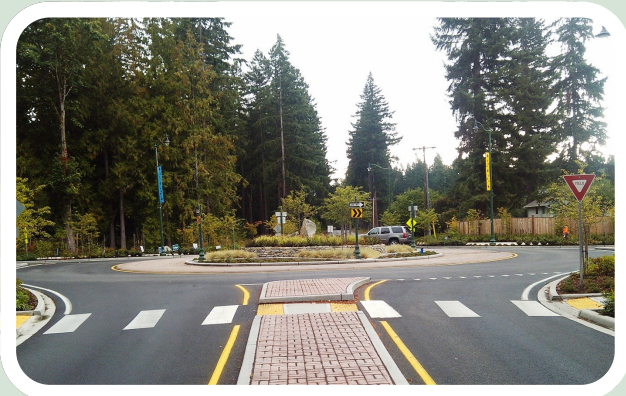




City of Maple Valley Comprehensive Plan

2024





ACKNOWLEDGEMENTS

MAPLE VALLEY CITY COUNCIL

Sean P. Kelly, Mayor

Dana Parnello, Deputy Mayor

Didem Pierson

Les Burberry

Victoria Schroff

Syd Dawson

John Herbert

MAPLE VALLEY PLANNING COMMISSION

Dave Pilgrim, Chair

Michael Pearce

Erik Kennedy

Chris Tallman, Vice Chair

Jeff Whiteman

Rupali Chepuri

Jonathan Miller

Zachary Midles

Mike Burgess

MAPLE VALLEY ECONOMIC DEVELOPMENT COMMISSION

CONTRIBUTORS

City of Maple Valley

Laura Philpot, City Manager

Lance Ferrell, Senior Planner

Tawni Dalziel, Public Works/Community Development Director

Bradley Cabe, GIS Manager

Matt Torpey, Community Development Manager

Dave Johnson, Parks & Recreation Director

Amy Taylor, Senior Planner

Steven Chen, City Engineer

Consultants

BERK Consulting, Parametrix, Transpo Group

Organizations

Maple Valley Chamber of Commerce, Maple Valley Police Department, Maple Valley Historical Society, Tahoma School District No. 409, Puget Sound Regional Fire Authority, Soos Creek Water & Sewer District, Covington Water District, Cedar River Water & Sewer District, Puget Sound Energy, Recology CleanScapes, Republic Services, Greater Maple Valley Community Center, Maple Valley Food Bank and Emergency Services, King County Library System, Vine Maple Place



TABLE OF CONTENTS

EXECUTIVE SUMMARY ES-1

VISION V-1

ELEMENTS

Economic Development (Element 1) ED-1

Land Use (Element 2) LU-1

Housing (Element 3) H-1

Transportation (Element 4) T-1

Parks & Recreation (Element 5) PR-1

Environmental Quality (Element 6) EQ-1

Capital Facilities (Element 7) CF-1

Utilities (Element 8) U-1

Climate (Element 9) C-1

APPENDICES

- A. Economic Development Element Technical Appendix
- B. Housing Element Technical Appendix
- C. City 2023 Climate Action and Resiliency Plan
- D. City 2020 Parks, Recreation, Arts, and Open Space Plan
- E. City 2023-24 Biennial Budget Capital Improvement Plan (CIP)
- F. Tahoma School District 2024 Capital Facilities Plan
- G. King County Fire Protection District 43 2024 CIP
- H. Engagement Summary for 2024 Comprehensive Plan

EXECUTIVE SUMMARY

**EXECUTIVE SUMMARY
TABLE OF CONTENTS**

INTRODUCTION ES-2
COMPREHENSIVE PLANNING IN WASHINGTON STATE..... ES-2
PLAN CONTENTS..... ES-4
COMMUNITY ENGAGEMENT..... ES-5
PLAN AMENDMENTS ES-5

EXECUTIVE SUMMARY

INTRODUCTION

Maple Valley has undergone tremendous growth and change since its incorporation in 1997. Since 2000, the City has grown from a population of 14,200 to approximately 29,250 residents in 2023.¹

In response to the requirements of the Washington State Growth Management Act (GMA) (RCW 36.70A), the City adopted its first Comprehensive Plan in 1999. The City amends the plan as needed on an annual basis. State law requires jurisdictions to do a major review and update of the plan about every ten years, this is known as a “periodic review.” Past periodic reviews of the plan were done in 2005 and 2015.

This 2024 Comprehensive Plan is the result of another periodic review. This plan builds on the City’s prior comprehensive planning work, incorporates current information, complies with new state and regional requirements, and responds to new community input and guidance from the City of Maple Valley’s Commissions and City Council.

City residents and businesses, staff, and consultants, worked together during 2023 and 2024 to produce this plan. It covers a 20-year period from 2024 to 2044 and is like a blueprint for how Maple Valley will grow and change over time. It contains goals and policies that guide city decisions, programs, and regulations. It supports the City’s vision of being the crown jewel of the Pacific Northwest.

COMPREHENSIVE PLANNING IN WASHINGTON STATE

What is a Comprehensive Plan?

A comprehensive plan is an important plan that provides high-level guidance for a city’s decisions, programs, and regulations. It includes a long-range vision for the community’s future and sets forth goals and policies for achieving this vision. It is comprehensive, covering all topics that have a bearing on the community’s development and achievement of the vision.

State Requirements

The State of Washington adopted the GMA in 1990. This law sets forth requirements for what must be included in the comprehensive plans of Washington jurisdictions. It establishes 15 goals that guide the development of comprehensive plans. For a plan to be valid, it must be consistent with these goals and the specific requirements of the law. The goals are summarized on the following page.

¹ Washington State Office of Financial Management, April 2023

EXECUTIVE SUMMARY

GMA Planning Goals

1. **Urban Growth.** Guide urban growth to areas where urban services can be adequately provided.
2. **Reduce Sprawl.** Reduce urban sprawl.
3. **Transportation.** Encourage efficient multi-modal transportation systems.
4. **Housing.** Plan for and accommodate housing for all economic segments of the population.
5. **Economic Development.** Encourage economic development throughout the state.
6. **Property Rights.** Assure private property is not taken for public use without just compensation.
7. **Permits.** Encourage predictable and timely permit processing.
8. **Natural Resource Industries.** Maintain and enhance natural resource-based industries.
9. **Open Space and Recreation.** Encourage retention of open space and development of recreational opportunities.
10. **Environment.** Protect the environment and enhance the state's quality of life.
11. **Citizen Participation and Coordination.** Encourage the participation of citizens in the planning process.
12. **Public Facilities and Services.** Ensure adequate public facilities and services necessary to support development.
13. **Historic Preservation.** Identify and preserve lands and sites of historic and archaeological significance.
14. **Climate Change and Resiliency.** Improve community resilience to climate vulnerability, advance environmental justice, and reduce greenhouse gas emissions.
15. **Shorelines of the State.** Manage shorelines of statewide significance.

Regional Planning Framework

In addition to complying with state requirements, Maple Valley's Comprehensive Plan must be consistent with the regional planning framework provided by the Puget Sound Regional Council's (PSRC) Vision 2050 and the King County Countywide Planning Policies.

Vision 2050 is a regional comprehensive plan for the four-county area comprised of King, Pierce, Snohomish, and Kitsap Counties. By 2050, this area's population is expected to reach 5.8 million people. The PSRC region's cities, counties, Tribes, ports, agencies, businesses, and communities worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities, and a strong economy.

EXECUTIVE SUMMARY

The King County Countywide Planning Policies help implement the GMA and Vision 2050 by providing a shared framework for growth management planning for all jurisdictions in King County. They include growth targets for how many new jobs and housing units each city must plan to accommodate by 2044. Maple Valley's targets are 1,570 jobs and 1,720 housing units. The housing target is further broken down into sub-targets (see Housing Element for details).

PLAN CONTENTS

The Maple Valley Comprehensive Plan includes the following sections:

- **Executive Summary.** Provides an overview of comprehensive planning, the community engagement process for the 2024 plan, and the plan amendment process.
- **Vision.** Provides a brief history of Maple Valley, the City vision for the future, and a supporting goal and policy.
- **Elements.** Address the nine planning topics listed below. Each element includes background information and goals and policies for that topic.
 1. Economic Development
 2. Land Use
 3. Housing
 4. Transportation
 5. Parks & Recreation
 6. Environmental Quality
 7. Capital Facilities
 8. Utilities
 9. Climate
- **Appendices.** Provide detailed reference information used to develop the 2024 Comprehensive Plan. The eight appendices are listed below.
 - A. Economic Development Element Technical Appendix
 - B. Housing Element Technical Appendix
 - C. City 2023 Climate Action and Resiliency Plan
 - D. City 2020 Parks, Recreation, Arts, and Open Space Plan
 - E. City 2023-24 Biennial Budget Capital Improvement Plan (CIP)
 - F. Tahoma School District 2023 Capital Facilities Plan
 - G. King County Fire Protection District 43 2024 CIP
 - H. Engagement Summary for 2024 Comprehensive Plan

EXECUTIVE SUMMARY

COMMUNITY ENGAGEMENT

Input from community members and local businesses informed the 2024 periodic update of the Comprehensive Plan. Community engagement activities are listed below and described in detail in Appendix H.

- Open houses
- Business survey
- Housing survey
- Housing focus group
- Targeted engagement
- Pop-up engagement
- Student engagement
- Public meetings of City commissions and City Council

PLAN AMENDMENTS

For the City of Maple Valley's Comprehensive Plan to function as an effective decision-making tool, it must be consistent yet flexible enough to accommodate changing conditions and community needs. The Growth Management Act requires that the Comprehensive Plan be amended no more than once a calendar year through an annual amendment process, with certain exceptions.

Amendment Process

Maple Valley's Comprehensive Plan amendment process is set forth in MVC 18.110.050. It provides an opportunity to refine and update the Comprehensive Plan and to monitor and evaluate progress on the policies and implementation strategies incorporated therein. This process is the vehicle by which the City, private property owners, developers, community groups or individual citizens request changes to the planned land uses on property or propose changes to the goals and policies of the Comprehensive Plan.

The process also meets the requirements of the GMA. RCW 36.70A.130 requires that Comprehensive Plans be amended only once a year, except for certain exemptions and "emergencies." Under the law, the following amendments may be considered more frequently than once every year:

- Initial adoption of a subarea or neighborhood plan.
- Adoption or amendment to a shoreline management program.
- When an emergency exists ("emergency" is not defined).

EXECUTIVE SUMMARY

- To resolve an appeal of a Comprehensive Plan filed with a growth management hearings board or with the court.

The major requirements of the GMA regarding plan amendments are described below:

- Establish a means by which cities and counties will “docket” (i.e., compile and maintain a list) suggested plan or development regulation amendments and consider them during the annual amendment process.
- Cities and counties must include in their development regulations a procedure for any interested person to suggest Comprehensive Plan or development regulation amendments.
- Public participation programs must be developed for proposed amendments or revisions to the Comprehensive Plan.

The following policies provide guidance for the City of Maple Valley’s the annual plan review and amendment process:

- I-P1** The City shall schedule annual review of the Comprehensive Plan to allow for docketing of Plan amendment requests and to consider the need for amendments. At that time, City-initiated and private party or developer-initiated amendment requests will be considered.
- I-P2** Comprehensive Plan amendments shall be processed together with any necessary zoning, subdivision or other ordinance amendment, to ensure consistency.
- I-P3** Amendment procedures shall be fully outlined in the City of Maple Valley land development regulations and shall ensure the opportunity for public participation.

Emergency Plan Amendment Consideration

The Comprehensive Plan may be amended outside the normal schedule if there is an emergency situation where regulatory action is needed to provide for the immediate protection of public health, safety, and welfare. Emergency amendments may be initiated by City Council, in which case City staff would prepare an analysis, and the Planning Commission would provide review and a recommendation to the City Council for final decision.



