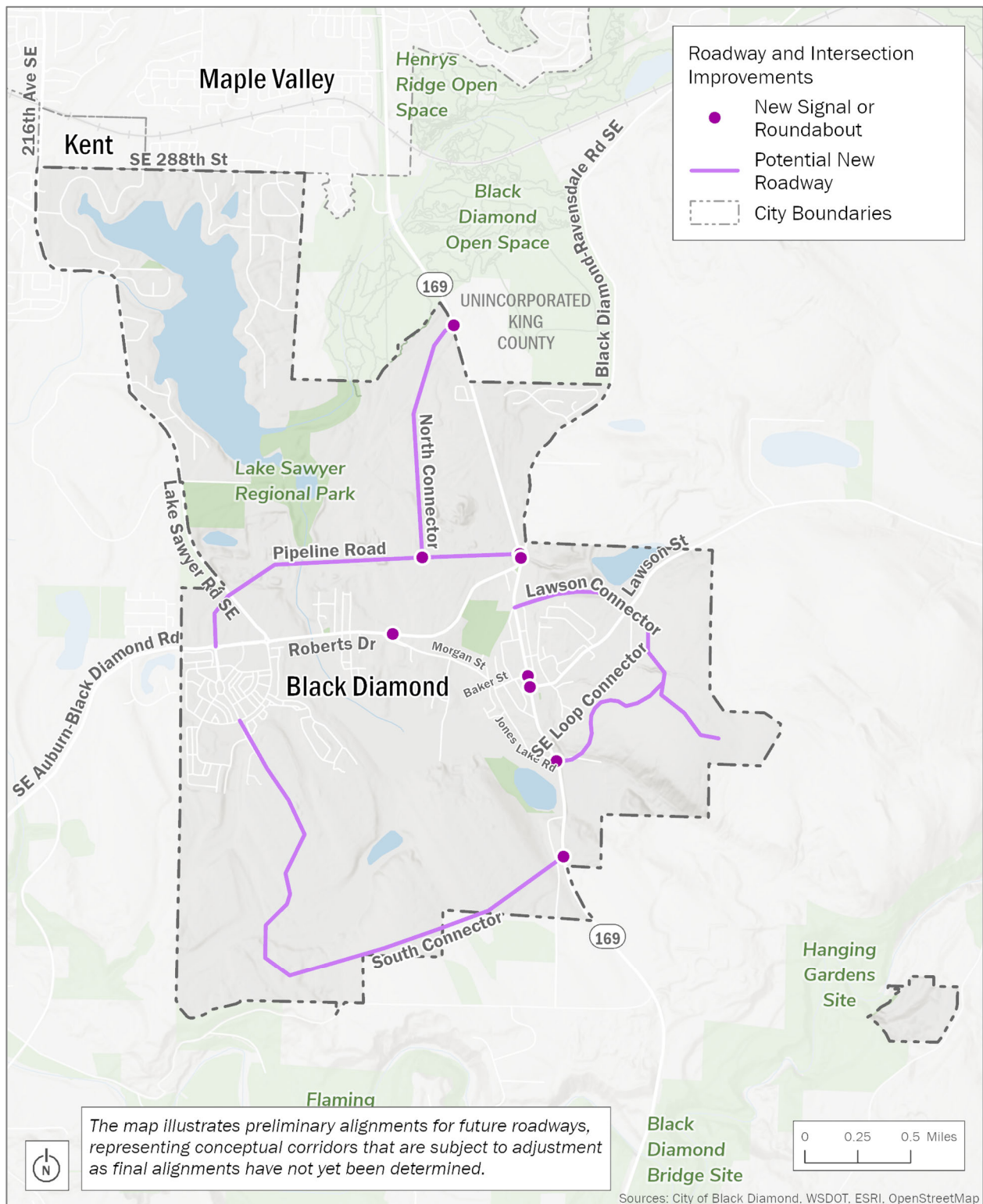


Figure A4-14: 2044 Future Roadway Network

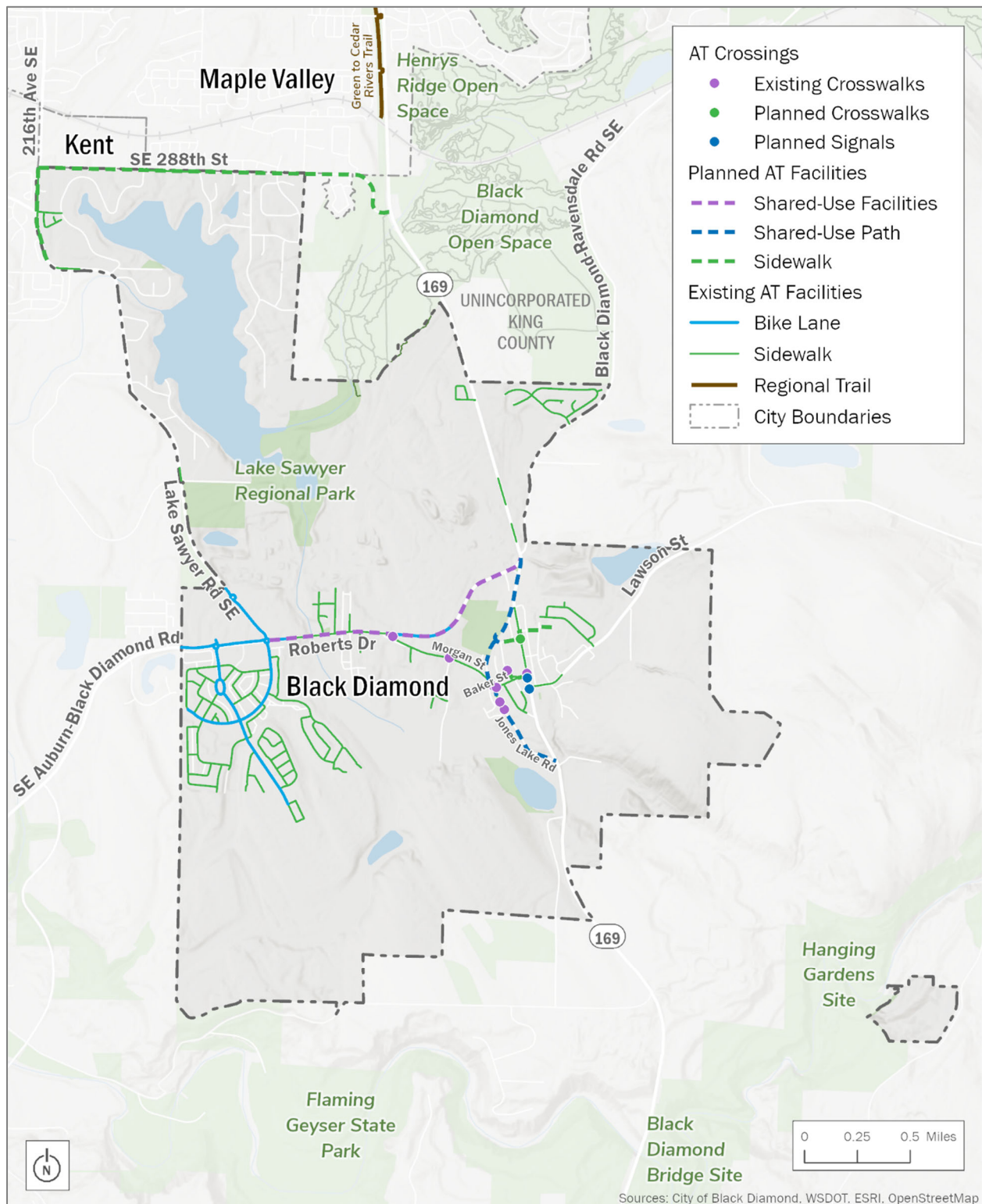


Figure A4-15: Active Transportation Network — Future Vision

Transit

In order to provide viable transportation alternatives, the City recognizes the importance of transit and travel demand management programs. In general, these programs build on regional programs and plans with some refinements to reflect the specific needs of the City. King County Metro's Metro Connects outlines a 30-year plan to enhance service, increase transportation options, and streamline the transit system. This comprehensive vision aims to establish a regional, innovative, and cohesive mobility network that prioritizes safety, equity, and sustainability. Metro envisions more than a 70% increase in its bus service by 2050, dramatically expanding the number of places people can go and decreasing the time it will take to get there. Metro Connects includes two networks: an interim network and a long-range 2050 network. Neither the interim nor the long-range network have received full funding. Metro Connects identifies two types of service to Black Diamond as part of the interim and long-range transit network, including:

- Local service — route would serve 216th Avenue to Lake Sawyer Road to Roberts Drive, with 15- to 60-minute service
- Express service — route would serve SR 169 with 15- to 30-minute service

The City of Black Diamond supports King County Metro's proposed transit service improvements, which will help support and expand the City's multimodal transportation system, particularly to support planned future developments. To further encourage transit use, the City is in support of King County Metro continuing to offer tools to encourage carpooling and vanpooling by City residents, which the City will work with King County Metro to increase awareness that these transit programs are provided. The City will also coordinate with King County Metro in the evaluation of accessibility to public transportation facilities and ensure that high-quality transit services and facilities are maintained as the City continues to grow.

Transportation Demand Management Program

In addition to potential future increases in transit service, transportation demand management (TDM) programs can support the mobility needs of the community. TDM programs target travel behavior rather than transportation infrastructure. These programs should be coordinated with Metro Transit, King County, and PSRC to provide a broader basis for reducing single-occupant vehicle travel and expanding alternative transportation choices.

TDM strategies are typically most effective in denser and larger urban settings. However, TDM program strategies coordinated with regional agencies can provide alternatives for residents and employees within Black Diamond. The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees. However, the Commute Trip Reduction program does not currently apply to the City of Black Diamond because the area lacks large employers. Potential TDM strategies for the City include the following options:

Flexible/Alternative Work Schedules — Flexible work schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials and reduce the levels of peak-hour congestion.

Telecommuting — The use of telecommunications technology can allow some employees to work from home. This reduces the need for travel to/from a work site for some weekdays.

Transportation Improvement Projects

This section identifies projects that will support the implementation of the City’s transportation vision. Collectively, this program adds up to over \$118 million in transportation projects to be constructed over the next few decades. Projects are planned across two timeframes. The 6-year (near term) list represents years 0 to 6 (2024–2030) and is financially constrained to only those projects that could realistically receive funding over the next 6 years.¹ The 20-year (long-term) list reaches out to the 20-year time horizon (through 2044) and includes unfunded projects that may stretch beyond this period.

Table A4-12 describes the 6- and 20-year Project Lists, and Figure A4-16 displays the locations of these projects around the city. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Black Diamond residents and leverage outside funds to the greatest extent possible. The full set of projects would help realize the City’s transportation vision.

Projects included on the 6-Year Project List are considered community priorities that the City would move forward in the near term should funds become available. Many of the projects in the 6-Year Project List are projects that are required to be constructed by the City’s MPD development agreements with the Master Developer in the City. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and they are developed based on more updated knowledge related to project feasibility and funding availability.

The 20-Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively City sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table A4-12 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the 6- and 20-Year Project Lists could be advanced should funding become available.

¹ It should be noted that it is unlikely that all the projects on the 6-year list will receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All these projects are high-priority projects that the City would move forward with if funds are available.

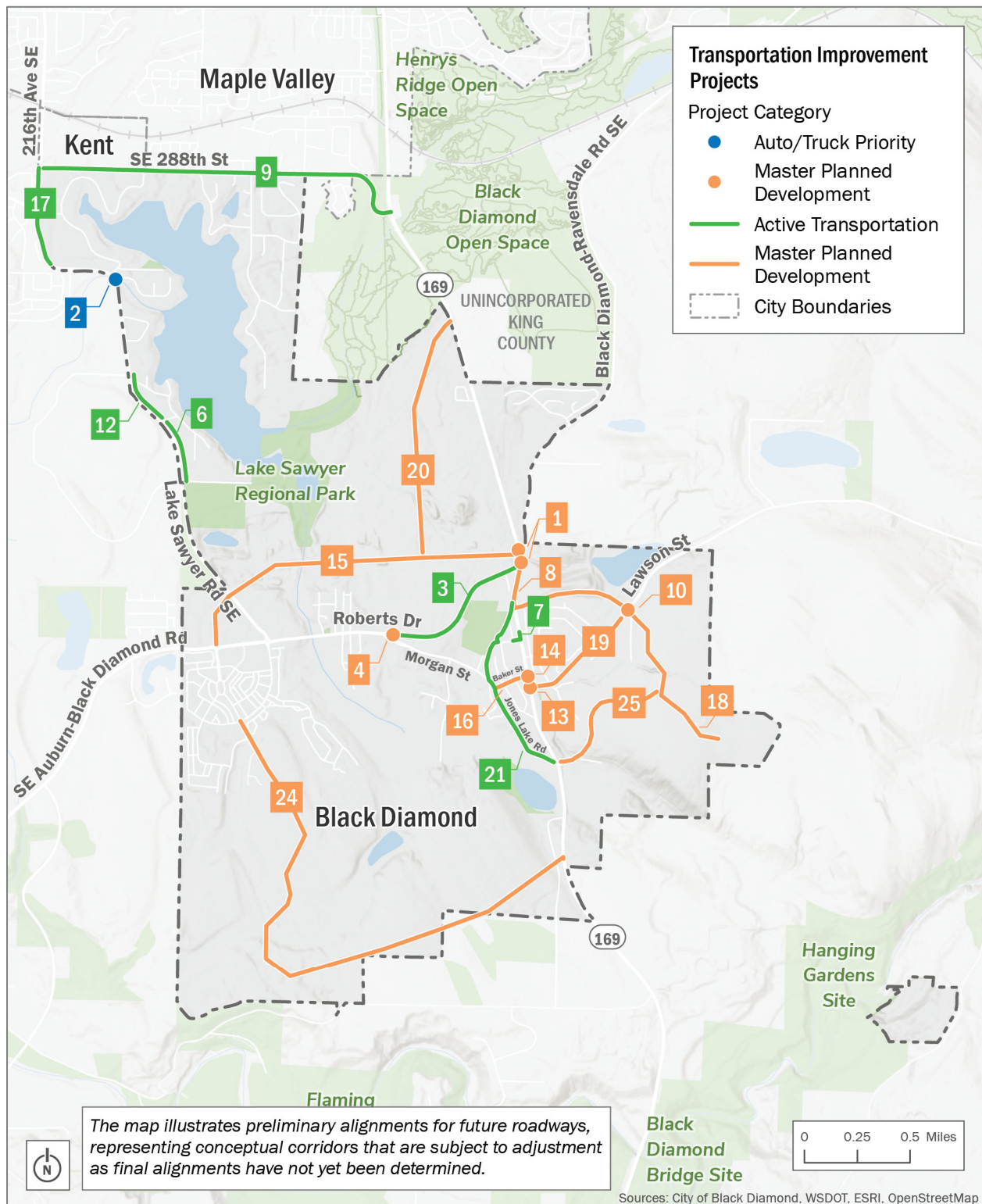


Figure A4-16: Transportation Improvement Projects

Table A4-12: 6- and 20-Year Project List

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
Near-Term (0–6 year) Projects						
1	SR 169 Roundabouts	Roundabouts at SR 169/Pipeline Road, SR 169/Roberts Drive; intersection improvements at SR 169/Black-Diamond Ravensdale Road	Developer Mitigation; Transportation Impact Fees	\$20,000,000	\$0	2025
2	Covington Creek Bridge	Replaces three failing culverts with bridge; includes roadway improvements	King County Flood Control District	\$2,786,500	\$0	2025
3	Roberts Drive Reconstruction	Widening to accommodate shared bicycle path, sidewalks, street lighting, and stormwater improvements	TIB Grant; RCO Grant; Local City Funds	\$4,195,430	\$629,680	2025
4	Morgan Street & Roberts Drive intersection improvements	New signal or roundabout	Developer Mitigation; Transportation Impact Fees; TIB Grant	\$1,000,000	\$0	2025
5	Parking Study	Study to evaluate parking options in historic downtown	Local City Funds	\$50,000	\$50,000	2025
6	Sawyer Woods Elementary Pedestrian Improvements (Phase 1)	New sidewalks, lighting, and stormwater facilities	Safe Routes to Schools Grant; Local City Funds	\$2,300,000	\$0	2026
7	SR 169/Park Street	New crosswalk, designated pedestrian path, and RRFB	WSDOT Pedestrian and Bike Program Grant	\$160,000	\$0	2026
8	SR 169 Sidewalks	New sidewalks on west side of SR 169 from Roberts Drive to James Street	Developer Funds	\$750,000	\$0	2026
9	SE 288th Street Sidewalk (Phase 1)	New sidewalk on the south side of the road	Local City Funds	\$1,550,000	\$1,550,000	2027
10	Lawson Street/Botts Drive Intersection Improvements	Realign Botts Avenue with future Lawson Parkway; new stop signs and sidewalks	Developer Mitigation; Grant Funding	\$2,970,000	\$0	2027
11	Arterial Paving	Maintain the City's investment in roads and the safety of users	TIB Grant Funding	\$600,000	\$78,261 <u>\$190,000</u>	2028
12	Sawyer Woods Elementary Pedestrian Improvements (Phase 2)	New sidewalks and stormwater facilities	Safe Routes to Schools Grant; Local City Funds	\$2,100,000	\$0	2026
13	SR 169/Lawson Street	Intersection improvements to increase LOS, safety, and pedestrian crossings	Developer Mitigation; Transportation Impact Fees	\$2,000,000	\$0	2028

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
14	SR 169/Baker Street	Intersection improvements to increase LOS, safety, and pedestrian crossings	Developer Mitigation; Transportation Impact Fees	\$1,500,000	\$0	2028
15	Pipeline Road	Construction of a new road between Lake Sawyer Drive and SR 169	Developer Mitigation; Transportation Impact Fees	\$22,285,500	\$0	2028
16	Baker Street Sidewalk	Sidewalk on south side of Baker Street between Railroad Avenue and SR 169, then on west side of SR 169 between Baker Street and Lawson Street	Developer Frontage Improvements; Grant Funding; Local City Funds	\$700,000	\$0	2029
17	216th Avenue SE Pedestrian Improvements	Sidewalk, curb, gutter, stormwater, and striping to designate pedestrian facilities and preserve parking at businesses	TIB Grant; Local City Funds	\$700,000	\$47,827 <u>\$105,000</u>	2029
18	Lawson Connector/Lawson Parkway	New minor arterial connection to SR 169 with pedestrian facilities, bike lanes, and street lighting	Developer Funds; Transportation Impact Fees	\$15,000,000	\$0	2029
19	Lawson Street Sidewalk (Phase 2)	Sidewalk on south side of Lawson Street, with crosswalks at 6th Avenue and Newcastle Drive	Developer Mitigation; Grant Funds	\$1,000,000	\$0	2029
20	North Connector	New roadway connection SR 169 to Roberts Drive	Developer Funds; Transportation Impact Fees	\$4,765,000	\$0	2030
21	Downtown Pedestrian and Bicycle Link	New shared use path from SR 169/Roberts Drive along SR 169 and through the Ginder Creek Site. An on-street greenway along Railroad Avenue connects the shared-use path to Morgan Street, where sidewalks are widened to a shared-use path along Morgan Street/Railroad to Merino Place. Bike lanes along Jones Lake Road from Merino Place to SR 169	Grant Funding; Park Funds; Local City Funds	\$7,014,000	\$0	2030
22	Neighborhood Street Improvement Program	Maintain the City's investment in roads and the safety of users	Local City Funds	\$510,000	\$510,000	2024–2030
23	General Street Overlay	Maintain the City's investment in roads and the safety of users	Local City Funds	\$1,410,000	\$1,410,000	2024–2030
TOTAL				\$88,332,430	\$4,275,768	

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
Long-Term (7–20 year) Projects						
24	South Connector	New road providing a direct connection between the Villages development and SR 169; includes roundabout at SR 169/South Connector	Developer Funds; Transportation Impact Fees	TBD	\$0	2031
25	SE Loop Connector	New road providing direct connection between Lawson Hills development and SR 169; includes roundabout at SR 169/SE Loop Connector	Developer Funds; Transportation Impact Fees	TBD	\$0	2031
26	Neighborhood Street Improvement Program	Maintain the City's investment in roads and the safety of users	Local City Funds	\$3,055,000	\$3,055,000	2031–2044
27	General Street Overlay	Maintain the City's investment in roads and the safety of users	Local City Funds	\$6,630,000	\$6,630,000	2031–2044
28	Arterial Paving Program	Maintain the City's investment in roads and the safety for users	TIB Grant; Local City Funds	\$2,000,000	\$260,870 300,000	2031–2044

LOS = level of service; RCO = Washington State Recreation and Conservation Office; RRFB = rectangular rapid-flashing beacon; SR = State Route; TIB = Transportation Improvement Board; WSDOT = Washington State Department of Transportation

Note: New capacity-adding projects will be the responsibility of the Master Developer to design and construct to meet the demands of the new growth within the city according to the MPD development agreements with the City or through the City's SEPA process. The City's role is monitoring, reviewing, 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.

Finance and Implementation Program

Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs; create educational or incentive programs; or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

To guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated 6-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Black Diamond over the next several years. Several implementation steps should be initiated over the next couple of years to determine whether changes are needed or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

Costs

The proposed Transportation Element for the City of Black Diamond contains a variety of projects that will likely cost the City approximately \$14.3 million over 20 years. Table A4-13 summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the transportation network. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

~~Black Diamond is unique in that all of the capacity-related projects are being funded by the Master Developer. Concurrency has largely been addressed through the review and permitting process for the MPDs; therefore, if the Master Developer of the MPDs does not keep up with the capacity-adding projects required in the development agreements 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 has given Black Diamond a step ahead of most communities that struggle to keep up with maintaining concurrency requirements.~~

Revenues

Revenues for transportation capital and operations include those from outside sources and grants, general City funds, real estate excise taxes, impact fees, and gas tax receipts.

If the City is able to maintain this level of revenue, the City could afford between \$80 million and \$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds;
- Creation of low-impact developments;
- Reciprocal impact fees with adjacent jurisdictions;

- Business license fee per employee.