VISION

VISION TABLE OF CONTENTS

COMMUNITY HISTORY	2
Tribal History	2
European Settlement	2
Historic Landmarks	3
Recent History	4
VISION FOR THE FUTURE	4
City Vision, Mission, and Core Values	4
Puget Sound Regional Council Vision 2050	5
King County Countywide Planning Policies	5
GOALS & POLICIES	5



VISION

COMMUNITY HISTORY

Understanding a community's history is critical to effectively plan for its future. Historic patterns of development and community events provide a basis upon which to plan. This section provides a brief overview of Maple Valley's past. Additional information about the community's history can be obtained by contacting the Maple Valley Historical Society.

The City is located approximately 10 miles southeast of Renton and 20 miles southeast of Seattle, in the foothills of the Cascade Range. Historically, the area has been recognized as a community of abundant natural resources. Early residents were rooted in resource-based economies such as mining, logging, and farming. The area was most known for its abundance of coal, which essentially fueled the development of Seattle for many decades. Also, the first hydroelectric development in the country was built in the Cedar River watershed, a watershed which itself was likely the largest forest area ever owned by any city in the United States.¹

Tribal History

Prior to the settlement of Europeans, the Coast Salish people inhabited southeast King County. Based on the Washington Department of Archeology and Historic Preservation's online WISAARD map², Maple Valley was in the historic range of different groups including the Puyallup, Snoqualmie, Suquamish, Muckleshoot, Squaxin, and Tulalip people. A Maple Valley Historical Society map with watershed history shows an Indian village located in the Maple Valley area named *Duwe'kwulsh*.³ The Cedar River, which is near the northeastern edge of the City, played a central role in historic tribal culture. It was the easiest and shortest route across the Cascades for Puget Sound and Eastern Washington Indians, and eventually for traders and prospectors. The Cedar River was also prime fishing territory.

European Settlement⁴

Homesteaders arrived in Maple Valley in 1876 and began clearing land by ax and bucksaw. The first non-Indian family to settle the Maple Valley area was the Maxwells. In 1879, George Ames arrived and claimed land on the present Hobart Road and was soon joined by his brother-in-law C.O. Russell and

¹ Slauson, Morda. One Hundred Years Along the Cedar River. Slauson, 1971.

² <https://wisaard.dahp.wa.gov/portal/home/webmap/viewer.html?useExisting=1&layers=ac21da646195474cabedc187e537fe4c>

³ Maple Valley Historical Society Map with watershed history.

⁴ Barbara Nilson, Maple Valley Historical Society, July, 1998.



VISION

later Henry Sidebotham. These three men named the area *Vine Maple Valley*, which the U.S. Post Office later shortened to *Maple Valley*.

In 1885, the Columbia and Puget Sound Railroad built a line through Maple Valley to Black Diamond and the coal mines. This brought settlers to the area in larger numbers. Residents not employed at the mines engaged in logging, farming, dairying and raising poultry.

Historic Landmarks⁵

Coal mining at the base of Cedar Mountain began in 1884. The first mine produced large amounts of bituminous coal for 24 years. A mining camp was built in the valley below the mine. Today, the old mine offices on Maple Valley Highway (SR 169) are historical landmarks. Mrs. McDonald opened the first store on Maxwell Road, but sold it shortly to W.D. Gibbon in 1891. The Gibbon's store, and house next door, had to be moved in 1907 when they were found to be in the path of the new Chicago, Milwaukee and St. Paul Railroad. The house is still in existence one block off the Maple Valley Highway (SR 169), and is used as an office today. The Gibbons Store was designated as a historical landmark by the City in 2019 and relocated to the Maple Valley Community Center Campus in 1999. In 1905, Mr. and Mrs. Olaf Olson purchased 80 acres on 216th and built an unusual four-story solid concrete home with 2,200 square feet on each floor and a tunnel-shaped barn. Both are King County or City recognized historical landmarks and are now part of New Community Church.

In 1910, a site north of the village was selected by Maple Valley citizens to build a two-story wooden structure to serve as both a grade school and high school. Parents donated time and equipment to level the site and to prepare the building. In 1920, a three-story brick school house was built on the same site. The first school established in Maple Valley proper was held in a log cabin near the Hobart Cemetery. In 1940, the site was dedicated with a monument inscribed with the names of the teachers, and a vault containing souvenirs, pictures, report cards, and a list of those pioneers present at the dedication.

Two King County/City historic landmarks exist inside the City limits: 1) the W.D. Gibbon Store and Post Office; and 2) Lake Wilderness Lodge. The fire engine museum was built by volunteers, coordinated through the Maple Valley Historical Society, to house the community's first fire engine. The Gibbon Store built in the 1880s was moved from its original location in historic old Maple Valley near the Cedar River. It is now located next to the fire engine museum. Lake Wilderness Lodge is a relic of Maple Valley's past era as a resort community. The lodge, constructed in 1950, was run by the Gaffney family for 16 years, when Lake Wilderness was a popular weekend and summer recreation destination for

⁵ Barbara Nilson, Maple Valley Historical Society, July, 1998.



VISION

Seattle residents. King County took ownership of Lake Wilderness Lodge in 1966 until Maple Valley became a city.

Recent History

After the mining and logging boom of the late 19th and early 20th centuries, Maple Valley grew slowly as a rural agricultural community. Maple Valley was considered a rural and country resort community up until the 1970s when it began to accommodate an increasing amount of growth. Improvements to the area's major roads and highways opened the area up to new residents who could commute to work in nearby cities and employment centers.

The type of rural atmosphere that characterized Maple Valley — single homes on large tracts of forest, grassland or pasture land — was quickly being replaced by urban subdivisions and planned developments, which now cover much of the City. Between 1990 and 2014, the overall population of the area increased from 6,660 to 24,240, and it was transformed from a rural area to an urban growth area. The City of Maple Valley was incorporated on August 31, 1997. Today, Maple Valley's population is estimated to be 29,250.⁶

VISION FOR THE FUTURE

In 2023, the City of Maple Valley updated its vision, mission, and goals. They are shown below. They provide high-level direction to shape the community's future, and along with the goals and policies of the elements of the Comprehensive Plan.

City Vision, Mission, and Core Values

Vision

- To create a city that is the crown jewel of the Pacific Northwest

Mission

- The City of Maple Valley fosters a safe and welcoming community by providing services that improve quality of life, empower businesses, and support environmental stewardship.

⁶ Washington State Office of Financial Management, April 2023



VISION

Core Values

- We will focus on creating a culture where everyone feels a sense of belonging
- We will provide programs, services, and resources for a healthy community.
- We will be good stewards with the resources entrusted to us.
- We will be authentic in our intentions, decisions, and actions.

Puget Sound Regional Council Vision 2050

Maple Valley's Comprehensive Plan is consistent with the Puget Sound Regional Council's (PSRC) Vision 2050. PSRC represents the four-county region of King, Pierce, Snohomish, and Kitsap Counties. By 2050, the PSRC region's population is expected to reach 5.8 million people. The PSRC region's cities, counties, Tribes, ports, agencies, businesses, and communities worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities and a strong economy. Vision 2050 sets forth multicounty planning policies and a regional growth strategy that guide the comprehensive plans of local jurisdictions in the PSRC region to ensure coordinated planning and development, consistent with the Washington State Growth Management Act (GMA).

King County Countywide Planning Policies

Maple Valley's Comprehensive Plan is also consistent with the King County Countywide Planning Policies (CPPs). The CPPs help implement the GMA and Vision 2050 by providing a shared framework for growth management planning for all jurisdictions in King County. The King County Growth Management Planning Council (GMPC) develops and recommends the CPPs to the King County Council. The GMPC members include elected officials from King County, Seattle, Bellevue, other cities and towns in King County, special purpose districts, and the Port of Seattle. Once the County Council adopts the recommended CPPs, they are sent to all cities and towns in King County for review and ratification.

GOALS & POLICIES

Goal V-1: The City's budgets, projects, and programs align with the Vision, Mission, and Core Values.



VISION

Policies:

V-P1.1

Use the Vision, Mission, and Core Values to guide City decision making processes for budgets, projects, and programs.

V-P1.2

The City's Mission, Vision, and Core Values serve as the overarching policy guidance for the Comprehensive Plan. Other goals and policies in the Comprehensive Plan should be consistent with and support the City's Mission, Vision, and Core Values.



ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT ELEMENT TABLE OF CONTENTS

ECONOMIC DEVELOPMENT IN MAPLE VALLEY2
 The Need for Economic Stability..... 2
 Background 5
 What Follows in this Element 6

SUMMARY OF THE LOCAL ECONOMY7
 Employment 7
 Commute Patterns 8
 Household Income 9
 Taxes and City Revenues..... 10
 Taxes and City Revenues: Taxable Retail Sales 11
 Land Base 12

SUMMARY OF STRENGTHS AND CHALLENGES.....13
 Capacity Analysis..... 13
 Competitiveness Analysis..... 17

GOALS AND POLICIES25

RELATED CLIMATE POLICIES.....29

IMPLEMENTATION CONSIDERATIONS29



ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT IN MAPLE VALLEY

The Economic Development Element of the Comprehensive Plan provides a roadmap for future commercial development in Maple Valley. Direction is prescribed by the goals, policies, and implementation considerations in this chapter; however, the unique character of Maple Valley serves as its primary basis for economic growth.

One major strength in Maple Valley includes the City Council's continued support of businesses through its community partnerships with the Maple Valley-Black Diamond Chamber of Commerce, the Maple Valley Farmers' Market and the Council's support of community policing programs. Residents agree, as shown in 2023, when the Maple Valley Farmers' Market was selected as the No. 1 Farmers' Market in Washington State¹ and residents overwhelmingly passed a \$2.2 million levy lid lift to continue to support policing in Maple Valley.

Existing and new businesses in Maple Valley can expect less crime, high household incomes, low sales tax rates, a highly educated workforce, and a supportive business environment. When asked what makes Maple Valley unique, members of the city's Economic Development Commission describe a business community that supports other businesses, local developers who want to continue to develop locally, and community members who pride themselves on supporting new and small businesses. Additionally, due to undeveloped business and retail sectors in Maple Valley, there is immense opportunity for different types of businesses to open and prosper within the city. Large, contiguous tracts of vacant land (122 acres in Summit Place) and land ready to be reimagined into a walkable downtown (42 acres in Maple Valley Downtown) are ready opportunities for economic development. The Summit Place property is zoned as a Regional Learning and Technology Center designed to create jobs in the city. The Maple Valley Downtown is zoned for a walkable, mixed use commercial center of the city.

The last 20 years of development in Maple Valley focused on significant population growth and housing development. The next 20 years of development will focus more on economic development of commercial and downtown business areas. The city recently created a marketing brand that emphasizes its location amongst many outdoor recreation opportunities, including Lake Wilderness Park, the Maple Valley Arboretum, the Cedar to Green River Regional Trail, and hundreds of miles of biking trails within the Black Diamond and Henry's Ridge Natural Areas. The city of Maple Valley is "A Natural Fit".

The Need for Economic Stability

In the formative years of Maple Valley, growth in revenue and expansion of services offered by the City was driven by residential development. During the first ten years of the City's existence, 2,700 single-family residential (SFR) permits were issued at an average of 245 per year. After a second peak

1. 15th annual America's Farmers Market Celebration, American Farmland Trust and the Farmers Market Coalition



ECONOMIC DEVELOPMENT

in permits issued during the build out of several large plats in 2020, the City issued the lowest number of SFR permits in 2022 since incorporation and anticipates approximately 25 permits to be issued annually going forward.