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Table A4-14 identifies the anticipated funding sources for transportation projects in the City through 2044.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects because not all the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard and therefore reduce the need for some transportation improvements.
- Implement travel demand management (TDM) strategies to reduce trips and improve traffic congestion.

The City can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its level of service standards will continue to be met including the additional travel demand generated by each development.

Concurrency determinations for the roadway network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Concurrency and SEPA are primarily focused on a shorter-term time frame. The City requires payment of transportation impact fees to help fund growth related improvements, both long-term and short-term needs. Projects that result in adverse transportation impacts are required to fund or implement mitigation measures that reduce the impact below a level of significance and/or meet the level of service standard.

The City will need to review, maintain, and update its Concurrency Management Program, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated and transportation improvements are completed concurrent with new development.

MPD Mitigation

Black Diamond is unique in that all of the capacity-related projects identified in the 2024 Comprehensive Plan are being funded by the Master Developer. Concurrency has largely been addressed through the

review and permitting process for the MPDs. The City approval of the two major MPD Development Agreements that require the Master Developer to implement any and all of the capacity-adding projects identified in the City's 2009 comprehensive plan to maintain the City's level of service standards and bind the Master Developer to a detailed implementation schedule that ties the timing of these transportation improvements to dwelling unit counts.

Therefore, if the Master Developer of the MPDs does not keep up with the capacity-adding projects required in the development agreements 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 has given Black Diamond a step ahead of most communities that struggle to keep up with maintaining concurrency requirements

The MPD Development Agreements also include the Master Developer's comprehensive mitigation agreements with neighboring cities of Maple Valley and Covington. 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.

Transportation Impact Fee

The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies.
- Assess proportional to the impacts of new developments.
- Allocated for improvements that reasonably benefit new development.
- Spent on facilities identified in the CFP.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

As the MPD are only responsible for the standards as set in the 2009 Comprehensive Plan, to address other developments in the city, the City also implemented and adopted a transportation impact fee program in 2021. The program is defined in Chapter 3.80 of the Black Diamond Municipal Code.

A full evaluation and update of the impact fee rates should be conducted after the Transportation Element is adopted to reflect changes in land use plans, funding, level of service standards, and new state legislation that allows funding be directed towards active transportation projects.

Table A4-13: Cost of Black Diamond's Transportation Element (20 years)

Projects	Description	2024–2030	2031–2044	Total	Expected City Cost
Active Transportation Projects	Sidewalks, pedestrian crossings, shared-use paths and bike lanes	\$ <u>18,076,603</u> 1,005,430	--	\$11,005,430	\$ <u>2,227,507</u> 2,284,680
Auto/Truck Priority Projects	Bridges, intersection channelization, etc.	\$2,836,500	--	\$2,836,500	\$50,000
Master Planned Development – per Development Agreement	Capacity-adding and active transportation projects required under the Development Agreement	\$71,970,500	\$0*	\$71,970,500	\$0
Pavement Maintenance	Overlay and pavement repair	\$ <u>2,520,000</u> <u>2,531,739</u>	\$ <u>11,685,000</u> <u>1,724,130</u>	\$14,205,000	\$ <u>11,944,131</u> <u>11,995,000</u>

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Table A4-14: Black Diamond's Anticipated Transportation Funding Sources (20 years)

Funding Sources	2024–2030	2031–2044	Total
Master Planned Development — per Development Agreement	\$71,620,500	\$0*	\$71,620,500
Local (City), including Transportation Impact Fees	\$ <u>4,344,680</u> 4,275,768	\$ <u>9,985,000</u> 9,945,870	\$ <u>14,329,680</u> 14,221,638
Other Agencies/Jurisdictions (State and Local)	\$2,786,500	\$0	\$2,786,500
Grants (State and Federal)	\$9,649,662	\$1,739,130	\$11,388,792
New Taxes and Fees	\$0	\$0	\$0
Total	\$<u>88,401,342</u> 88,332,430	\$<u>11,724,130</u> 11,685,000	\$<u>100,125,472</u> 100,017,430

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Setting Priorities

With limited funding, project prioritization is necessary to identify when projects will take place and how funding can be allocated. The following unweighted criteria were established to help prioritize the projects and implementation:

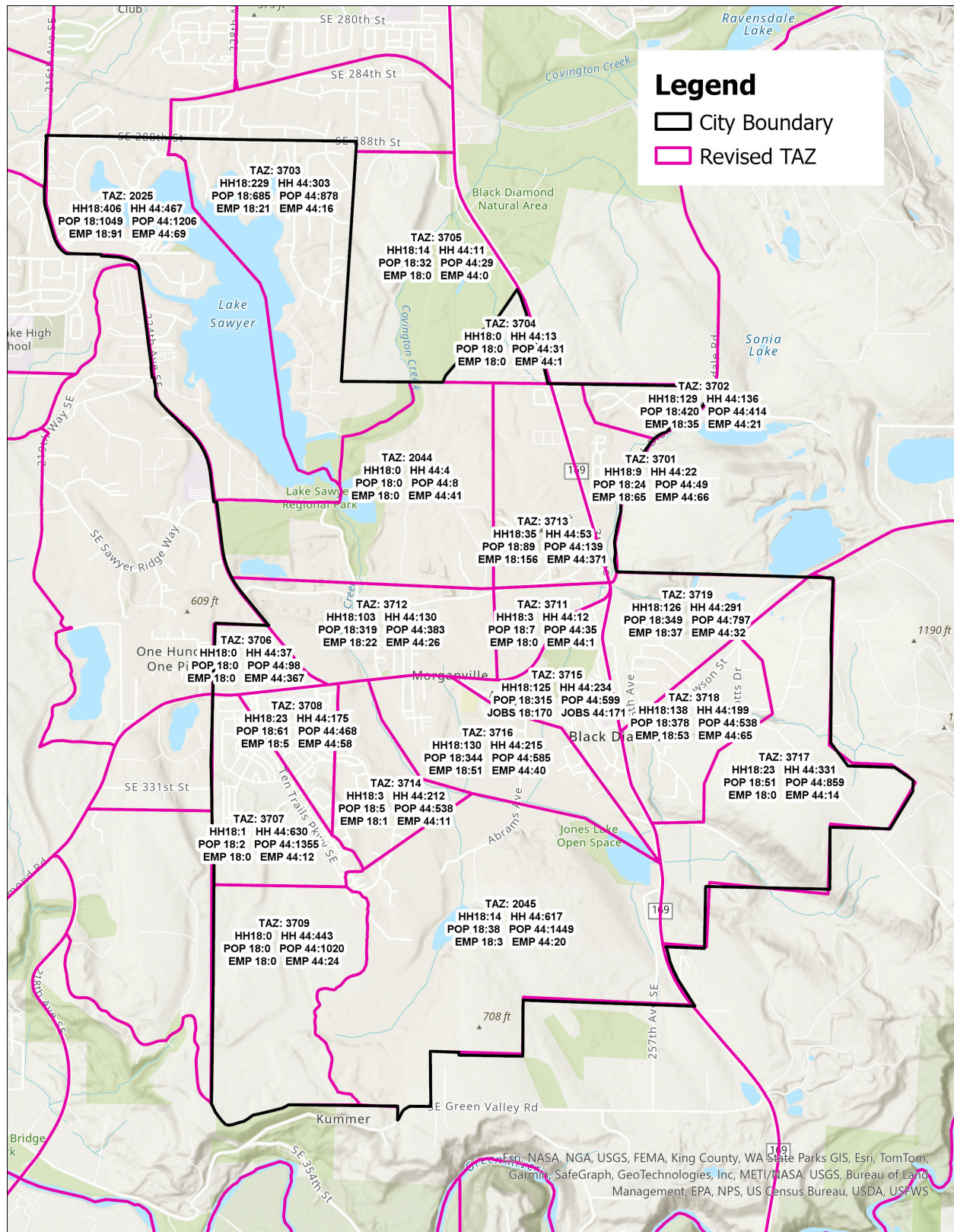
1. Meets the City's transportation goals;
2. Maintains/improves safety of traveling in Black Diamond;
3. Provides improved mobility and accessibility within Black Diamond;
4. Leverages non-City (federal, state, private) funds, freeing up City revenues for additional projects;
5. Responds to capacity needs using strategies identified in the Comprehensive Plan;

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each meet the criteria. Because one of the criteria relates to funding availability, priorities may shift over time as funding sources change.

High-priority projects for Black Diamond are those that meet multiple criteria in terms of effectiveness, benefit the community, and have the ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

Appendix 4-1 – Housing and Employment Map

The figure below depicts the employment and housing uses by traffic analysis zones (TAZs) around Black Diamond that were used in the traffic analysis. The 2018 numbers represent the base year for the travel model, which was reviewed for consistency with the city's data on employment and housing. The 2044 numbers reflect the forecasted future levels of jobs and housing based on the amount of growth assigned by the Puget Sound Regional Council (PSRC) local target representation data set as well as the growth that reflects the realities of the approved MPDs that the City is legally obligated to plan for, per the GMA. The growth maps display where employment and housing growth is expected to occur around Black Diamond. This land use growth informs the City on where to expect increases in travel volumes and translates into future traffic levels through the travel demand forecasting process.



Appendix 4-2 – Roadway Improvements

- **Lawson Parkway** — Lawson Parkway is a proposed roadway that will be constructed through the Lawson Hills MPD intersecting with Lawson Street and terminating at SR 169. This roadway would provide additional connectivity between the Lawson Hills MPD and SR 169 for those traveling to and from the north. Lawson Parkway within the MPD may be constructed as needed to serve new areas of development, but the construction of Lawson Parkway between Lawson Street and SR 169 is assumed to be complete by the end of 2027 as part of this analysis.
- **SE Connector Alternate** — The SE Connector Alternative Route is a proposed roadway that would provide additional connectivity between the Lawson Hills MPD and SR 169 (via Lawson Street) for those traveling to and from the south. The SE Connector Alternate would require a study of engineering equivalence, City Council approval, and would be constructed in lieu of the SE Connector as it's currently depicted in the City of Black Diamond's Comprehensive Plan. As part of this analysis, construction of the SE Connector Alternate is assumed to be complete by the end of 2027.
- **Pipeline Road** — Pipeline Road is a proposed roadway that will be constructed between SR 169 and Lake Sawyer Road SE, resulting in additional east-west connectivity through Black Diamond, supplementing Roberts Drive.
- **North Connector** — The North Connector is a proposed roadway that will be constructed between SR 169 (in relation to the North Triangle development area) and Pipeline Road. This roadway will provide additional north-south connectivity through Black Diamond, supplementing SR 169 and providing a more direct connection between the North Triangle and Ten Trails MPD. A portion of the North Connector connecting to SR 169 will be constructed in 2027 concurrent with construction of the first plat within the North Triangle. The extension of the North Connector to Pipeline Road is assumed to be complete by the end of 2029 as part of this analysis.
- **South Connector** — The South Connector is a proposed roadway that will serve as an extension of Ten Trails Parkway through Phase 3 of the Ten Trails MPD, ultimately terminating at SR 169 between Jones Lake Road and Green Valley Road. Construction of the South Connector within the MPD would occur as needed to serve new areas of development, and the extension of the South Connector to SR 169 is assumed to be complete by the end of 2030 as part of this analysis.

Intersection Improvements

- **SE 288th Street/216th Avenue SE** — This intersection will be converted from stop-controlled to signalized, and construction is nearing completion.
- **SE Covington-Sawyer Road/216th Avenue SE** — A northbound left-turn lane was added to this signalized intersection in 2023.
- **Roberts Drive/Ten Trails Place SE** — This intersection has been constructed but is not yet open to traffic (beyond construction-related traffic). The intersection is currently configured as a stop-controlled intersection, but a traffic signal would be installed concurrent with commercial development along either side of Roberts Drive. This intersection is currently going through the City's design review process, and as part of this analysis, it is assumed that this improvement would be implemented in 2025.
- **SR 169/Roberts Drive** — This intersection will be converted from a stop-controlled intersection to a single-lane roundabout with a separate southbound right-turn lane and northbound left-turn lane. Access management will also be implemented along SR 169 between Roberts Drive and the future Pipeline Road roundabout to improve safety conditions by eliminating left-turning maneuvers. While left-turning maneuvers will be eliminated, the proposed roundabouts at Roberts Drive and Pipeline Road will facilitate turnarounds such that overall travel patterns are maintained. Construction of this improvement began this year and will be constructed and open to traffic by 2025.
- **SR 169/Pipeline Road** — In coordination with the above improvements and to serve future Pipeline Road, a single-lane roundabout with a southbound right-turn lane and northbound left-turn lane will be constructed where Pipeline Road will intersect with SR 169 (Summit Drive under existing conditions). As discussed above, this roundabout along with the Roberts Drive roundabout will also facilitate turnarounds. Construction of this improvement is anticipated to occur following the construction of the SR 169/Roberts Drive roundabout with an expected completion date in 2025.
- **SR 169/Black Diamond-Ravensdale Road** — As discussed above, access management will be implemented between Roberts Drive and Pipeline Road. As a result, at SR 169/Black Diamond-Ravensdale Road, northbound rights onto Black Diamond-Ravensdale Road and westbound rights onto SR 169 will be maintained, with southbound lefts onto Black Diamond-Ravensdale Road and westbound lefts onto SR 169 facilitated through the proposed roundabouts. Construction of this improvement would be concurrent with the SR 169/Pipeline Road roundabout with an expected completion date in 2025.
- **SR 169/Baker Street** — This intersection will be converted from a stop-controlled intersection to a signalized intersection. Additionally, a northbound left-turn lane and a southbound left-turn lane will be constructed. As part of this analysis, it is assumed that this improvement would be implemented by 2026, pending completion of the WSDOT Intersection Control Evaluation and design review process.

- **Lake Sawyer Road SE/Ten Trails Parkway SE** — In conjunction with the construction of Pipeline Road, a fourth (westbound) leg of the intersection would be added to the single-lane roundabout as the terminus of Pipeline Road at Lake Sawyer Road SE.
- **Lawson Street/Lawson Parkway** — This intersection would be constructed concurrent with the first plat of the Lawson Hills MPD and the construction of Lawson Parkway. Upon construction of Lawson Parkway in 2027, Lawson Street would become the minor roadway (with lower traffic volumes), and Lawson Parkway would become the major roadway. As such, the intersection control would be modified such that Lawson Street would be stop-controlled, and Lawson Parkway would be free-flowing.
- **SR 169/Lawson Parkway** — This intersection would be constructed concurrent with the construction of Lawson Parkway to SR 169 (assumed to be complete in 2027). It is proposed that the Lawson Parkway approach be restricted to right-out only to minimize overall delay along the approach that could be negatively impacted by left-turning maneuvers. Left-turning maneuvers are not expected to be a significant movement at this location due to the orientation of Lawson Parkway and the additional roadways that provide access to the south. Additionally, it is proposed that a southbound left-turn lane be constructed along SR 169. As part of this analysis, it is assumed that this intersection would be constructed as a side street (Lawson Parkway) stop-controlled intersection.
- **Lawson Street/SE Connector Alternate** — If the SE Connector Alternate route is approved by the City Council upon a demonstration of engineering equivalence with the original routing, this intersection would be constructed concurrent with the construction of the SE Connector Alternate (assumed to be complete in 2027). As part of this analysis, it is assumed that this intersection would be constructed as a side-street (SE Connector Alternate) stop-controlled intersection.
- **SR 169/North Connector** — This intersection would be constructed concurrent with the construction of the first plat in the North Triangle (assumed to be complete in 2027). The intersection control is assumed to be a roundabout.
- **North Connector/Pipeline Road** — This intersection would be constructed concurrent with the extension of the North Connector to Pipeline Road (assumed to be complete in 2029). The ultimate configuration and control of this intersection is assumed to be a roundabout.
- **SR 169/South Connector** — This intersection would be constructed concurrent with the construction of the South Connector to SR 169 (assumed to be complete in 2030). The ultimate configuration and control of this intersection is assumed to be a roundabout.
- **Roberts Drive/Morgan Street** — This intersection will be updated from stop-controlled to a signal (assumed to be complete in 2026).



PROJECT MEMO

TO:	Andy Williamson	DATE:	November 18, 2024
FROM:	Nicole Stickney, Andrew Love, and Wayne Carlson Seattle - (206) 267-2425	PROJECT NO.:	2220914.30
SUBJECT:	Land Capacity Review and Assessment of the City's Ability to Meet Housing Targets	PROJECT NAME:	Black Diamond Comprehensive Plan Periodic Update

INTRODUCTION

This memo provides a truncated *Land Capacity* review to supplement the draft Land Use Element and supplies additional detail and analysis that can be integrated, as needed, into the draft Housing Element. The general requirements and purpose of a Land Capacity Analysis are set out in Washington Administrative Code (WAC) 365-196-325.

BACKGROUND

The **Buildable Lands Program** is a continuous review and monitoring initiative mandated by the **Growth Management Act (GMA)** in RCW 36.70A.215. King County is responsible for establishing and overseeing this program, ensuring coordination among Black Diamond and the county's other 39 cities and towns. In collaboration with its cities and towns, the County annually collects development data and uses the information to produce a report on observed development and future capacity within the city limits. King County issued the 2021 King County Urban Growth Capacity Report (adopted December 14, 2021 via Ordinance 19369) to fulfill their ongoing reporting requirements.

The data that was assembled and analyzed for the buildable lands program can now be used as a baseline for assessing the city's future land use map and zoning map in the context of the Comprehensive Plan Periodic Update, and for evaluating the city's capacity to accommodate housing needs among various income levels. By relying upon the information contained in the County's Urban Growth Capacity report, the city can fulfill its requirements to show that there is sufficient land capacity to meet the growth targets while also maintaining consistency; this also avoids the time and expense of conducting extensive but duplicative work (see WAC 365-196-325(1)(d)).

Additionally, the GMA requires comprehensive plans to include a **housing element** that identifies a "sufficient capacity of land" to accommodate all projected housing needs during the 20-year planning period (RCW 36.70A.070(2)(c), as modified by ESSHB 1220 of the 2021 regular legislative session). With recent state law changes, the land capacity requirements now specifically include a detailed review of capacity among four household income categories: *moderate-*, *low-*, *very low-*, and *extremely low- income* households, as defined in RCW 36.70A.030.

Resources

To evaluate residential land capacity by income level, AHBL used the 6-step process as outlined by the Department of Commerce’s *Guidance for Updating Your Housing Element* (August 2023). The data analyzed are taken from the 2021 King County Urban Growth Capacity Report, OFM, and City staff.

Growth Targets

King County (through the Growth Management Planning Council - GMPC) and the Puget Sound Regional Council (PSRC) have set forth growth targets for Black Diamond. The growth targets are per the numbers adopted by King County. *See our memo subj: “Black Diamond Housing Growth Targets for 2044.”*

Black Diamond 2024 Population Estimates

The state Office of Financial Management (OFM) estimates the city’s April 1, 2024 population was 7,195 residents who live in 2,903 housing units. *This means we need to ensure that there are sufficient lands to accommodate additional people in 1,839 new housing units in the next 20 years to meet the GMPC targets.*

PART ONE: LAND CAPACITY CHECK

Baseline Capacity

In Table 1 we have reproduced selected data from the “Black Diamond – Residential Land Supply and Capacity” table that is listed in the King County UGC Report; The data is from April 1, 2018:

Table 1: City of Black Diamond Residential Land Supply and Capacity 2018-2044 (Dwelling Units)

King County (KC) Zone Category	Net Available Acres ¹		Net Available Units ²		Net Capacity (units) ³
	Vacant	Redevelopable	Vacant	Redevelopable	
Very Low Density Zones (less than 4 du/ac)	235.73	250.78	577	439	1,016
Low Density Zones (4-10 du/ac)	21	20.58	94	70	163
Medium Low Density Zones (10-24 du/ac)	54.59	57.57	637	618	1,255
Medium High Density Zones (24-48 du/ac)	0	0	0	0	0
High Density Zones (greater than 48 du/ac)	0	0	0	0	0
Capacity in Pipeline ⁴	<i>Not calculated</i>	N/A	6,000	0	6,000
Total	311.33	328.93	7,308	1,127	8,434

Source: King County Urban Growth Capacity Report (this appears on page 186 of the PDF)

¹ The net available acres figure represents the gross acreage as determined by King County minus reductions for critical areas, infrastructure constrained area, ROW & public purpose discount, and a market factor.

² The net available units figure is based on the net available acres calculation, with a factor for “assumed densities” applied. The factor was not applied to pipeline capacity.

³ The net capacity (units) is the total capacity of each zone category, including both vacant and redevelopable areas.

⁴ It is assumed the “capacity in pipeline” is attributed to the city’s two master planned developments, Ten Trails and Lawson Hills.

Table 1 shows the County’s calculated net capacity estimates for new housing units in Black Diamond among parcels that were classified among two categories (as *vacant* or *redevelopable*) to arrive at estimates for capacity on a per unit basis according to density categories set out by the County⁵.

Changes to Baseline Capacity

We should address the time gap in the data. Unfortunately, King County’s baseline supply data are from 2019, which is now five years old. In larger communities with slower growth this gap could be of minimal concern. However, for a small and (now) rapidly growing community like Black Diamond, it is important to account for the growth that has occurred over these five years.

To bridge this gap, we use figures from the state’s Office of Financial Management to update the table and reflect current needs. We assume all the housing production during that time period was market rate and likely falls into the highest income category (>120 percent).

The following has occurred in Black Diamond since the year 2018 and through April 1, 2024 which are numerated in Table 3:

- One vacant parcel was rezoned from R4 to medium density residential (MDR8) – 20.63 acres total (Black Diamond Ordinance No. 1203; “Palmer Rezone 1”). which corresponds to a net capacity increase of about 104 units (estimated). This estimate is based on the presence of a 5-acre seasonal pond (Lake Majorie aka Oak Lake) and the information stated on the SEPA checklist for the rezone.
- Five vacant parcels (25.45 acres in total) were rezoned from business/industrial park (B/IP) to MDR8 (Black Diamond Ordinance No. 1203; “Palmer Rezone 2”) which corresponds to an increase of about 204 units (estimated net capacity) per the SEPA documents.
- In 2018, the OFM housing unit estimate was 1,571 and by April 1, 2024 the housing unit estimate was nearly doubled (2,903). Roughly 63 of the new housing units were added to areas of the city outside of the MPD areas (see Table 2 for a breakdown of the construction according to year and by zoning district; in sum there were 41 in low density zones and 22 in the medium low density zones). The remaining new housing units were built in the MPD (this results in an offset which we have recorded in Table 3).