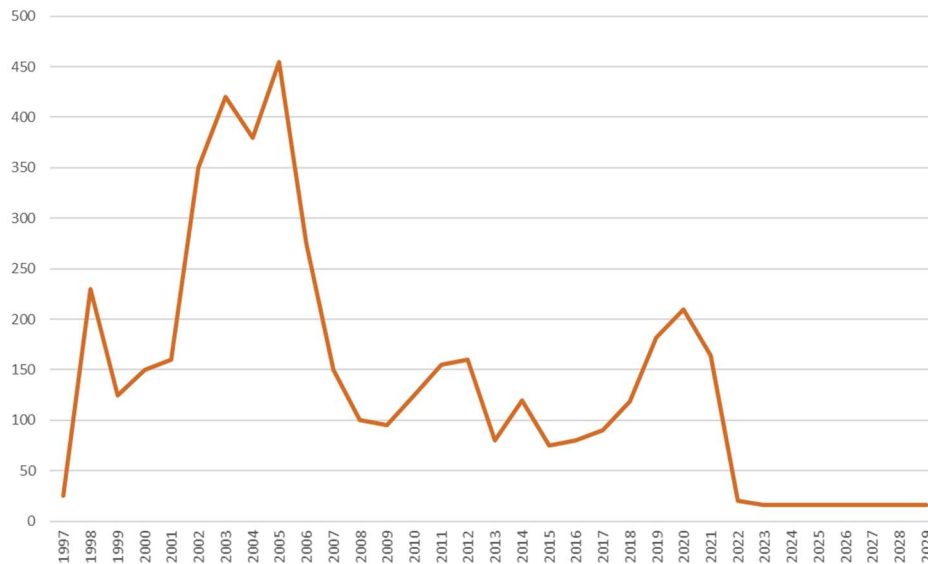


Figure 1.1 – Single Family Residential Permits Issued (projected 2023-2029)

The rapid growth and associated revenue generated contributed to the expansion of revenue for the City as well as growth in the cash reserves the City maintains. The General Fund budget grew from \$2.6 million in 1998 to 20.6 million in 2023. The City added, over that time, a Parks & Recreation Department with active and passive recreation, a surface water management program, a ¾ time code compliance specialist position, additional building inspection staff, as well as increased the number of police officers in Maple Valley.

The growth also helped fund capital expansion within the City. In the last ten years, the City has spent \$72.6 million on transportation improvements within the City and other capital improvements and debt-financed infrastructure projects.

Over the last ten years, the City’s three primary operating revenue sources, property, sales and utility taxes, have increased by an annual average of 5.21%. Through economic cycles the year-to-year change has varied, but overall there has been sustained growth in each of these resources for the last ten years. This includes during the COVID pandemic from 2020 through 2022. From 2019 to 2021 the City saw higher demand for development and real estate sales within the City. This trend started to slow in 2022 and has continued to show softening in 2023. It is expected that the City will continue to see slower development and real estate sales through 2024.



ECONOMIC DEVELOPMENT

Permits issued by the City result in construction sales tax while the homes are being built. Since 2015, sales tax has become the City's largest revenue source, and construction sales tax makes up approximately 20% of total sales tax collections. Once the home is constructed, the City receives a portion of real estate excise taxes (REET) based on the value of the home sold. REET by definition is a one-time revenue source collected at the time the new home is initially sold, then collected again later when and if the home is resold. The use of REET revenue is restricted to certain capital improvements. In Maple Valley, REET has historically been used to fund transportation (REET1) and recreation (REET2) improvements. By budget policy, revenue from REET is split evenly between transportation and parks capital projects. Once the home is sold, the City annually receives additional property taxes based on the assessed value of improvements to the property. The City collected \$20.8M of REET revenue from 2012 through 2022. On average the annual amount of REET grew by 13.12%. As the real estate market has started to cool in 2023, the City expects that REET revenue will decline over the next couple of years and then return to historical levels in 2026 and beyond. The City also receives a number of other on-going revenue sources from new SFR units including sales tax from purchases made within the City, utility taxes, and various other taxes and fees.

The City has a policy to maintain its General Fund balance at a minimum of 16.7% of General Fund expenditures. The City's General Fund balance has exceeded this over the last ten years.

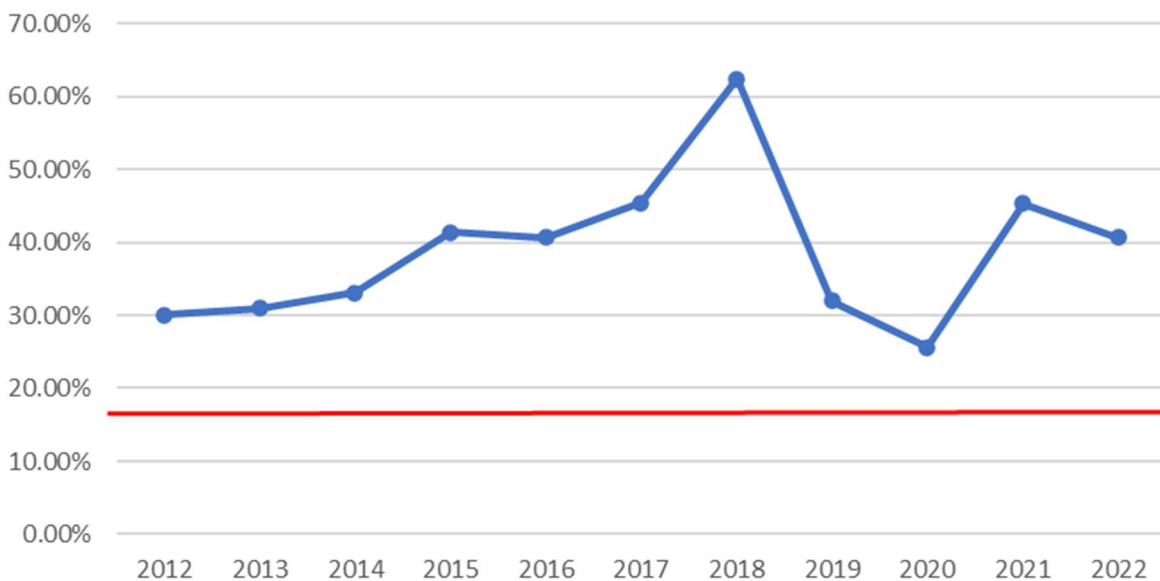


Figure 1.2 – General Fund Balance as Percent of Expenditures

Source: City of Maple Valley.

While residential development is on the decline perhaps indefinitely, there is potential for economic development through commercial development and/or redevelopment. Through zoning and a business-friendly regulatory environment, the City has the potential to attract and retain businesses in Maple Valley. Commercial development generates significant revenue for the City's operating and capital budget including building permit and plan review fees, transportation impact fees, construction



ECONOMIC DEVELOPMENT

sales tax, and real estate excise tax. In addition to these one-time revenue sources, commercial development will also provide on an on-going basis increased property tax through higher assessed valuation, and, depending on the type of development, possibly sales tax generated within the City, utility taxes, and various other taxes and fees.

Development in the Four Corners Square area, including Fred Meyer, Hop Jacks, a new Johnson's Hardware, and a number of other businesses, offset the decline the City experienced with the loss of State shared revenue for liquor profits and liquor taxes in the previous decade. The City Council recently adopted Maple Valley Downtown Standards and Guidelines to help future development create a walkable, vibrant downtown mixed use area. Future commercial development has the potential to offset flat or declining residential development.

Background

Since its incorporation in 1997, Maple Valley's growth has been driven by its attractiveness as a residential community with a high quality of life and many attractive amenities. The City's jobs-to-housing ratio is low, meaning it has more housing units than jobs, though the City has seen a relatively larger increase in jobs than housing between 2010 and 2021. The residential nature of the community is reflected in the City's tax base: 80% of revenues derive from residential taxes and 20% from commercial sources. Commuting patterns also reflect the low jobs-to-housing ratio, with more than 90% of working residents estimated to leave the City every day to go to work according to 2020 U.S Census data. The City's 2023 Leakage Study used cell phone data to estimate that 25% of the workforce started working from home (or lost their job) in 2021 as a result of the COVID-19 pandemic. The importance of the City's retail economy is reflected in the fact that 20% of City revenues derive from retail sales and use taxes according to the Summary of the Local Economy prepared as part of the update to this element.

Elected officials, City staff and volunteers on the City's Economic Development Commission have recognized the importance of bringing well-paying jobs, which allow individuals and families to prosper, to the City. Thus far, efforts to attract regional employers have met with some expressions of interest, but no direct results. It remains to be seen how the City's "outer ring" location, which has previously made the attraction of large employers difficult, affects employment opportunities in the post-COVID economy.

In addition to a desire for more well-paying jobs, a more diversified tax base is desirable as Maple Valley is approaching residential build-out. Though the City went through a real estate boom that increased housing stock roughly 40% from 2000 to 2010, the recent recession and the shortage of available land for additional housing means that revenues to support quality municipal services will have to come from other sources. As with other cities, Maple Valley's property taxes are growing more slowly than inflation and the City needs to generate new forms of revenue outside the residential tax base. Retail and services business will continue to be important contributors to the City's tax base and to the provision of close-in amenities for Maple Valley residents. City leaders and residents value



ECONOMIC DEVELOPMENT

Maple Valley's high quality of life, and therefore seek commercial investment that preserves and reinforces its brand as an attractive community for both residents and businesses in the region.

What Follows in this Element

This element is organized into the following sections:

- The **Summary of the Local Economy** provides regional and local context.
- The **Summary of Strengths and Challenges** addresses the areas of economic development capacity and competitiveness.
- The City's Economic Development **Goals and Policies** are contained in the next section.
- **Related climate policies** from the City's 2023 Climate Action and Resiliency Plan are cross referenced.
- **Implementation Considerations** describes how the City and its partners pursue these Goals.



ECONOMIC DEVELOPMENT

SUMMARY OF THE LOCAL ECONOMY

The following key findings are excerpted from a longer version of this material contained in the Economic Development Element Technical Appendix.

Employment

Key takeaways from **Figure 1.3**:

- Maple Valley’s **Retail and Services** employment sectors total 57%, slightly less than the County at 62%,
- Maple Valley has a proportionately larger employment base in **Education and Construction & Resources**.
- Its share of jobs in **Manufacturing; Finance, Insurance, & Real Estate**; and **Government** are slightly smaller than the County.

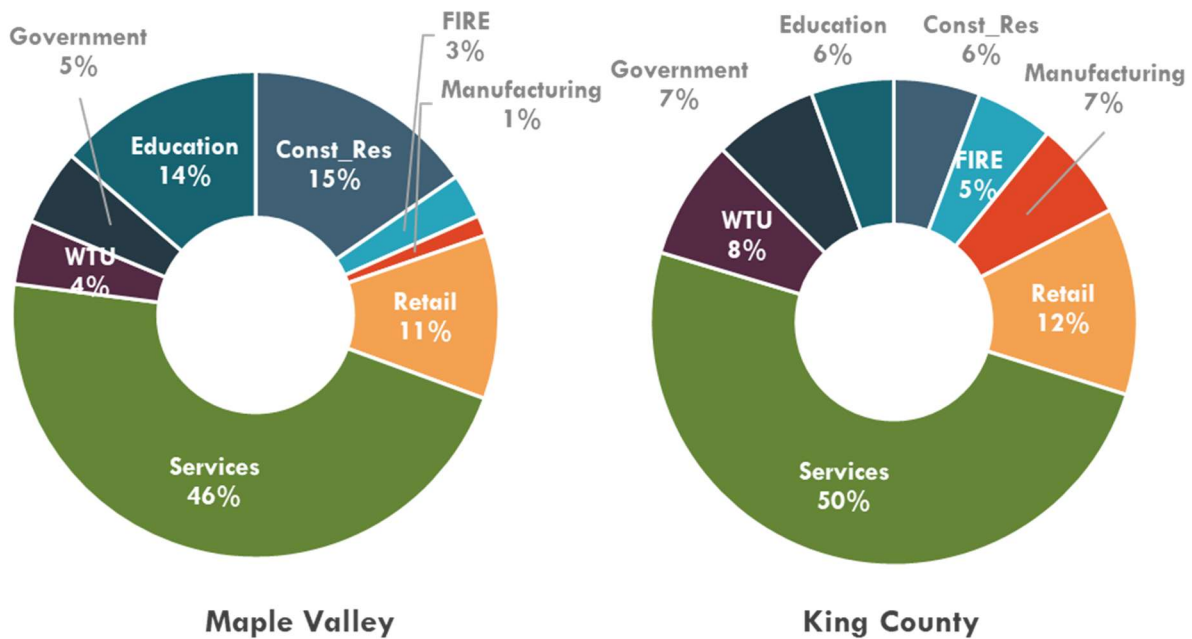


Figure 1.3 – Covered Employment by Sector in Maple Valley and King County, 2021.