Table 2: City of Black Diamond Non-MPD Housing Units Built 2018-2024

Time Period	Non-MPD Housing Units Built				
	R4	R6	MDR8	NC	Total
4/1/2018-12/31/2018	3	0	0	0	3
2019 (all)	7	2	1	0	10
2020 (all)	6	1	0	0	7
2021 (all)	8	0	0	0	8
2022 (all)	5	6	0	0	11
2023 (all)	0	1	0	7	8
1/1/2024-4/1/2024	1	0	0	15	16
Total	30	10	1	22	63

⁵ See the Report for further information on methodology and for definitions; it appears that King County counted the R4 and R6 zones in Black Diamond as “very low density.” It’s important to note that the categories and definitions used by the County apply throughout King County and do not necessarily coincide with Black Diamond’s nomenclature.

- At completion, a total 6,050 housing units are expected between the City's two MPDs, Ten Trails and Lawson Hills. (The 6,000 pipeline capacity figure reflects almost all of these expected units.) As previously mentioned, 1,838 of the 6,050 dwelling units have already been formally entitled within the MPD areas as of May 13, 2024. Roughly 1,269 units have been built as of April 1, 2024.
- There is a pending preliminary plat for **24 single-family units** (9.1 acre site, zoned R-6) called **Rock Creek Reserve**. The application is complete (vested as of October 2022) and the proposed units add to the city's current pipeline capacity (as noted in Table 3).
- There is a preliminary plat application for **54 multifamily units** (townhomes; zoned MDR8) called **Sawyer Landing**. The application is complete (vested as of September 2022) and the proposed units add to the city's current pipeline capacity (as noted in Table 3).
- Rainier View Manufactured Home Park will add **13 new residential units** for senior housing. This is a King County Housing Authority project (for low-income and age-restricted housing) for which site plan approval was granted in 2023. (There was no corresponding subtraction based on the assumption that this parcel was likely identified as "built out.")
- Tammaron at Lake Sawyer is a plat approved in 2023 (Res. 23-1541) that created 34 age-restricted lots; the project has been built out with the exception of 12 of which were not occupied as of April 1, 2024 and so we have added that to pipeline and subtracted the same amount from the low-density capacity figure.

The resulting Table 3 below shows an updated total capacity for 7,423 units and 4,834 of those units are now in the current "pipeline."

Table 3: City of Black Diamond Residential Land Supply and Capacity as adjusted for 2024- 2044 (Dwelling Units)

KC Zone Category	2018 Capacity (Units) (From Table 1)	Adjustments to Capacity	Net Residential Capacity (as of 4/1/2024)
Very Low Density Zones (less than 4 du/ac)	1,016	Subtract 12 (Tammaron at Lake Sawyer units moved to Pipeline)	1,004
Low Density Zones (4-10 du/ac)	163	Subtract 41 (units built in R4, R6, and MDR8 zones between 4/1/18 to 4/1/24) Add 308 (approx. net capacity increase per the two approved Palmer rezones) Subtract 24 (units at Rock Creek moved to Pipeline)	406
Medium Low Density Zones (10-24 du/ac)	1,255	Subtract 22 (units built in NC zones 4/1/18 to 4/1/24) Subtract 54 (units at Sawyer Landing moved to Pipeline)	1,179
Medium High Density Zones (24-48 du/ac)	0	None	0
High Density Zones (greater than 48 du/ac)	0	None	0
Capacity in Pipeline	6,000	Subtract 1,269 (estimated number of MPD units built as of 5/13/24) Add 24 (units in R6 zoning at Rock Creek moved here) Add 54 (units in MDR8 at Sawyer Landing moved here) Add 12 (Tammaron at Lake Sawyer) Add 13* (Specified as Low Income per KCHA project at Rainier View)	4,834 (Comprised of 4,731 MPD and 103 non-MPD units)
Total	8,434		7,423

PART TWO: ACCOMMODATING PERMANENT HOUSING NEEDS

The Growth Management Act (GMA) requires comprehensive plans to include a Housing Element identifying “sufficient capacity of land” to accommodate all projected housing needs during the 20-year planning period (RCW 36.70A.070(2)(c)). With recent state law changes, the state now additionally requires municipalities to specifically review their ability to accommodate needs for *moderate, low, very low* and *extremely low*-income households, as defined in RCW 36.70A.030.

The income level is relative to “median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.” The Department of Housing and Urban Development (HUD) publishes Area Median Income (AMI) for each county (or market area which may include several counties) on an annual basis. The local AMI in 2024 is \$136,600.

Through the **2021 King County Countywide Planning Policies** document (as amended via Ordinance No. 19660), the County set out the specific housing unit requirements for Black Diamond according to income bands, which is further detailed in the draft Housing Element prepared for the Comprehensive Plan Periodic Update project (AHBL, April 30, 2024) which we have reproduced in Table 4.

Table 4: Black Diamond Housing Allocation for Growth Targets (2019-2044) by King County

	Black Diamond Permanent Housing (% of Area Median Income)								Emergency Housing Needs
	Total	0-30%		30- 50%	50- 80%	80- 100%	100- 120%	>120%	
		Non- PSH	PSH (Permanent Supportive Housing)						
Total Future Need: 2044	4,742	826	392	445	641	512	498	1,428	554
Baseline Housing Supply: 2019	1,842	81	0	242	231	361	327	600	0
Net Need: 2019-2044	2,900	745	392	203	410	151	171	828	554

In order to evaluate land capacity by income level, we utilized the 6-step process as outlined by Commerce⁶.

The 6-steps include:

1. Summarize land capacity by zone*
2. Categorize zones by allowed housing types and density level*
3. Relate zone categories to potential income levels and housing types served.
4. Summarize capacity by zone category*
5. Compare projected housing needs to capacity.
6. (If deficit is found) Implement actions to increase capacity for one or more housing needs. Then reassess capacity (Step 1) based on actions.

**[we used King County data for these steps, with adjustments]*

Step 1: Summarize Land Capacity by Zone

The first step is to summarize land capacity by zone. First, the 2021 King County Urban Growth Capacity Report summarizes residential land supply and capacity by assumed density levels. Table 3 above, “City of Black Diamond Residential Land Supply and Capacity as adjusted for 2024-2044 (Dwelling Units),” provides the updated information.

Two additional factors should additionally be considered: future MPD zoning and construction of ADUs.

Future MPD zoning: First, we note that the city is planning to introduce new zoning districts (with densities of up to 12-, up to 18-, and up to 30-units per acre) in order to accommodate approved and anticipated MPD

⁶ “Guidance for Updating Your Housing Element: Updating your housing element to address new requirements” (Book 2)

development, phasing out the zoning designation of “MPD.” While the exact zoning names and development regulations are not final, the proposed new zones are shown in the latest draft of the Comprehensive Plan Periodic Update (AHBL, April 30, 2024) and a proposed zoning map has been prepared; this information was presented at a community Open House meeting (and the info remains viewable online at <https://engage.ahbl.com/BD2024/BD-map-comparison>).

Added Capacity from ADUs: The King County Urban Growth Capacity was rather ambiguous regarding the production of Accessory Dwelling Units (ADUs). After the 2021 UGC Report was completed, the state passed legislation on ADUs (HB 1337, effective in July 2023), requiring jurisdictions including Black Diamond to adopt ADU regulations allowing a minimum of 2 ADU’s per single-family residential lot (while also removing owner occupancy requirements, and promulgating other requirements that generally ease regulations of ADU’s). While Black Diamond already adopted code changes pursuant to HB 1923 that increased the opportunity for ADUs and allowed up to two ADUs on lots that allow single-family homes, not all of the current development regulations meet the requirements of HB 1337, therefore additional code changes will be necessary.

Although ADU’s have not been suitably accounted for in a land capacity analysis, with the change in state law and change in the housing industry, ADU’s are likely to serve a larger role in providing additional housing options including housing at possibly more affordable levels. Therefore, it is helpful to estimate how many ADUs can be expected. As of April 1, 2024 there are 2,381 single family residential homes in Black Diamond per OFM. Most cities simply assume that a certain percentage of single-family homeowners could build ADUs within the next 20 years and plug in a resulting figure. However, Black Diamond also faces some capacity limitations in this regard: the city features areas of single-family housing that are close to or above impervious surface limitations and there are additionally many areas that restrict ADUs in recorded covenants (enforceable by Homeowners Associations), which diminishes the likely rate at which the construction of ADUs would occur. We did not research these factors extensively. To proceed, we assume that in the next twenty years ADUs will be added to *only 3 percent* of the *existing* single-family homes; this conservative estimate equates to **72 ADUs**.

While ADUs will help the city in many ways (providing additional flexibility for existing, new, and prospective residents to meet their individual housing needs and preferences and increasing housing stock variety) there is limited data to support any assumption that ADU production will help the city meet targets for housing below 120% AMI due to local market factors. Yet, because the Commerce guidance does suggest that cities can factor them in, we have done so (in the next step) but we want to emphasize that there is some doubt cast on this part of the analysis, which we call out in the conclusions.

Step 2: Classify zones by allowed housing types and density level

The next step is to identify which housing types are allowed in each zone and relate each zone category to potential affordability levels.

Commerce provides suggested assumed affordability levels to be applied these types of analyses for both moderate-cost and higher-cost communities. For this analysis we applied the *higher-cost community* example, which is a good fit for Black Diamond as it is situated in the greater Puget Sound region.

In Table 5 below, we document what the code allows for, and what assigned zoning category corresponds to each zoning district. The zone categories in the 2021 King County Urban Growth Capacity Report and the zone categories in Commerce’s handbook use different terminology and so we distinguish between King County (KC) and Department of Commerce (DOC) zone categories.

Table 5: Black Diamond Zoning Districts and Allowed Housing Types / Density

Zone	Housing Types Allowed ⁷	Maximum Density Allowed	Assigned DOC Zone Category
R4	Detached single-family homes <i>With CUP: Duplexes⁸</i>	4 dwelling units per acre (du/ac)	Low density
R6	Detached single-family homes <i>With CUP: Duplexes⁷</i>	6 du/ac	Low density
MDR8 ⁹	Detached single-family homes, Duplexes, Multifamily (max. 6 units per structure), Cottage housing, Manufactured housing, Accessory dwelling units <i>With CUP: Senior housing, Elderly housing – assisted, Manufactured home parks</i>	8 du/ac (12 du/ac with transfer of development rights (TDRs))	Moderate Density
NC	Residential uses in attached structures if included as an element of mixed-use site development or on upper floors of a mixed-use structure. <i>With CUP: Senior housing</i>	12 du/ac in an exclusively residential building; mixed-use buildings are determined by a floor area ratio (FAR) of 2.0 and height limitations	Moderate Density <i>(development is not required to include residential)</i>
CC	Residential, if developed as an element of mixed-use site development, either in separate buildings or on the upper floors of a mixed-use building; provided that, residential is not allowed at street level within buildings fronting an arterial street.	Determined by 2.0 FAR, height restrictions, and other development standards; bonus density if including senior housing	Moderate density <i>(development is not required to include residential)</i>
TC	Residential, if in an attached building and developed as an element of mixed-use site development or on the upper floors of a mixed-use building; residential is not allowed at street level if fronting an arterial street. <i>With CUP: Senior housing</i>	Determined by 2.0 FAR and height restrictions, and other development standards; bonus density if including senior housing	Moderate density <i>(development is not required to include residential)</i>

⁷ Manufactured housing is allowed in any zone where other types of housing are allowed. Emergency Housing and Emergency Shelters are permitted in areas zoned Community Commercial (CC) and Permanent Supportive Housing is permitted in MDR8, NC, CC, and TC zones.