Sources: PSRC, 2021; BERK, 2023.



ECONOMIC DEVELOPMENT

Commute Patterns

Key takeaways from Figure 1.4:

- **82% of individuals who work in Maple Valley commute from outside the community.**
 - Half (47%) come from nearby locations, within 10 miles
 - 53% commute from 10+ miles away.
- **Of the workforce that lives in Maple Valley, 94% commute elsewhere for work.**
 - Three-quarters (76%) of these commute over 10 miles to their place of employment.
 - Popular destinations include Seattle, Renton, Redmond, Issaquah, and Bellevue

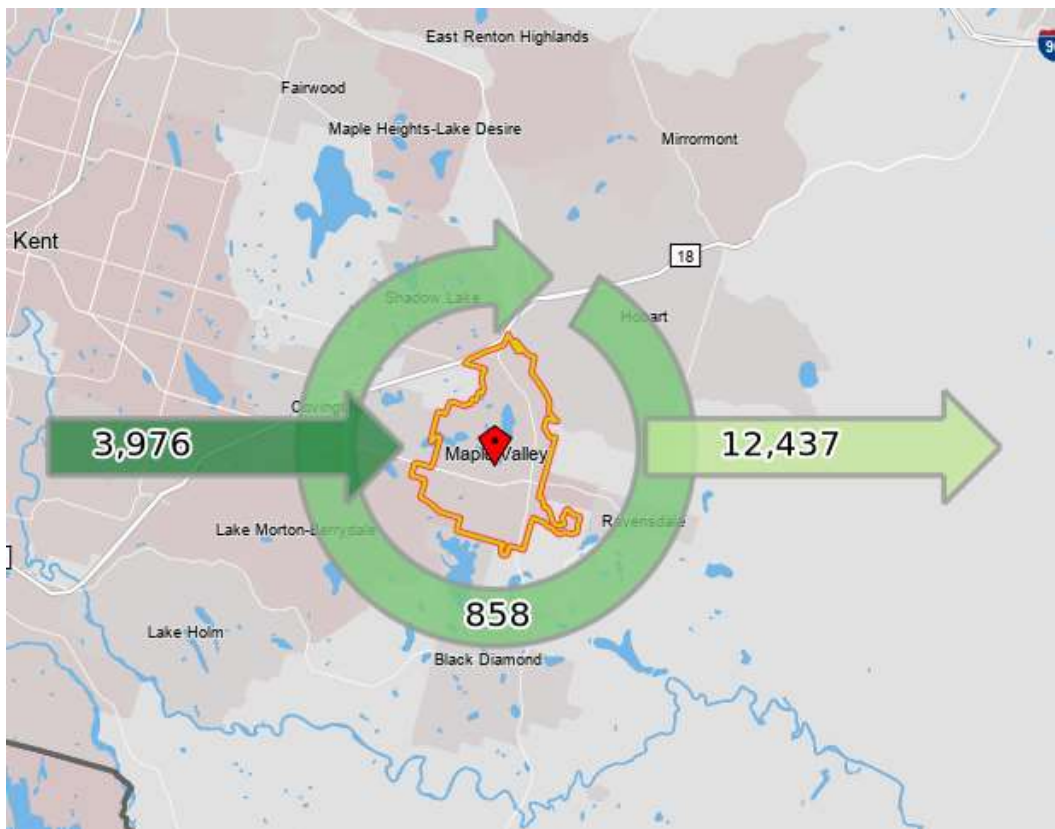


Figure 1.4 – Inflow/Outflow Analysis for Maple Valley

Source: U.S. Census Bureau OnTheMap, Center for Economic Studies, LEHD; 2020 data



ECONOMIC DEVELOPMENT

Household Income

Key takeaways from **Figure 1.5**:

- **Median total household incomes in Maple Valley are higher than county-wide numbers** despite slightly lower educational attainment.
 - The median total household income in Maple Valley is \$125,092, 18% higher than the King County total household median, at \$106,326.
 - 57% of households are “middle-income” at \$75,000-\$200,000, compared to 42% countywide.
- **Income disparity in the community remains and a quarter of households make incomes of \$75,000 or less annually.**
 - 20% of single mother-led households in Maple Valley are estimated to be below the poverty line, compared to 4% of households overall.

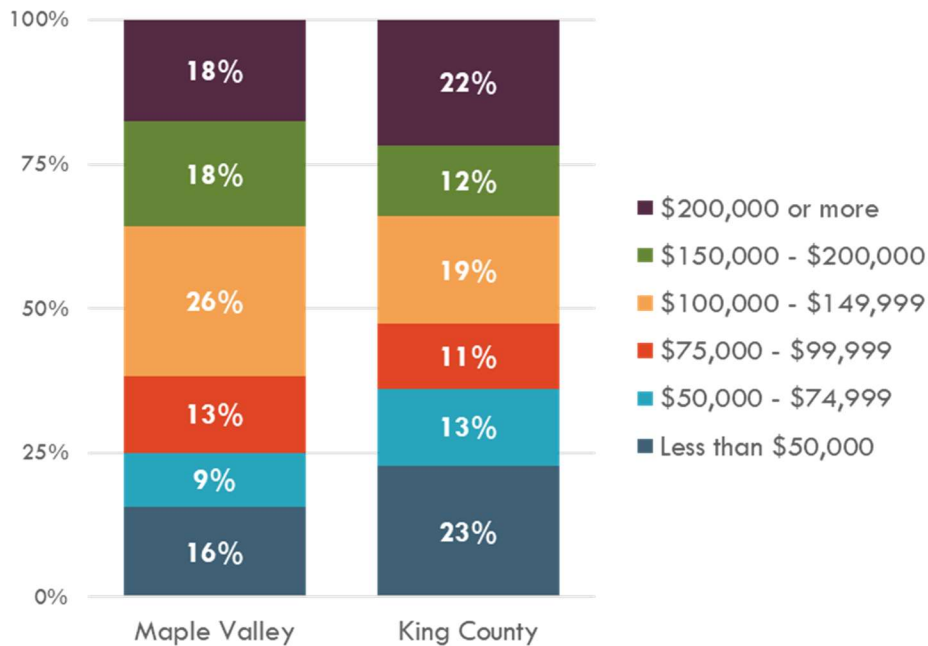


Figure 1.5 – Percent of Household by Income Bracket in Maple Valley and King County, 2021.

Sources: ACS 5-year estimates Table S1901, 2021; BERK, 2023.



ECONOMIC DEVELOPMENT

Taxes and City Revenues

Key takeaways from **Figure 1.6**:

- Revenues from the **Retail sales and use tax** is the largest source of tax revenue for the City, contributing 20% of City revenue in 2021.
 - **Retail trade** revenue accounts for 42% of Taxable Retail Sales
 - **Construction** contributes (23%),
 - **Accommodation** and **Food Services** together provide 10%.
 - All other sources combine for the remaining 24%.
- **Property tax** contributed 14% of total City revenues

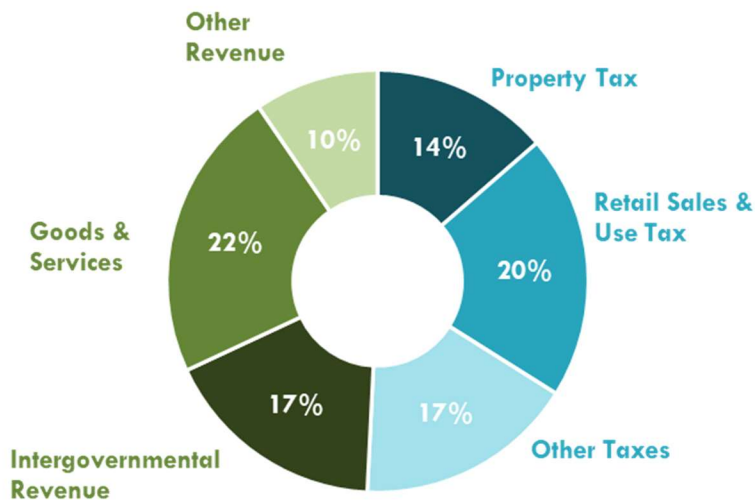


Figure 1.6 – City of Maple Valley Revenues by Category, 2021, all funds.

Sources: Office of the Washington State Auditor, 2023; BERK, 2023.



ECONOMIC DEVELOPMENT

Taxes and City Revenues: Taxable Retail Sales

Key takeaways from Figure 1.7:

- Taxable retail sales have been growing.
- There was a significant jump in Taxable Retail Sales related to Construction in 2021, likely related to construction of the Amazon facility, which increased almost \$60 million from 2020.

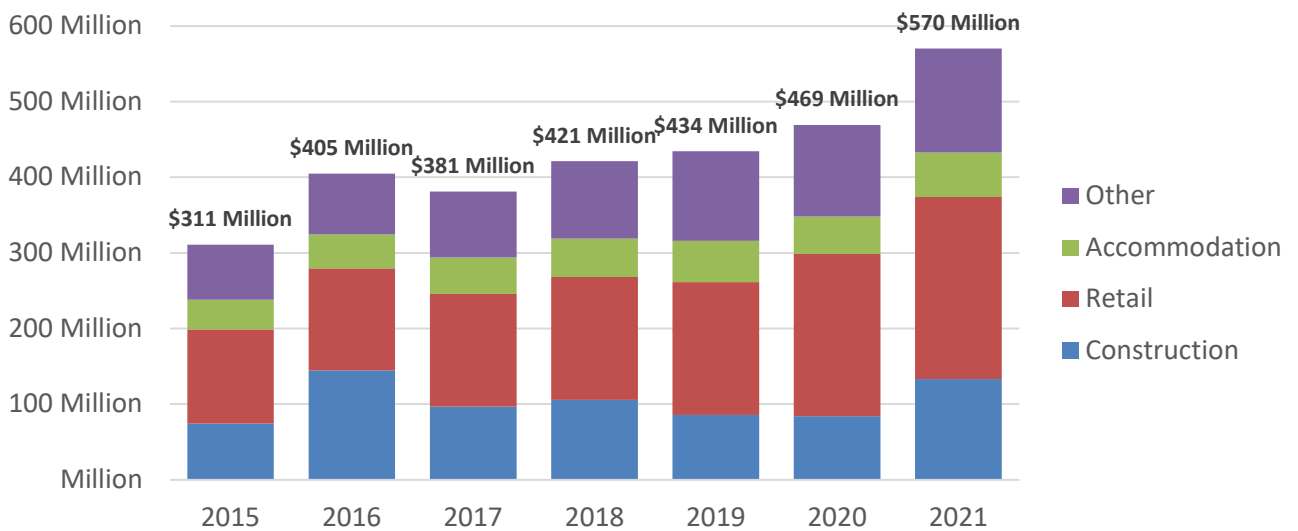


Figure 1.7 – Taxable Retail Sales Data, by 2-Digit NAICS in Maple Valley 2015-2021.

Sources: Washington DOR, 2023; BERK, 2023.



ECONOMIC DEVELOPMENT

Land Base

Key takeaways from Figure 1.8:

- **Retail uses comprise 77%** of commercial square footage.
- **Current zoning has the capacity to fulfill Maple Valley’s job targets for 2044**, with more than half of this capacity coming from the Summit property.