⁸ Currently, duplexes are currently subject to additional standards in the R4 and R6 zones (increased minimum lot size as compared to single family residential construction, must be at least 300 feet away from other lots containing duplexes or other multifamily structures, a percentage cap on duplexes per block, and additional design standards that do not apply to single-family housing). However, we anticipate changes will be made to reduce restrictions and permit duplexes outright when the “middle housing” project concludes via legislative action by June 30, 2025.

⁹ Currently, housing types that are not single-family require double the minimum lot size. However, we anticipate changes will be made to remove barriers to “middle housing” when the project concludes via legislative action by June 30, 2025.

Step 3: Relate Zone Categories to Potential Income Levels Served

The following table is taken directly from Commerce’s “Guidance for Updating Your Housing Element” (Book 2) and is for high-cost communities which fits best for Black Diamond¹⁰ (there was alternate guidance for moderate-cost communities). It is important to note how ADUs are classified, as well as how subsidies and other marketplace interventions are assumed to be needed for the attainment of housing for certain income levels.

Table 6: DOC Zone categories and potential income levels served

Zone Category	Housing Types Allowed ¹¹	Lowest Potential Income Level Served		Assumed Affordability Level for Capacity Analysis
		Market Rate	With Subsidies and/or Incentives	
Low Density	Detached single-family homes	Higher income (>120% AMI)	Not typically feasible at scale	Higher income (>120% AMI)
Moderate Density	Townhomes, duplexes, triplexes, quadplexes	Higher income (>120% AMI)	Not typically feasible at scale	Higher income (>120% AMI)
Low-Rise Multifamily	Walk-up apartments or condominiums (up to 3 floors)	Moderate income (>80-120% AMI)	Extremely-low, very - low, and low income (0-80% AMI)	Low income (0-80% AMI) and Permanent Supportive Housing (PSH)
ADUs (All zones)	Accessory dwelling Units on developed residential lots	Moderate income (>80-120% AMI)	N/A	Moderate income (>80-120% AMI)

Step 4: Summarize Capacity by Zone Category

The next step is to summarize land capacity for housing unit production by zone category. This step further aggregates the data.

¹⁰ There was alternate guidance for moderate-cost communities; during the second quarter of 2024 the median price of Single-Family homes in Black Diamond was \$835,000 (Washington Center for Real Estate Research)

¹¹ Manufactured housing is allowed in any zone where other types of housing are allowed

Table 7: Black Diamond Residential Unit Capacity Summarized by Zone Category

KC Zone Category	Net Residential Capacity (From table 3 and adding the estimated ADU county from Step 3)	Assigned DOC Zone Category	Capacity in DOC Zone Category
Very Low Density Zones (less than 4 du/ac)	1,004	Low Density	1,410
Low Density Zones (4-10 du/ac)	406		
Medium Low Density Zones (10-24 du/ac)	1,179	Moderate Density	1,179
Medium High Density Zones (24-48 du/ac)	0	Low-Rise Multifamily	0
High Density Zones (greater than 48 du/ac)	0		
Capacity in Pipeline	4,834	Various	4,834
ADU Capacity – Estimate	72	ADUs	72

Because we are performing this analysis to consider adjustments for the time period that has lapsed between the date for which data was assembled for the UGC Report (April 1, 2018) and the date for which we are using for a “current” point in time (April 1, 2024) it makes sense to examine a breakdown of the added housing supply that has been constructed in Black Diamond, using the same approach; this information is provided in Table 8.

Table 8: Black Diamond Residential Unit Supply Added by Zone Category

KC Zone Category	Added Supply (from Construction between 4/1/18 and 4/1/24)	Assigned DOC Zone Category	Added Supply by Zone Category
Very Low Density Zones (less than 4 du/ac)	41 <i>(units built in R4, R6, and MDR8 zones)</i>	Low Density	41
Low Density Zones (4-10 du/ac)			
Medium Low Density Zones (10-24 du/ac)	22 <i>(units built in NC zone)</i> 1,016 <i>(approx.. # of Single Family Homes built in MPD)</i>	Moderate Density	1,038
Medium High Density Zones (24-48 du/ac)	253 <i>(approx.. # of multi-family units built in MPD)</i>	Low-Rise Multifamily	253
High Density Zones (greater than 48 du/ac)	None		

Step 5: Compare projected housing needs by capacity

For Step 5 we populated Table 9 below to show the housing need as allocated by King County for the years 2020-2044, but also adjusted to reflect development of 1,332 units which has occurred between April 1, 2018 and April 1, 2024. That development has likely helped the City to satisfy (and likely exceed) the housing need at the income bands at or above 100% of AMI (although it is possible that the new housing has accommodated households with lower earnings; for example a couple in retirement could have a low income relative to AMI but still afford a very expensive home if they had built up equity prior to retirement).

Table 9: Black Diamond Projected Housing Needs Compared to Available Capacity (2024-2044)

Income Level (% AMI)	Projected Housing Need		Zone Categories Serving These Needs	Aggregated Adjusted Housing Needs	Total Adjusted Capacity (from Step 4) ^{C, D}	Capacity: Surplus or Deficit
	For Years 2019-2044 <i>(From KC Countywide Planning Policies)</i>	Adjusted for the years 2024-2044 ^{A, B} (Reduced)				
0-30%, Permanent Supportive Housing (PSH) ^E	392	392	Low-Rise Multifamily	1,497	253 plus portion of “pipeline”	Likely a surplus, provided that at least 28% of the “pipeline” units are developed as this housing type
0-30%, Other	745	605				
>30-50%	203	164				
>50-80%	410	336				
>80-100%	151	151	Moderate Density	322	72 (ADUs) plus portion of “pipeline”	Likely a surplus, provided that at least 5% of the “pipeline” units are developed as this housing type
>100-120%	171	171				
>120%	828	0	Low Density; Moderate Density	0	3,659 plus portion of “pipeline”	Surplus

The vested Master Planned Developments, which will include up to 6,050 total housing units, are all able to be offered at market rate; there are no covenants or agreements requiring housing production to serve any particular housing need by income. The development agreements were agreed to many years ago, before the introduction of changes to the GMA were made per the passage of ESSHB 1220. Therefore, it is difficult to assign the pipeline capacity that is from the MPDs among different income levels in Table 9. However, the Department of Commerce has provided guidance that direct cities to look at what the potential density of housing is, in recognition that housing is complex (subsidies, market factors, etc.) and cities don't set the price of housing. Accordingly, we would sort out the “pipeline” capacity according to what is expected to be built, and a very high

percentage of the housing will be in the *Low Rise Multifamily* and *Moderate Density* categories. This is how we can confidently indicate there is likely a surplus as show in Table 9.

Step 6: Implement actions to increase capacity for one or more housing needs. Then reassess capacity (Step 1) based on actions.

It appears there is no need for the city to additionally increase capacity for housing in the City.

Additionally, representatives from PSRC have advised the city staff to not pursue actions which would add even more capacity beyond what is already planned for, and so the city should generally avoid approving any requests to upzone where there not a legal obligation or requirement to do so unless the proposed increased density will provide increased opportunities to build affordable housing.

To facilitate the construction of housing to serve 0-80% AMI, the City may wish to consider adopting decision criteria for discretionary land use permits (e.g., PUDs, subdivisions) that would require a minimum percentage of the completed units be affordable to a specific income band. These are strategies that will likely be considered by the City as it works toward compliance with recently adopted state housing legislation.

PART THREE: ACCOMMODATING EMERGENCY HOUSING NEEDS

The City of Black Diamond does not currently have any emergency housing. King County has allocated 554 units (beds) to the City to be provided in the forthcoming 20-year period; this means the City must show it has lands available (and properly zoned) for emergency housing and shelters.

The following definitions are from RCW 36.70A.030 as amended in 2021 by ESSHB 1220:

“Emergency Housing” means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.”

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

Through our public engagement process and during briefings with the Planning Commission and City Council we have consistently heard questions such as, *How was number was determined? Doesn’t that seem high for Black Diamond?* and *How is this supposed to work when we don’t even have transit here?* Indeed, Black Diamond lacks transit services and proximity or access to amenities and programs which can be advantageous to low-income populations and unhoused persons. Job opportunities are limited. There are no doctors or medical clinics in Black Diamond. As the city grows and additional opportunities for employment, services, and transportation options broaden the city can position itself to better accommodate those in need although it may be a stretch to expect these to come quickly.

Despite the concerns and potential constraints, we can confidently affirm that the city has an ample land supply (capacity) to accommodate the emergency housing. Due to the fact that 'hotels' are a permitted use within the CC (Community Central) District, emergency housing can be located in areas zoned CC (which is extensive). That is because under RCW 35A.21.430, the city is actually prohibited from restricting indoor emergency shelters or housing in areas where hotels are allowed. Currently, there are more than a dozen vacant (undeveloped) parcels with the CC zoning, totaling over 60 acres of available space which provides numerous options for siting emergency housing.

NS/al

Cc: Scott Hanis – City of Black Diamond

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References:

King County Council. “2021 King County Countywide Planning Policies.” Adopted December 14, 2021 (Ordinance 19384); Amended December 6, 2022 (Ordinance 19553); Amended August 15, 2023 (Ordinance 19660). Accessed July 12, 2024: [https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/kc_2021_cppps_ord_19660_113021.pdf]

King County Council. “2021 King County Urban Growth Capacity Report.” June 2021. Adopted December 14, 2021 (Ordinance 19369). Accessed July 12, 2024: [<https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/ugc/kc-ugc-final-report-2021-ratified.pdf>]

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Washington State Department of Commerce. “Guidance for Updating Your Housing Element (Book 2).” August 2023. [<https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh>]



PROJECT MEMO

TO:	Andy Williamson	DATE:	November 18, 2024
FROM:	Nicole Stickney, Andrew Love, and Wayne Carlson Seattle - (206) 267-2425	PROJECT NO.:	2220914.30
		PROJECT NAME:	Black Diamond Comprehensive Plan Periodic Update
SUBJECT:	Black Diamond Housing Growth Targets for 2044		

INTRODUCTION

The purpose of this memo is to document for your records, and for submission to the King County Affordable Housing Committee (AHC), the difference between the assigned growth targets and actual expected growth in Black Diamond for the time period through 2044 (the horizon year of the city's updated Comprehensive Plan).

GROWTH TARGETS FOR BLACK DIAMOND

King County (through the Growth Management Planning Council, or "GMPC") and the Puget Sound Regional Council (PSRC) have set forth growth targets for Black Diamond.