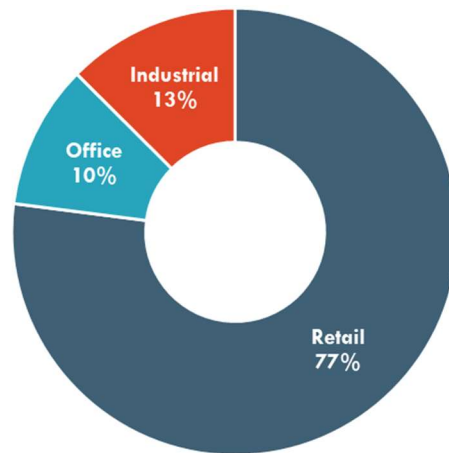


Figure 1.8 – Commercial Space in Maple Valley (measured in square feet), 2023.

Sources: Costar, 2023; BERK, 2023



ECONOMIC DEVELOPMENT

SUMMARY OF STRENGTHS AND CHALLENGES

This section analyzes the strengths and challenges to economic development in Maple Valley, focusing first on capacity and second on competitiveness.

Capacity Analysis

<p>Strengths</p> <ul style="list-style-type: none"> • Continued City Council support for economic development. • Community desire for additional services and employment opportunities. • Alignment with the Chamber of Commerce and business community. • Expanded role and capacity of the Economic Development Commission (EDC). • Platform for shared assets. 	<p>Weaknesses</p> <ul style="list-style-type: none"> • No dedicated economic development staff. • EDC member education on economic development. • City businesses are uncertain about how city can help.
<p>Opportunities</p> <ul style="list-style-type: none"> • Untapped regional partners. • Potential to hire an Economic Development Manager or Consultant. 	<p>Threats</p> <ul style="list-style-type: none"> • Competing priorities. • Stronger economic development organizations in other communities. • Fiscal challenges. • Growth opponents.



ECONOMIC DEVELOPMENT

Strengths

Continued City Council Support for Economic Development

Maple Valley's City Council has been more active in prioritizing economic development for the City. The Council has made decisions that have helped facilitate economic development, including adopting the Downtown Standards and Guidelines which provides the framework for future development in the Downtown, relocating the Farmers Market onto the Legacy Site to support small businesses, adopting amended Community Business zoning regulations, and funding the Economic Development Commission's work to complete a business leakage study, targeted business video, business survey, and Pitch and Pivot business support program. The City Council has also supported partnerships with the Maple Valley/Black Diamond Chamber of Commerce website update showcasing the city of Maple Valley as an ideal place to live, work, and play.

Community Desire for Additional Services and Employment Opportunities

Many Maple Valley residents see benefits associated with economic development, including the creation of close-in employment options and opportunities for shopping, services, and entertainment. They would prefer to support local retail, dining, and businesses.

Alignment with the Chamber of Commerce and Business Community

The City, Chamber of Commerce, and business community generally have a shared understanding of the Maple Valley's economic strengths, challenges, and opportunities, as well as the roles and responsibilities of each partner.

Expanded Role and Capacity of the Economic Development Commission (EDC)

The Economic Development Commission is an important resource for the City. Its members are rooted in the community and region and contribute a wide range of private and public-sector background and expertise. The EDC has members from a wide variety of private and public backgrounds who can provide expertise in terms of site development, developer connections, communication with the public, business retention, and more. The body has a robust program of work and is prepared to be a proactive actor in advancing the City's economy.

Platform for Shared Assets

The City is establishing an online resource to share economic development collateral and data. This will support efforts to maintain a simple, focused store with consistent and carefully constructed messaging.



ECONOMIC DEVELOPMENT

Weaknesses

No Dedicated Economic Development Staff

Maple Valley is a small municipality and budget constraints have prevented it from maintaining a full-time economic development staff person. Support is provided by multiple staff members as part of their roles, and there is an opportunity to hire a dedicated Economic Development Manager in the future.

EDC Member Education On Economic Development

EDC members are volunteers drawn from the community and bring important perspectives to their role. They are not economic development professionals, however, and require ongoing education to be up-to-date in their understanding of what a city can and cannot do to affect its economy, what economic development tools and strategies are most effective, and other best practices.

City Businesses are Uncertain About How City Can Help

The 2023 Business Survey asked respondents to identify supports that the City and EDC could provide to support respondents' businesses. No more than about one-third of respondents (a maximum of 38%) expressed interest in any one type of business support. Two of the three most common responses were related to decreasing the costs of doing business – access to capital (38%) and recruitment of affordable spaces for businesses (32%) – and the other was related to improving City infrastructure (34%). Respondents also identified job training and educational supports that would be helpful to themselves or their employees, with 41% expressing an interest in trainings on marketing via social media and the internet and 30% expressing an interest in business planning training. Notably, just 4% of respondents expressed an interest in the City or EDC providing job training or education, so respondents may be interested in these types of training from sources other than the City.

Nearly half of respondents (47%) view City-organized events including Maple Valley Days, Hometown Holidays, and Farmer's Markets as having a positive impact on their businesses, and nearly half (44%) identify no impact. In additional comments, some respondents also mentioned the impacts of the Ironman competition held in Maple Valley each year. In identifying opportunities for the City to better support businesses during these events, the largest proportions of respondents selected increased coordination with businesses (40%) and increased public marketing and communications (32%).

Opportunities

Untapped Regional Partners

Many entities in the region can become stronger partners with Maple Valley as it embarks on its economic development efforts, including, most notably, Port of Seattle Economic Development Partnership Program, the Economic Development Council of Seattle and King County, the Puget Sound Regional Council, and the community of real estate developers in the region. There is a lack of



ECONOMIC DEVELOPMENT

awareness among these partners about the City's economic development focus and related investment opportunities.

Potential to hire an Economic Development Manager or Consultant

The City will evaluate the merits of investing in a dedicated Economic Development Manager or consultant.

Threats

Competing Priorities

As is the case for other communities, Maple Valley has many needs competing for limited resources. Community members and policymakers may prioritize other issues at the expense of investment in economic development. As economic development significantly contributes to the retention or expansion of city resources, economic development should be reprioritized.

Stronger Economic Development Organizations in Other Communities

This is a threat that Maple Valley will continue to face but can mitigate somewhat by making the best of its existing assets and building its capacity.

Fiscal Challenges

Fiscal policy for the City includes maintaining 16.7% of operational cost as a reserve. Based on current cash flow projections, by 2025 the City will no longer meet the required fund balance of 16.7% if its revenues and expenditures remain the same. Because the City's revenue base growth has slowed with the declining rate of new residential construction, new sources of revenue are needed. The City is considering a levy lid lift targeted specifically to offset inflation-related increases in its contract for law enforcement services with the King County Sheriff's Office. Other sources of revenue may be necessary to support high quality city services if economic growth does not increase.

Growth Opponents

Some residents are against increasing residential capacity in the city due to traffic concerns, school impacts, and preserving the small town character of Maple Valley.



ECONOMIC DEVELOPMENT

Competitiveness Analysis

<p>Strengths</p> <ul style="list-style-type: none"> • High quality of life. • Household income. • Low sales tax rate. • Proximity to international airport. • High City bond rating. • Regional growth. • Location out of flood plain. • Lower-cost location. • Low retail and office vacancy. 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Income disparity. • “Outer ring” location: a challenge to recruit regional employers • Lengthy commutes and limited mobility. • No building inventory. • Site readiness. • Access to readily available connections to the existing sewer system.
<p>Opportunities</p> <ul style="list-style-type: none"> • Development capacity. • Underutilized zoning. • Downtown and the Legacy Site. • Summit Place property. • “Outer Ring” Location: Potential to Serve as a Regional Employment Hub. • Capture of additional local shopping. • Strong regional developer market. • Business retention. • Home-based businesses. • Workforce draw. • Workforce development. • City events and recreation attractions. • Overnight lodging. • Electric charging stations. • Brand and reputation. 	<p>Threats</p> <ul style="list-style-type: none"> • Increasing traffic congestion. • Competitor communities. • Regulatory changes at the state.



ECONOMIC DEVELOPMENT

Strengths

High Quality of Life

Maple Valley is a desirable residential community with a high quality of life, including attractive community amenities and good public safety. The census tracts within Maple Valley are identified as “high” opportunity areas. With the exception of transportation, all observed categories receive ratings of “Moderate” to “Very High”. This reflects strong access to amenities and a high quality of life across the community in Maple Valley. The community features a strong school district, proximity to nature and regional job centers, and a good reputation as an attractive place to live.

Household Income

Median household income in Maple Valley is higher than in King County as a whole. A large proportion of households fall into middle-income groups, with 57% earning \$75,000 to \$200,000 annually compared to 42% countywide. This reflects Maple Valley’s identity as a relatively affordable community in a region with access to well-paying employment opportunities, despite having relatively lower college attainment levels than in King County as a whole.

Low Sales Tax Rate

Maple Valley sales tax is 8.7% and is lower than large adjacent cities such as Renton (10.1%), Auburn (10.1%), Kent (10.1%), Issaquah (10.1%), and Bellevue (10.1%). The city does not have a business and operations sales tax.

Proximity to International Airport

Maple Valley is 20 miles from Seattle-Tacoma International Airport.

High City Bond Rating

The City’s AA+ bond rating is a strong signal for investors.

Regional Growth

King County is among the fastest growing big counties in the country. As identified by the Puget Sound Regional Council, the region has strong economic performance in sectors that include aerospace, information & communication technology, maritime, military & defense, life sciences & global health, clean technology, tourism, transportation & logistics, and business services².

² <https://www.psrc.org/media/1688>
COMPREHENSIVE PLAN ED-18



ECONOMIC DEVELOPMENT

Location Out of the Green and Cedar River Flood Plains

Relative to other neighboring cities in the region, Maple Valley has an advantage by being located outside of both the Green and Cedar River flood plains, which reduces insurance rates (according to Herbert and Associates).³

Lower-Cost Location for Development

Because it is located farther from the major metro centers of Seattle and Tacoma, Maple Valley can offer greater cost competitiveness for land and associated development compared to other communities in the Puget Sound Region (an “undiscovered bargain”).

Low Retail and Office Vacancy

Retail rent in Maple Valley has historically been strong. While 2013 rents per square foot in Maple Valley were 28% higher than the East King County average, there was a sharp decrease in retail rents per square foot in Maple Valley in 2020, resulting in figures that much more closely track with regional averages in 2020 and 2021. This shift aligns with the timing of the COVID-19 pandemic, which likely had a downward effect for retail rents in Maple Valley. Overall, both retail and office space in Maple Valley maintain low vacancy rates – 0.8% and 1.1%, respectively, in Q1 2023.

Weaknesses

Income Disparity

While median household income in Maple Valley is higher than the King County average, income disparity persists. Renter households have median incomes less than half the size of homeowner households (\$64,167 compared to \$133,233). While margins of error are high for small communities such as Maple Valley, disaggregation by race and ethnicity suggest that BIPOC residents have much higher representation among renter households in Maple Valley. About 3.8% of families have incomes that fall below the poverty line. This rate, however, is particularly high for single mother-led households: 19% of these families in Maple Valley are below the poverty level. In addition to renter households, single mother-led households are another important focus group for expanding and improving employment opportunities or assistance programs.

“Outer Ring” Location: A Challenge to Recruit Regional Employers

Maple Valley is located roughly 30 minutes from both Seattle and Tacoma, at the edge of the county’s urban growth boundary and the foothills of the Cascade Mountains. The City’s setting is picturesque, but its “outer ring” location is a detractor for businesses that want to be closer to the Seattle City Center, I-90, Sea-Tac, or other such assets. This has traditionally made it difficult to attract regional

³ Jim Herbert, Hebert Research Inc., personal communication, Nov. 22, 2013.



ECONOMIC DEVELOPMENT

employers to the City, though changing employment conditions post-pandemic may create an opportunity for the City, as noted below.

Lengthy Commutes and Limited Mobility

The vast majority of working Maple Valley residents commute to places of employment outside the City and most of these travel distances are greater than 10 miles. Transit connections are not robust, meaning most of those trips will be in private automobiles. The City also has limited microtransit and shuttle services options.

The City is located on SR 169, a two-lane State highway that becomes congested with commuters. The City lacks direct access to Interstates 5 and 90, although the SR 18/SR 169 interchange is located halfway between them. Through the City's lobbying efforts, the State will be constructing improvements to SR 18 to Interstate 90 scheduled to be completed by 2029. The community also lacks convenient transit access to regional employment centers and other destinations. There is a lack of walkability and pedestrian-scaled design in Maple Valley's commercial districts. The City's newly adopted Downtown Design Standards and Guidelines are intended to help change this.

No Building Inventory

While there are a few vacant retail buildings in the City, there are no vacant flex-tech, manufacturing, or large-scale office buildings available for new or expanding businesses.

Site Readiness

While Maple Valley has vacant sites, they currently are not fully ready to be successfully marketed. Detailed site documentation is needed, and a data package needs to be assembled that provides all the information a developer would need to take on a project.

Readily Available Connections to the Existing Sewer System

Redevelopment sites in the community business zoned areas to the west of Four Corners and on the south end of SR 169 are not currently served by sewer, making immediate redevelopment less feasible.

Opportunities

Development Capacity

Maple Valley's employment growth target for the 2019-2044 comprehensive planning period is 1,570 net new jobs. Land capacity estimates calculated by King County in 2018 found Maple Valley had adequate capacity to accommodate this target with current zoning. Based on the County's calculations, the City had capacity to provide 1,748 jobs, or 178 more than its target. Almost all of this capacity exists within Maple Valley's commercial zones, with more than half of this capacity coming from the Summit Place property as discussed below.



ECONOMIC DEVELOPMENT

Underutilized Zoning

Zoning changes can be made to ensure that sites of future employment centers are restricted to uses that produce well-paying jobs. Zoning changes also can be made to encourage greater mixed uses and employment generation on existing inventory.

Downtown Maple Valley and the Legacy Site

In 2021, the City adopted code amendments for its commercial, mixed-use zones. The code amendments require a slightly higher proportion of commercial development to residential development (35% minimum commercial). Additionally, the City recently adopted Downtown Design Standards and Guidelines. The design guidelines are intended to improve walkability and foster a place that can serve at the “community heart” in Maple Valley, with activities for all age groups. Proposed allowed uses for the Downtown emphasize the importance of ground-floor active commercial space. The proposed street design changes promote pedestrian safety and connectivity. The City is developing a master plan for the Legacy Site which includes additional public amenities that are designed to be regional attractions to draw people to the Legacy Site and adjacent Downtown.

Summit Place Property

Summit Place is a rarity in the region: a single development site of more than 100 acres within the Urban Growth Boundary. The property owned by King County has significant development potential and contains capacity for over half of Maple Valley’s 2044 employment target. Current zoning targets the location of a regional learning center such as a community college or private technical school, as well as related employers such as technology firms. As the market has not yet delivered such uses, the City and King County can reevaluate the best use of this critical property.

Strong Regional Developer Market

King County and the four-county region have a strong market of developers with whom Maple Valley can build relationships.

“Outer Ring” Location: Potential to Serve as a Regional Employment Hub

While the community has seen some interest from regional employers, it has yet to attract such investment. Particularly with post-pandemic changes in employment patterns, it is possible that Maple Valley could leverage its “outer ring” location to serve as an employment center for residents of Black Diamond, Bonney Lake, and the greater region. Many employees traveling to Maple Valley would travel a reverse commute relative to the dominate commute pattern in the region, taking advantage of currently unused capacity in the regional road network.



ECONOMIC DEVELOPMENT

Capture of Additional Local Shopping

While residents largely shop within the City at Maple Valley Town Square, Fred Myer, and Four Corners Square, they also shop at Covington Esplanade (Home Depot) and Costco. Given employment and shopping patterns, a significant portion of resident needs will continue to be met by out-of-town providers. There may, however, be an opportunity capture a greater share of this spending within City limits.

Business Retention

In the 2023 Business Survey, most respondents (89%) reported that it is very or somewhat likely that their business will continue operating in Maple Valley in the next five years. This creates an opportunity for the City to help retain and grow these businesses.

Home-Based Businesses

Local business license records from 2022 identify 269 businesses in Maple Valley. Of these, 62% identify as home-operated, with examples such as artists, home daycare providers, or interior design services. The City has an opportunity to support, nurture, and help grow these businesses as potential future employers.

Workforce Draw

Anecdotal assessments of the Maple Valley workforce indicate a talented pool of workers in professional services, technology, and other high-skill industries. These workers commute to Microsoft, Boeing, and other major (and minor) companies across the region. Maple Valley has access to its own pool of skilled workers as well as those available throughout the regional laborshed, which could be attractive for employers.

Workforce Development

Outreach to renter households could fill in important data gaps to understand the employment profiles and aspirations of these residents. Job training and employment access programs could focus on renter households to address racial disparities and provide benefits to those in greatest financial need. In addition to renter households, single mother-led households are another important focus group for expanding and improving employment opportunities or assistance programs.

City Events and Recreation Attractions

Events and special locations draw regional visitors to Maple Valley. Notable event draws include the Fourth of July, Maple Valley Days, the Ironman Triathlon, and the Farmers Market which more than doubled its visitors from outside the 98038 ZIP code when it moved to the Legacy Site. Potential patrons of Maple Valley businesses also come to town to visit Lake Wilderness, Black Diamond Natural Areas, Lake Wilderness Arboretum and Lake Wilderness Golf Course.



ECONOMIC DEVELOPMENT

Overnight Lodging

The new LakePointe Urban Village under development in Covington includes a hotel. This serves as a demonstration that the region can support overnight lodging. While it may take some time for the capacity created by the development to be absorbed, this should be seen as a proof point for a long-term opportunity for Maple Valley.

Electric Charging Stations

The City has an opportunity to generate revenue through electric vehicle charging stations. Revenue would be indirect by way of people shopping and eating in nearby establishments as they wait for their vehicles to charge. Maple Valley's location, midway between Mt Rainier/Crystal Mountain and Seattle/Bellevue make it a logical stopping point for vehicle recharging, when stations are sited in convenient locations along SR 169 with activities and retail are nearby.

Brand/Reputation

Maple Valley has a strong brand as a residential community, which comes with advantages and disadvantages for economic development. An openness to development expressed in specific changes to the City's zoning code and other policies should result in improved business perception. It is also important to note that a 2023 survey of Maple Valley businesses showed that 78% of respondents have a favorable view of conducting business in Maple Valley. The City has the opportunity to continue to improve regional perceptions of Maple Valley as an attractive place to invest.

Threats

Increasing Traffic Congestion

SR 169 is already a major source of congestion through the area, and further development in Black Diamond and from other uses will exacerbate the traffic. Some changes undertaken by the City to improve traffic flow of SR 169 will improve this, but traffic problems related to SR 169 are an exogenous issue.

Competitor Communities

Competitor communities include Black Diamond to the south that has a master plan for a mixed-use development that could include 6,000 residential units and one million square feet of commercial space. The City of Covington's Lakepoint mixed use will add a community gathering space, 1,320,000 sq. ft. of retail, 1,750+ residential units, many dining options, entertainment options, and 90,000 sq. ft. of office space. Other neighboring communities in South King County are also trying to attract economic-based businesses and some are pursuing economic development niches in particular sectors. Revenues from the Maple Valley's retail sales and use tax is the largest source of tax revenue



Element 1

ECONOMIC DEVELOPMENT

for the City, contributing 20% of City revenue in 2021, which points to the importance of retaining or growing the City's commercial base.

Regulatory Changes at the State

The state of Washington may make policy changes that negatively affect Maple Valley's economic development climate.



ECONOMIC DEVELOPMENT

GOALS AND POLICIES

The intent of the Economic Development Element is to improve the quality of life by encouraging a greater number and variety of commercial businesses that provide services and create employment opportunities for Maple Valley residents, as well as grow the tax base to take the burden off residential property tax.

The Element's six Goals address creating a culture of economic development in Maple Valley; maximizing the potential of key development opportunities; aligning efforts in land use, transportation, and infrastructure development; retaining and supporting businesses; attracting employers; and supporting the Maple Valley workforce. The policies presented below will guide future City initiatives that, together with private sector actions, will produce a strong economy. These ideas are expanded upon in the next section which focuses on implementation considerations. The result of these efforts will preserve and improve the quality of life that Maple Valley's residents and workers currently enjoy.

The Summary of the Local Economy contains background data and analysis, which describes the existing economic conditions of the City, and provides the foundation for the following Goals and Policies.

Goal ED-1: Develop a culture oriented to economic development in City services and communicate that priority within and outside the City.

Policies: ED-P1.1 Focus City and partner economic development efforts on the following priorities:

- Achieving the established vision for the City's built environment, including desired development of key sites.
- Cultivating entrepreneur and small business success.
- Attracting and retaining employers.
- Supporting BIPOC- and women-owned businesses and employers.
- Maintaining a competitive retail economy that focuses on the daily needs of regional residents and on the construction industry.
- Continuing to support and capitalize on City events and recreation attractions in line with its Natural Fit identity.
- Seeking opportunities to secure overnight lodging establishments over the long-term.
- Strengthening access to well-paying jobs and career development opportunities for all residents, particularly those with fewer resources.



ECONOMIC DEVELOPMENT

- ED-P1.2** Facilitate alignment and coordinated efforts among the EDC, Planning Commission, and City Council by providing ongoing economic development training that promote the benefits of economic development and expanding access to opportunity for all community members.
- ED-P1.3** Maximize economic development capacity by enhancing the scope and strategic role of the Economic Development Commission and engaging consultants when appropriate.
- ED-P1.4** Ensure there is a clear contact for economic development inquiries and issues within the City and a team to respond to broader issues and assume specific projects.
- ED-P1.5** Take a proactive, customer-service approach to facilitating investment that is in line with community priorities.
- ED-P1.6** Deepen ongoing relationships with regional and state partners such as the Port of Seattle Economic Development Partners, the Economic Development Council of Seattle-King County, the Puget Sound Regional Council, King County Government, the State of Washington, and other similar entities in positions to further Maple Valley's economic development interests.
- ED-P1.7** Evaluate options to maintain sufficient City revenues in the face of inflation and limitations on property tax increases, considering a range of financial strategies and tools.
- ED-P1.8** Promote Maple Valley as an attractive place to invest and do business through communications and sharing market data and analysis. Build on the community's Natural Fit identity and focus on being community-oriented, active, and close to nature.

Goal ED-2: Maximize the potential of key development opportunities to achieve Maple Valley's community vision and economic development aspirations.

- ED-P2.1** Pursue the Vision for **Downtown Maple Valley** as a walkable and bikeable, vibrant mixed-use destination that connects residents and visitors of all ages and features businesses that promote the artistic, cultural, and entrepreneurial spirit of the city's residents.
- ED-P2.2** Implement the City's plan for the **Legacy Site** to serve as a regional attraction directly connected to Downtown Maple Valley.
- ED-P2.3** Prioritize employment uses on the **Summit Place** property to ensure the City meets its employment and economic development goals, with secondary consideration of other uses.



ECONOMIC DEVELOPMENT

Goal ED-3: Use an approach to land use, transportation, and infrastructure development that advances the City's economic development priorities and diversifies the City's revenue base.

- Policies:**
- ED-P3.1** Employ the zoning code to maximize the economic development potential of existing commercial areas.
 - ED-P3.2** Pursue opportunities for mixed-use development and higher density development that are compatible with the City's character.
 - ED-P3.3** Seek to address potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.
 - ED-P3.4** Prioritize infrastructure projects that are beneficial to sites proposed for office campus, technology, and light/advanced manufacturing development.
 - ED-P3.5** Support infrastructure projects that facilitate development in commercial areas.
 - ED-P3.6** Encourage electric vehicle charging stations and other forward-looking infrastructure.
 - ED-P3.7** Continue to advocate for strong regional transportation and transit and micro-transit infrastructure to connect Maple Valley to the region.