The King County Countywide Planning Policies (CPPs) describe the general method for allocating housing and employment growth at policy *Development Patterns* DP-12. Among the items listed (there are eight in total), the policy says the allocation is predicated on *"efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems."*

As noted in the initial draft Housing Element within the compiled draft document (AHBL, April 30, 2024), the GMPC's 2044 target for the City of Black Diamond is **4,742** total housing units (comprised of a baseline housing supply of 1,842 units plus 2,900 additional units¹), and the PSRC forecasted a future target for the number of households signaling that the City could have **4,567** total housing units by the year 2044).

These growth targets do not match with the volume of development anticipated in Black Diamond (the result of decades of decisions and agreements among many parties including King County, which include but are not limited to the city's TDR program, the BDUGAA, etc. as listed in the attached slides.)

As a result, the City of Black Diamond is positioned to exceed the assigned 2044 growth targets. This has been acknowledged by all parties and many conversations among city and agencies staff have taken place to address the situation and understand how it impacts planning². Further, the 2021 King County Urban Growth Capacity

¹The 2,900 units are further broken down by specific categories of household income categories, specifying how the city must accommodate through its zoning map and regulations opportunities for housing of different types and densities to be constructed to match the specific income bands

² During an August 2024 meeting, the King County Demographic Planner explained that growth targets will be reconsidered and reassigned in the future; the low population allocation was primarily driven by the fact that MPDs did not start building homes until a short time before data was collected for [this is a result of delays caused by many factors including appeals of the master planned development permit, the development agreement, and related SEPA appeals for preliminary plats]. Further, the County was well

Report³ listed 6,000 housing units in the pipeline in recognition of the MPDs, confirming that the County did know about the MPDs but opted to set the growth targets low.

Master Planned Developments (MPDs)

To restate the issue at hand, the current growth targets (assignments for growth) do not correlate to the anticipated growth that is expected to occur from the Ten Trails⁴ and Lawson Hills Master Planned Developments (MPDs). At full build-out, the two approved MPDs are expected to result in the construction of **6,050** housing units in the MPDs alone, far exceeding the assigned targets. As of May 13, 2024 approximately 1,838 dwelling units⁵ had already been formally entitled within the MPD areas (they are entitled based on the submittal of a complete application for land division, vesting the projects); roughly **1,218** of the units had been built by that time.

Exceeding Growth Targets is Permissible

During an online meeting on September 17, 2024, representatives from Commerce’s Growth Management Services division assured Black Diamond staff, the City Attorney, and AHBL staff members that they interpret growth targets to be a “floor” (meaning, the city must be able to accommodate enough growth to meet the number) but do not represent a “ceiling” or limit.

In addition, guidance from the PSRC⁶ also affirms growth targets can be exceeded. The PSRC stipulates that “it is appropriate for most cities to have zoning capacity that exceeds their growth targets.”

Moreover, Commerce has addressed this topic in the context of cities changing their zoning regulations to allow for lower-income housing needs (a step often taken for compliance with HB 1220 and many of the other new housing-focused legislative changes to the GMA), stating “jurisdictions may have more capacity than their housing needs allocation⁷.”

NS/al

Cc: Scott Hanis – City of Black Diamond

Attachment

aware of the 6,000 homes in the pipeline for Black Diamond, as documented in King County’s buildable lands analysis known as the 2021 Urban Growth Capacity Report, Ord. 19369, which was passed the same night as the growth targets ordinance.

³ Adopted by King County on December 14, 2021 via Ordinance 19369

⁴ References to “Ten Trails” can be used interchangeably with “The Villages.” The developer has rebranded The Villages Master Planned Development as “Ten Trails,” however the approved Master Planned Development Permit for The Villages (PLN09-0017) has not been amended to officially refer to the Master Planned Development as “Ten Trails.”

⁵ This dwelling unit is count is accurate as of May 13, 2024 per the City’s Master Development Review Team (MDRT).

⁶ PSRC’s document [Planning for Housing Needs & Growth Targets](#) (December 2023)

⁷ Department of Commerce – Growth Management Services [Guidance for Updating Your Housing Element](#) (August 2023)

References:

King County Council. “2021 King County Countywide Planning Policies.” Adopted December 14, 2021 (Ordinance 19384); Amended December 6, 2022 (Ordinance 19553); Amended August 15, 2023 (Ordinance 19660).

Accessed July 12, 2024: [https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/kc_2021_cpps_ord_19660_113021.pdf]

King County Council. “2021 King County Urban Growth Capacity Report.” June 2021. Adopted December 14, 2021 (Ordinance 19369). Accessed July 12, 2024: [<https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/ugc/kc-ugc-final-report-2021-ratified.pdf>]

Puget Sound Regional Council. “Planning for Housing Needs and Growth Targets.” December 2023. Accessed July 12, 2024: [<https://www.psrc.org/sites/default/files/2023-12/plan-review-housing-growth-targets.pdf>]

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Black Diamond Development 1990s

1990

APRIL
1ST

The state's
Growth
Management Act
(GMA) is enacted.

Black Diamond
pop. is 1,422
people; the former
"company town"
is surrounded by
huge land swaths
held in common
ownership.

1992

JULY
6TH

King County
adopts initial
Countywide
Planning Policies
(CCPs) in
accordance with
the GMA.
[KC ORD 10450 and
amended by KC
ORD 11446 in 1994]

1995

FEBRUARY
16TH

Black Diamond
prevents sprawl &
large lot sub-
divisions by
enacting a
moratorium and
begins work to
implement a
"Rural by Design"
approach.
[ORD 525]

1995

DECEMBER
18TH

King County
amends its Comp.
Plan land use map
designating up to
915 acres for future
urban develop-
ment and sets
aside land for
Open Space /
Natural Resource
Use.
[KC ORD 12065]

1996

AUGUST
15TH

Black Diamond
adopts the 1996
Comp Plan (its
first GMA-
compliant Comp
Plan).
[ORD 599]

1996

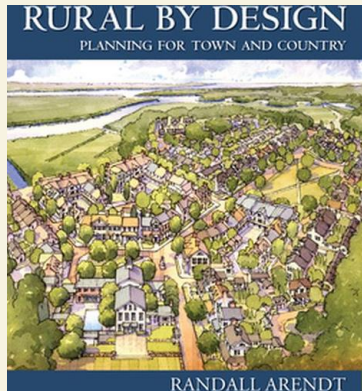
DECEMBER
5TH

Black Diamond,
King County,
Palmer Coking
Coal Co. & Plum
Creek Timber Co.
form the
*Black Diamond
Urban Growth
Area Agreement*
(BDUGAA).
[KC ORD 12534]

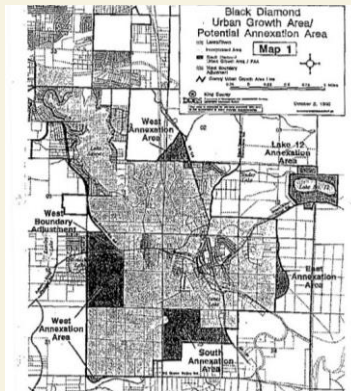
1996

DECEMBER
16TH

King County
establishes
several Potential
Annexation Areas
around the City.
[KC ORD 12553]



The 1996 BDUGAA together with agreements in '05, '09 & '14 identified open space lands around the city for **PERMANENT PRESERVATION**:
for every 1 ac. of land added to the UGA
4 ac. of open space is permanently preserved



Black Diamond Development 2000s

2003

DECEMBER
18TH

Black Diamond establishes its Transfer of Development Rights (TDR) program: BDMC Ch. 19.24. [ORD 752]

2005

JUN. 2ND &
DEC. 8TH

Black Diamond approves the Master Plan Development (MPD) Program and development regulations (BDMC Ch. 18.98) and creates the MPD overlay district. [ORD 05-779 & -796]

2005

JUNE
6TH

King County approves the Black Diamond Area Open Space Protection Agreement (799 acres). [ORD 15291]

Parties: the City, Plum Creek Timber Company, Cascade Land Conservancy

2005

DECEMBER
8TH

Black Diamond annexes the west annexation area, following review and approval by **King County's** Boundary Review Board (BRB). [ORD 05-803, -804, & -805; KC BRB FILE NOS 2203, 2204, & 2205]

2008

MAY
28TH

Black Diamond holds the first scoping meeting for the two MPD Environmental Impact State-ments.

2009

SEPTEMBER
1ST

Black Diamond issues draft Environmental Impact State-ments (DEIS) for the MPDs.

2009

DECEMBER
17TH

Black Diamond annexes the east and south annexation areas, 300 acres of MPD land, following review and approval by **King County's** BRB. [ORD 09-931 & -932; KC BRB FILE NOS 2305 & 2306]

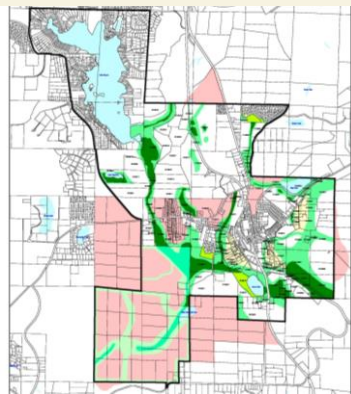
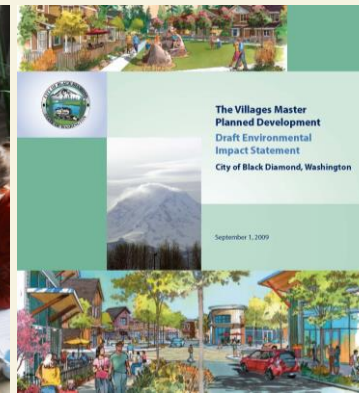
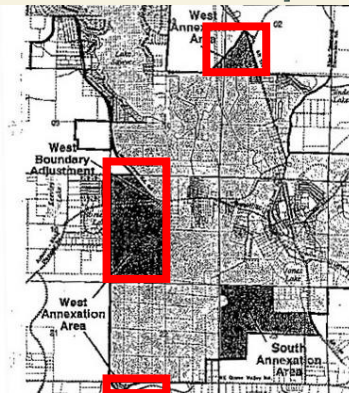


EXHIBIT 1 TO ORDINANCE NO. 05-779
City of Black Diamond Zoning Code
Master Planned Development

Sections:	Master Planned Development (MPD) permit - Purpose
18.98.010	MPD permit - Public Benefit Objectives
18.98.020	MPD permit - Eligibility
18.98.030	MPD permit - Application Requirements
18.98.040	MPD permit - Required Approvals
18.98.050	MPD permit - Review Process
18.98.060	MPD permit - Environmental Review (SEPA)
18.98.070	MPD permit - Conditions of Approval
18.98.080	MPD permit - Development Agreement
18.98.090	MPD permit - Amendments to an Approved MPD permit
18.98.100	MPD standards - Design Review Required
18.98.110	MPD standards - Permitted Uses and Densities
18.98.120	MPD standards - Development Standards
18.98.130	MPD standards - Open Space Requirements
18.98.140	MPD standards - On-Site Recreation Requirements
18.98.150	MPD standards - Transfer of Development Rights
18.98.160	MPD standards - Street Standards
18.98.170	MPD standards - Stormwater Management Standards
18.98.180	MPD standards - Water and Sewer Standards
18.98.190	Vesting
18.98.195	Revocation of MPD Permit
18.98.200	



Black Diamond Development 2010s

2010

MAY
4TH

The Hearing Examiner issues decisions affirming the FEIS for each MPD.