Goal ED-4: Develop a business retention and expansion program and support efforts that foster small business development, entrepreneurship, and the creation of a wide range of employment opportunities for Maple Valley residents.

- Policies:**
- ED-P4.1** Continue to strive for an economy that includes many small to medium-sized employers and retailers who provide a range of employment opportunities, goods, and services for nearby residents.
 - ED-P4.2** Support business entrepreneurship, which may include support for home-based businesses.
 - ED-P4.3** Establish a business retention and expansion program that encourages dialogue with existing businesses. The program should aim to identify specific issues hindering the growth of both individual businesses and specific industries to help them succeed, expand, and create jobs in the City.
 - ED-P4.4** Prioritize support for businesses that provide well-paying jobs and locally-, women-, minority-, and non-native English speaker-owned small businesses, as well as start-up companies.



ECONOMIC DEVELOPMENT

ED-P4.5 Partner with the Maple Valley-Black Diamond Chamber of Commerce to maintain effective roles for business outreach efforts and ensure efforts that are inclusive of all business owners.

ED-P4.6 Support business development initiatives of the Maple Valley-Black Diamond Chamber of Commerce, Green River College Business Development Center, and similar partners, encouraging efforts that are inclusive of all business owners.

ED-P4.7 Cultivate a strong farmer's market focused on small businesses. Evaluate opportunities and partnerships to develop an indoor public market in support of small business entrepreneurship.

Goal ED-5: **Attract larger employers to the City to diversify the City's revenue base, provide employment opportunities for Maple Valley residents, and increase the City's daytime population.**

- Policies:**
- ED-P5.1** Gather and package detailed development data related to specific sites, market analysis, and workforce availability.
 - ED-P5.2** Build relationships within the regional development community.
 - ED-P5.3** Engage a broker or release requests for proposals when appropriate to spur desired development on the City's priority parcels.
 - ED-P5.4** Tell the Maple Valley story, raise awareness of site- and sector-specific development opportunities, and communicate the City's proactive efforts to supporting desirable investment.

Goal ED-6: **Build and promote existing and new relationships with workforce development organizations, training providers, and educational institutions to facilitate access to opportunity for Maple Valley's lower income residents and strengthen the City's workforce pipeline and its reputation for skilled workers.**

- Policies:**
- ED-P6.1** Collect and use third-party data to identify workforce development needs and opportunities, focusing on populations identified in the Summary of the Local Economy.
 - ED-P6.2** Support collaborative efforts of the Tahoma School District, Green River College, and other workforce partners to work with industry to develop curricula related to industry skill needs.



ECONOMIC DEVELOPMENT

RELATED CLIMATE POLICIES

The following policies from the City’s 2023 Climate Action and Resiliency Plan help guide the City’s economic development goals and policies.

Policies:	CR-P14	Develop a Green Jobs Strategy.
	CA-P8	Provide incentives or assistance to low-income homeowners for weatherization/energy efficient improvements.
	CA-P9	Provide education and outreach on existing incentive programs (C-PACER, PSE Rebates, etc.).
	CA-P25	Establish a sustainable purchasing policy.

IMPLEMENTATION CONSIDERATIONS

Maple Valley is in a good position to continue its proactive focus on economic development. As it does so, it should be mindful of the critical role that partnerships will play as it proceeds. The City’s small size and limited staff capacity, and its location in a competitive, multi-city metropolitan region, mean that Maple Valley will need to focus externally and internally. Cultivating partnerships with a range of groups in the region will be key to maximizing its capacity.

The following pages summarize implementation considerations for each of the six Goals presented in the preceding section.

Goal ED-1: Develop a culture oriented to economic development in City services and communicate that priority within and outside the City.

In the face of many competing needs and opportunities, it is important to focus the economic development efforts and resources of the City and its partners on shared priorities, including:

- Maintaining a competitive retail economy that focuses on the daily needs of regional residents and on the construction industry.
- Achieving the established vision for the City’s built environment, including desired development of key sites.
- Cultivating entrepreneur and small business success.
- Attracting and retaining employers.
- Continuing to support and capitalize on City events and recreation attractions in line with its Natural Fit identity.
- Seeking opportunities to secure overnight lodging establishments over the long-term.
- Strengthening access to opportunity for all residents.



ECONOMIC DEVELOPMENT

While the Economic Development Commission is an important player in advancing the City's economic development efforts, policy setting by the City Council and input from the Planning Commissioners are also very influential. It is important to make the case for economic development, describing the associated community benefits, and to work toward alignment among these three bodies through ongoing information sharing and education. Key messages include:

- The delivery of quality municipal services by the City of Maple Valley is reliant on a tax base that has traditionally come from residential property tax, as well as sales and use taxes on retail and construction activity. City expenses grow more quickly than its property tax receipts, and with the residential buildout of the City, it is important to diversify the tax base.
- Economic development can be achieved in Maple Valley without compromising the high quality of life residents currently value. In fact, economic development will provide additional close-in retail and service providers, employment opportunities, and a more robust, diversified tax base to support ongoing quality municipal services.
- New businesses may create new markets for existing businesses. Technology, office, and industrial development will employ a high density of workers per square foot that will increase the daytime population and support existing retail businesses, as well as spur demand for new retail businesses (e.g., cafes and business services).
- The possibility of increasing well-paying jobs in Maple Valley brings with it the possibility of increased daytime activity and population to patronize local businesses. It also brings with it the possibility that fewer residents will have to commute 20, 30, 60 minutes or more each way to a good job.
- Because it is unlikely that the City will expand geographically, the remaining large tracts need to be preserved for job growth.

The role of the EDC, staff with influence over economic development and land use, and consultants must be clear, and it is important to cultivate a City culture supportive of economic development as investment in the community is directly affected by land use decisions and the ability to work through city processes. Maple Valley is a small municipality and budget constraints may prevent it from hiring a full-time economic development staff person in the near term. The City may leverage consultants for some tasks and has established a single point of contact for developers, expanding businesses, or new prospects that walk through the doors of City Hall. Beyond establishing an initial point of contact, a team approach for follow-up on specific issues with individual businesses is necessary. Timely, efficient, and responsive follow-up is crucial to strengthen the City's claim of readiness and commitment to business. For example, such a team may include the City Manager, Public Works and Community Development Director, with other City employees assisting on an ad hoc basis when necessary.

The City will collaborate with local, regional, and state partners such as the Maple Valley/Black Diamond Chamber of Commerce, cities of Covington, Black Diamond, and Enumclaw, Port of Seattle Economic Development Partners, the Economic Development Council of Seattle-King County, the



ECONOMIC DEVELOPMENT

Puget Sound Regional Council, King County government, the State of Washington Department of Commerce, State legislative representatives, and other similar entities in positions to further Maple Valley's economic development interests. This entails ensuring partners have a good understanding of the community's economic development aspirations and assets, such as its strong workforce and key developable sites. Maintaining both organizational and individual relationships is important to ensuring information flow and referrals operate smoothly.

With these foundational pieces in place, the City will promote Maple Valley as an attractive place to invest and do business through multi-media communications, sharing market data and analysis, and by building on the community's Natural Fit identity and focus on being family friendly, active, and close to nature.

Goal ED-2: Maximize the potential of key development opportunities to achieve Maple Valley's community vision and economic development aspirations.

Maple Valley is fortunate to have many development opportunities with the ability to make significant contributions to the community's quality of life and economic development goals. This section briefly describes the vision and next steps for Downtown Maple Valley, the Legacy Site, and the Summit Property.

Downtown Maple Valley. The vision for Downtown Maple Valley is a walkable and bikeable, vibrant mixed-use destination that connects residents and visitors of all ages and features businesses that promote the artistic, cultural and entrepreneurial spirit of the city's residents. Important implementation steps include:

- Support property owners and developers who want to develop properties within the Downtown.
- Use the city-to-business video to encourage new businesses to develop and/or locate in the Downtown.
- Use proprietary and public software platforms to support outreach to targeted businesses.
- As the Downtown is developed, work with businesses to plan events in the Downtown to attract residents and nonresidents to spend time in the Downtown.
- As the Downtown is developed, consider relocating Hometown Holidays to Main Street.
- Develop a strategy to market downtown businesses at Maple Valley events and natural resource attractions like Lake Wilderness Park, Lake Wilderness Arboretum, and Black Diamond Natural Area.

The Legacy Site. The Legacy site is a 54-acre parcel owned by the City, located on Maple Valley Highway across from the Rock Creek Elementary School complex. It is located on the southeastern side of Lake Wilderness opposite the Lake Wilderness Lodge and Golf Course. Its development holds great potential



ECONOMIC DEVELOPMENT

to enhance residential quality of life and to attract year round regional visitors to Maple Valley which will support local businesses in the adjacent downtown. Important implementation steps include:

- Adopt the Legacy Site Master Plan.
- Implement revenue generating recommendations from the Master Plan.
- Analyze the potential use of Tax Increment Financing to provide infrastructure improvements on SE 260th Street.
- Secure funding, design and construct the SR 169 at SE 258th ST pedestrian bridge.
- Use revenue recommendations in Master Plan to construct regional attractions such as civic plaza with splash park and ice skating rink.
- Secure funding, design, and construct indoor public market.

Summit Place. Summit Place is a 122-acre property off Kent-Kangley Road SE and SE 228th Street owned by King County. It is previously home to nine holes of Elk Run Golf Course, wooded areas, and the County's 13-acre roads maintenance facility. The remainder of the site is vacant. Various voices have suggested that the property be maintained as parks and open space, developed as a residential/mixed-use property, or used for distribution and warehousing. The City has pursued use of the site as a Regional Learning and Technology Center concept, which could include both educational uses and technology or other office-based employment. While this concept has not been advanced by the market, the City maintains its commitment to seeing major employment uses on the property. Summit Place holds more than half of the City's capacity for additional employment under current zoning, and its use for this purpose is critical to the community's ability to meet its employment target and economic development goals. Concurrent other uses would be acceptable if they are compatible with this primary focus on employment.

Additional analysis is needed at this point to calibrate zoning and market the site in the best way possible. Important implementation steps include:

- Continue discussions with the owner of the property, King County.
- Engage Tahoma School District and Puget Sound Regional Fire to understand their potential interest in using a portion of the property.
- Consider conducting a site-specific market analysis and/or engaging a broker to evaluate the market potential and likely timeline for development of the site.
- Prepare the property for market by zoning it appropriately and potentially making infrastructure or other investments.



ECONOMIC DEVELOPMENT

Goal ED-3: Use an approach to land use, transportation, and infrastructure development that advances the City's economic development priorities and diversifies the City's revenue base.

Land use, transportation, and infrastructure are often cities' most effective tools for supporting economic development. It is important that Maple Valley's ongoing land use policy making and infrastructure spending is aligned with and supportive of its economic development goals.

The City will employ the zoning code to maximize the economic development potential of existing commercial areas by addressing use designations and pursuing opportunities for mixed-use development and higher density development that are compatible with the City's character. As this occurs, Maple Valley will seek to address potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure..

City infrastructure investments can serve to facilitate desired private investment and the City will support infrastructure projects that facilitate development in commercial areas. Examples might include use of tax increment financing or local improvement districts to finance infrastructure improvement projects.

Given the high volume of vehicular travel into and out of the community, the City will seek opportunities to support electric vehicle charging stations and other forward-looking infrastructure as a way to serve residents. The City will also continue to advocate for strong regional transportation, transit and microtransit infrastructure to connect Maple Valley to the region.

The City will continue to partner with King County Parks Department to support expanding and improving the Cedar to Green River Regional Trail which provides an active use spine throughout the community. We will connect neighborhoods to the trail and improve access locations to commercial areas.

Goal ED-4: Develop a business retention and expansion program and support efforts that foster small business development and entrepreneurship.