Maple Valley & Covington are recipients of potentially *millions of dollars* in mitigation funds for traffic impacts.

2010

SEPTEMBER
14TH

Black Diamond approves two MPDs: the Villages (now called "Ten Trails") & Lawson Hills.
[ORD 10-946 & -947]

2011

DECEMBER
3RD

King County adopts the 2012 CPPs to align with VISION 2040 MPPs & Regional Growth Strategy.
[ORD. 17486]

The City was given a target of 1,900 new housing units by 2031.

2011

DECEMBER
11TH

Black Diamond and the MPD proponents enter into Development Agreements (DAs).
[ORD 11-970 & -971]

In 2011 the City also forms the Master Development Review Team (MDRT) dept.

2017

OCTOBER
4TH

The city's first roundabout is opened; this is one of many infrastructure improvements paid for by Oakpointe the master plan developer.

Black Diamond Elementary School also opened this fall.

2018

JULY
19TH

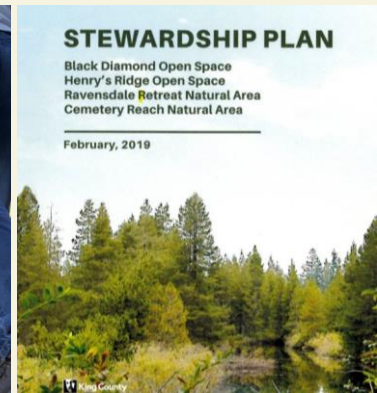
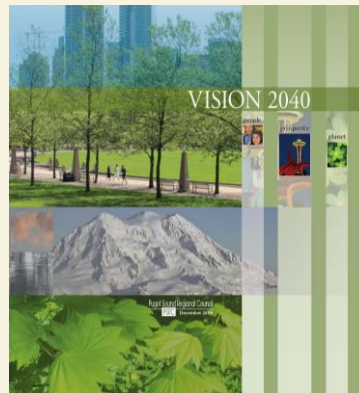
After years of local challenges to the MPDs are resolved, Development of Ten Trails is underway, and the first family moves into their new home!

2019

FEBRUARY

King County Parks approves a Stewardship plan for Black Diamond Open Space and other nearby natural areas.

City Council approved 6,050 dwelling units between the two MPDs.



Black Diamond Development 2020s

2020

OCTOBER
30TH

PSRC adopts VISION 2050 and multicounty policies.

2021

FEBRUARY
4TH

Black Diamond documents the difference between VISION 2040 growth targets & vested development; requests PSRC certify the Comp Plan. [Res. 21-1407]
**PSRC only gives conditional certification*

2021

JUNE
17TH

Black Diamond adopts a Housing Action Plan (HAP). [Res. 21-1426]

By this time 1,838 dwelling units were fully entitled in the MPD areas.

2021

JULY
25TH

Washington State's HB 1220 which greatly amends the GMA with regard to planning for housing becomes effective.

2021

DECEMBER
14TH

King County adopts its *2021 Urban Growth Capacity Report* listing out that Black Diamond has **6,000 homes in the pipeline**. [KC Ord. 19369]

2021

DECEMBER
14TH

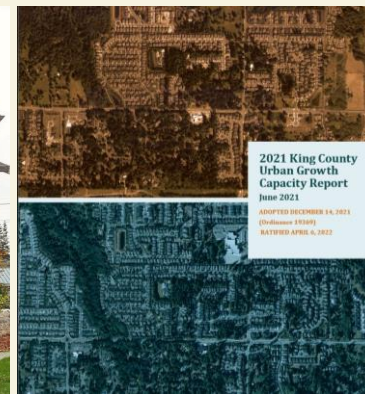
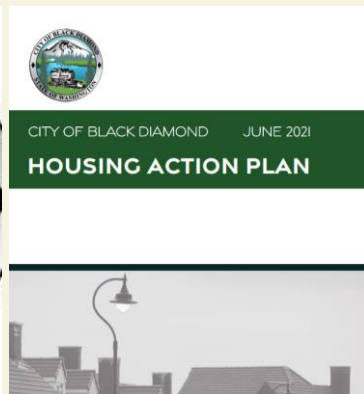
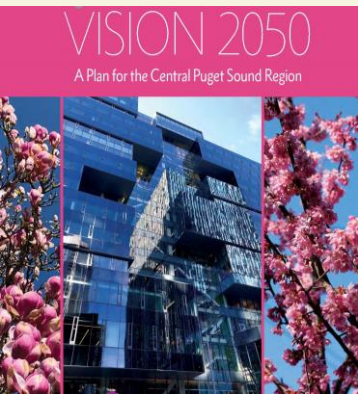
King County adopts 2021 Countywide Planning Policies with a target of 2,900 new homes between 2019 and 2044 in Black Diamond. [KC Ord. 19384 / amnd. 19553 & 19660]

2023

APRIL
6TH

Black Diamond begins the periodic update. [Res. 23-1540]

Black Diamond's pop. is now 6,880 per OFM. A ceremony for the ground-breaking of the Lawson Hills Fire Station occurs in the summer.



Typical Development 1920's-'80s

CITY OF BLACK DIAMOND



Built 1920*

*All photos from KC Tax Assessor unless otherwise noted.

Legacy single family homes with some redevelopment



Built 1971



KCHA: Rainier View Est. 1986

Typical Suburban Homes

CITY OF BLACK DIAMOND



Built 1995

Many typical suburban-type neighborhoods and developments with cul-de-sacs and lot sizes between 7,000 and 10,000 SF



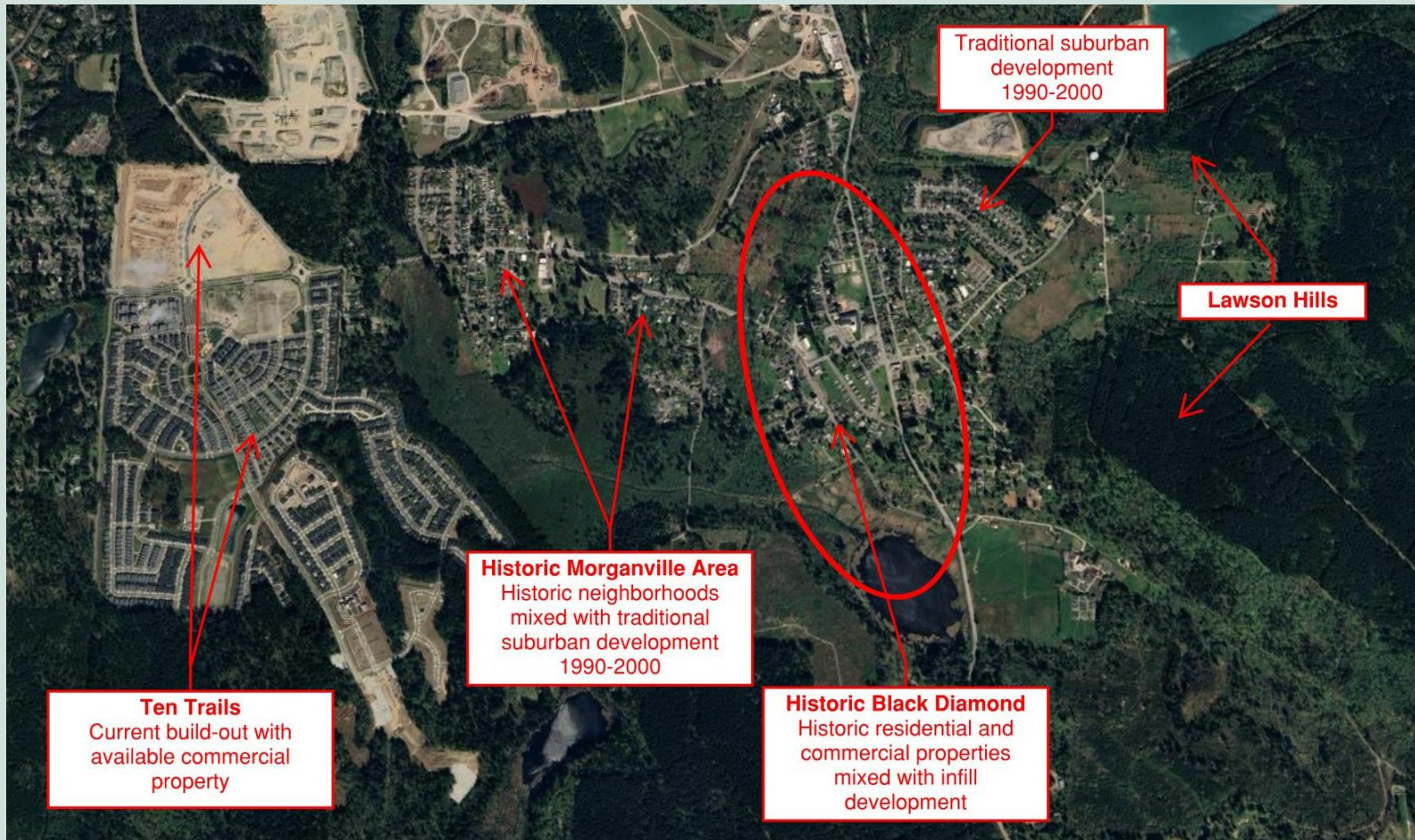
Built 2018



Built 2007

Master Planned Development

CITY OF BLACK DIAMOND



Ten Trails MPD

CITY OF BLACK DIAMOND

► *Mix of housing types, commercial, retail, and public amenities*



Photo courtesy Ten Trails



- Annexed in 2009
- Planned for high density using TDR
- Includes streets, wetlands, parks, open space, schools, and commercial
- **Various residential densities and multiple forms:** apartments, townhomes, duplexes, single family, age-qualified single family

Target Single Fam.	3,600 units
Target Multi Fam.	1,200 units
Target Commercial	775,000 SF
Target Other*	542 acres

* Schools, wetlands, buffers, parks, open space

Ten Trails: Single-Family Homes

CITY OF BLACK DIAMOND



2,820 SF
4,317 Lot Size



1,660 SF
2,208 Lot Size



2,060 SF
6,000 Lot Size
55+ Community



*Compact development
with small lots and a
walkable community*

Ten Trails: Multi-Family Homes

CITY OF BLACK DIAMOND



Photo Courtesy Ten Trails

Ichijo Duplexes
Approx. 2,000 SF per unit



Photo Courtesy Lennar

Lennar Townhomes
Approx. 1,700 SF per unit



Photo Courtesy Wicklund Real Estate

Rudd Townhomes
Approx. 1,700 SF per unit



Apartments

**The Village at
Ten Trails 176**
1, 2 & 3 BD units



Photo Credit: Moody's

Ten Trails: Multi-Family Homes

CITY OF BLACK DIAMOND

Area Ready for Mixed Use &
Commercial Development



Courtesy Ten Trails

RENDERING: Future potential Commercial/ Retail Development

Lawson Hills – Future MPD

CITY OF BLACK DIAMOND

Target Single Fam.	960 units
Target Multi Fam.	320 units
Target Commercial	390,000 SF
Target Other*	181 acres

* Schools, public (fire station), wetlands, buffers, parks, open space