The City's vision is for an economy that includes many small to medium-sized employers and retailers. This enhances a local sense of place, creates more access to opportunity for local residents, and contributes to economic resilience. Because 70 to 80% of all job creation reportedly comes from existing companies, business retention and expansion (BRE) is considered the bedrock of an effective economic development program. At its most effective, business retention is a customer satisfaction program designed to gain intimate knowledge of local businesses and their industries, as well as to provide seamless service to address problems businesses face as they operate in a community.

The Greater Maple Valley-Black Diamond Chamber of Commerce already engages in many business retention and expansion activities. It serves as the "welcome wagon" for new businesses, refers businesses to service providers, provides networking opportunities, and advocates for business



ECONOMIC DEVELOPMENT

interests. It is the one with the information at its fingertips regarding inventory for businesses inquiring about locating or expanding in the City, and it helps existing businesses navigate the City process of inspections, licenses, fees, and other needs. By virtue of its existing work, the Chamber will continue to play an important role in business retention.

A formal business retention program goes further, with regular calls and visits to businesses. The City (perhaps in partnership with volunteers from its Economic Development Commission) will begin a program of identifying and calling on non-retail/primary/economic base firms that provide well-paying jobs and have the potential to grow in Maple Valley. This program will help the City better understand its business community and build relationships that can lead to firm growth and to the possible location of employers at the new sites it plans to develop as employment centers. The Chamber, with support of the City, would remain responsible for business retention activities that involve retail and local-serving businesses.

Although the Chamber currently plays an important role in BRE and will continue to do so, the City needs to be a participant in the process, and the division of responsibilities needs to be formalized so that the partners know their role and businesses know where to go for assistance. The City will develop a BRE program that maintains effective roles for business outreach efforts and is inclusive of all business owners. Key aspects of the program include:

- Engaging in dialogue with existing businesses. The program should aim to identify specific issues hindering the growth of both individual businesses and specific industries to help them succeed, expand, and create jobs in the City.
- Prioritized support for businesses that provide well-paying jobs and locally-, women-, and minority-owned small businesses, as well as start-up companies.
- Supporting business entrepreneurship, which may include support for home-based businesses, of which there are many in Maple Valley.
- Supporting the Maple Valley Pitch and Pivot program which offers EDC-led guidance for business entrepreneurs.

Maple Valley already has a strong farmer's market focused on small businesses. The City will evaluate opportunities and partnerships to develop an indoor public market in support of small business entrepreneurship.

Goal ED-5: Attract employers to the City to diversify the City's revenue base, provide employment opportunities for Maple Valley residents, and increase the City's daytime population.

Given its focus on growing its employment base and its key opportunity sites, the City will take an active role in attracting employers to Maple Valley. Given its "outer ring" location, this will require creativity and a committed long-term focus. The City must equip itself with key data points, including marketing materials describing Maple Valley's assets and the characteristics of key development



ECONOMIC DEVELOPMENT

opportunities and sites. The City will raise awareness by building relationships within the regional development community and engaging a broker or releasing requests for proposals when appropriate to spur desired development on the City's priority parcels.

Working with the EDC, tell the Maple Valley story, raise awareness of site- and sector-specific development opportunities, and communicate the City's proactive efforts to supporting desirable investment. Promoting a business summit is one strategy the City may deploy in these areas.

Goal ED-6: Build and promote existing and new relationships with workforce development organizations, training providers, and educational institutions to strengthen the City's workforce pipeline and its reputation for skilled workers.

The Summary of the Local Economy found a stark disparity in incomes for renters versus homeowners in Maple Valley. Renter households have median incomes less than half the size of homeowner households (\$64,167 compared to \$133,233).⁴ While margins of error are high for small communities such as Maple Valley, disaggregation by race and ethnicity suggest that BIPOC residents have much higher representation among renter households in Maple Valley.⁵ Outreach to renter households could fill in important data gaps to understand the employment profiles and aspirations of these residents. Job training and employment access programs could focus on renter households to address racial disparities and provide benefits to those in greatest financial need.

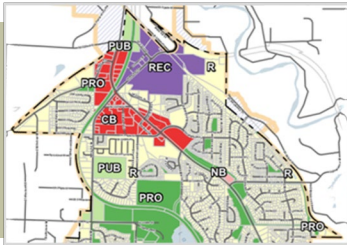
An additional metric of income is the established national poverty level. In Maple Valley, 3.8% of families have incomes that fall below this line. This rate, however, is particularly high for single mother-led households: 19% of these families in Maple Valley are below the poverty level.⁶ In addition to renter households, single mother-led households are another important focus group for expanding and improving employment opportunities or assistance programs.

The City will seek to collect additional data from these subpopulations and use third-party data to identify workforce development needs and opportunities. Based on these insights, the City will support efforts of the Tahoma School District, Green River College, and other workforce partners to work with industry to develop curricula related to industry skill needs, especially in STEAM (Science, Technology, Engineering, Arts, and Mathematics) education.

⁴ ACS 5-year Estimates Table S2503, 2021

⁵ Ibid. See Housing Inventory and Needs Assessment, Exhibit 11, for detail.

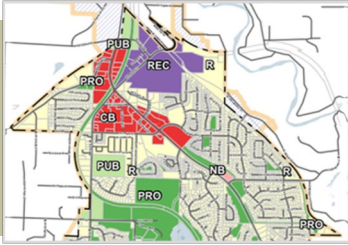
⁶ 2020 ACS 5-year data, summarized by [PSRC](#)



Element 2
LAND USE

**LAND USE ELEMENT
 TABLE OF CONTENTS**

LAND USE OVERVIEW 2
 Growth Targets and Land Capacity 2
 GOALS & POLICIES 3
 Citywide Land Use Pattern 3
 North Commercial Center 8
 South Commercial Center 10
 Cultural Resources 14
 Essential Public Facilities 14
 Annexation 15
 Urban Food Systems 16
 RELATED CLIMATE POLICIES 17



LAND USE OVERVIEW

The primary purpose of the Land Use Element is to describe the general pattern of land uses to achieve the City's vision for the future. There are many requirements that the Land Use Element must meet. These are outlined in the Growth Management Act (GMA), Puget Sound Regional Council Vision 2050, and King County Countywide Planning Policies. Some key requirements include:

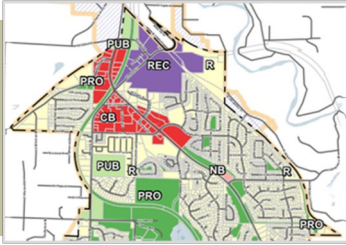
- Designate sufficient land to meet the City's 20-year growth targets for jobs and housing.
- Designate land use patterns that support comprehensive planning objectives including:
 - Accomplishment of the City's vision (see Vision Element)
 - Efficient provision of capital facilities, utilities, and other public services
 - Healthy and active living
 - Environmental health
 - Equity and social justice
 - Hazard resilience

These requirements are met through the Land Use Element goals and policies, the Official Comprehensive Plan Map, through related policies in other Comprehensive Plan elements, and through implementation in the City's code.

Growth Targets and Land Capacity

Maple Valley must plan for jobs and housing growth targets that are provided by the state and county through a regional process. The targets are for net new jobs and housing units projected to be needed from 2019-2044 as Maple Valley's population grows. Maple Valley's targets are 1,570 jobs and 1,720 housing units. The housing target is further broken down into specific sub-targets for income level and type of housing.

Maple Valley has a combination of developable land and zoning designations that make it possible to achieve the jobs and housing targets. This combination is referred to as "land capacity." The 2021 King County Urban Growth Capacity report showed Maple Valley had sufficient land capacity to meet its jobs target. No land use changes have occurred since then that would jeopardize employment capacity. The report also found that the City had capacity to meet its housing target, but the report did not provide information about the City's housing sub-targets. For this reason, the City conducted housing land capacity analysis as part of the 2024 Comprehensive Plan update. This work is documented in the Housing Element Technical Appendix. With changes to development standards that were adopted as part of the 2024 Comprehensive Plan update to reduce barriers to building emergency and supportive housing, the City has capacity to meet its housing growth targets.



Element 2 LAND USE

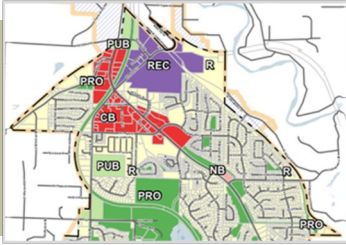
GOALS & POLICIES

Citywide Land Use Pattern

Goal LU-1: Develop a land use pattern that implements Maple Valley’s vision for the future, consistent with the Growth Management Act, the Vision 2050 Regional Growth Strategy, and the King County Countywide Planning Policies (KCCPPs).

- Policies:**
- LU-P1.1** Ensure the Official Comprehensive Plan Map shown in Figure 2.1 sets forth a land use pattern that reflects the vision, goals, and policies in this Comprehensive Plan.
 - LU-P1.2** Show the distribution, location, and physical extent of the land use designations on the Official Comprehensive Plan Map (Figure 2.1).
 - LU-P1.3** Adopt the Official Comprehensive Plan Map land use designations shown in Figure 2.2.
 - LU-P1.4** Ensure compatibility between land uses through measures such as buffers, transitions between different intensities and types of uses, and context-sensitive design.
 - LU-P1.5** Encourage new development, redevelopment, and infill development to help implement this Comprehensive Plan. Promote the advantages of the City’s location at the leading edge of the southeast metropolitan urban growth area, with transportation linkage to SeaTac, Boeing Field, 1-5 North/South, I-90 East and 1-405 North by SR 18, SR 169 and SR 516.
 - LU-P1.6** Meet the household and job growth targets assigned to Maple Valley by the King County Countywide Planning Policies (KCCPPs).
 - LU-P1.7** Encourage a wide range of housing types in residential and mixed use districts that meet community needs, consistent with guidance in the Housing Element, including consideration of middle housing in all residential zones.
 - LU-P1.8** Promote economic vitality, enhanced goods and services and job creation opportunities, consistent with guidance in the Economic Development Element.
 - LU-P1.9** Increase the City’s jobs to housing ratio to strengthen and diversify the tax base and local jobs opportunities, consistent with the City’s growth targets and the Vision 2050 regional growth strategy.

Element 2
LAND USE



- LU-P1.10** Use a coordinated approach to land use, transportation, and infrastructure planning to achieve desired land use patterns, strengthen the City's multimodal transportation network, and efficiently provide public services and facilities. See related guidance in the Transportation Element, Capital Facilities Element, and Utilities Element.
- LU-P1.11** Concentrate new development in the City's North and South Commercial Centers and leverage this growth to improve public services and facilities in these areas including pedestrian, bicycle, and transit infrastructure. Support both centers in developing a mix of quality housing, jobs, and services. Encourage transportation connections between the two centers.
- LU-P1.12** Lead creation of a built environment that enables residents to incorporate physical activity and access to nature into their daily lives, with a robust network of non-motorized connections, parks, and green spaces. See related guidance in the Parks Element and the Environmental Quality Element.
- LU-P1.13** Protect the scenic beauty, water quality, wildlife habitat areas, open spaces, and cultural resources that contribute to the Maple Valley quality of life. See related guidance in the Parks Element and the Environmental Quality Element.
- LU-P1.14** Engage all community members in planning for the City's land use pattern, including those who have historically been less involved and those who are most likely to be impacted by policy updates.
- LU-P1.15** Ensure City land use decisions fairly distribute benefits and burdens across demographic groups, considering existing inequities and health disparities faced by historically marginalized or underprivileged community members.
- LU-P1.16** Consider the impacts of land use decisions on existing residents and businesses and strive to avoid or mitigate displacement.
- LU-P1.17** Ensure business land uses with low employment density and large footprints such as public storage facilities support the growth targets and economic development goals and policies in the Comprehensive Plan, and make code updates if needed to change how such uses are regulated.

Element 2
LAND USE

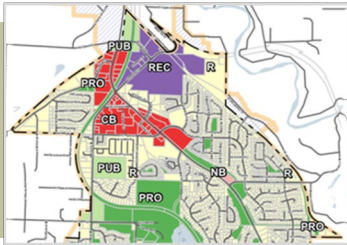
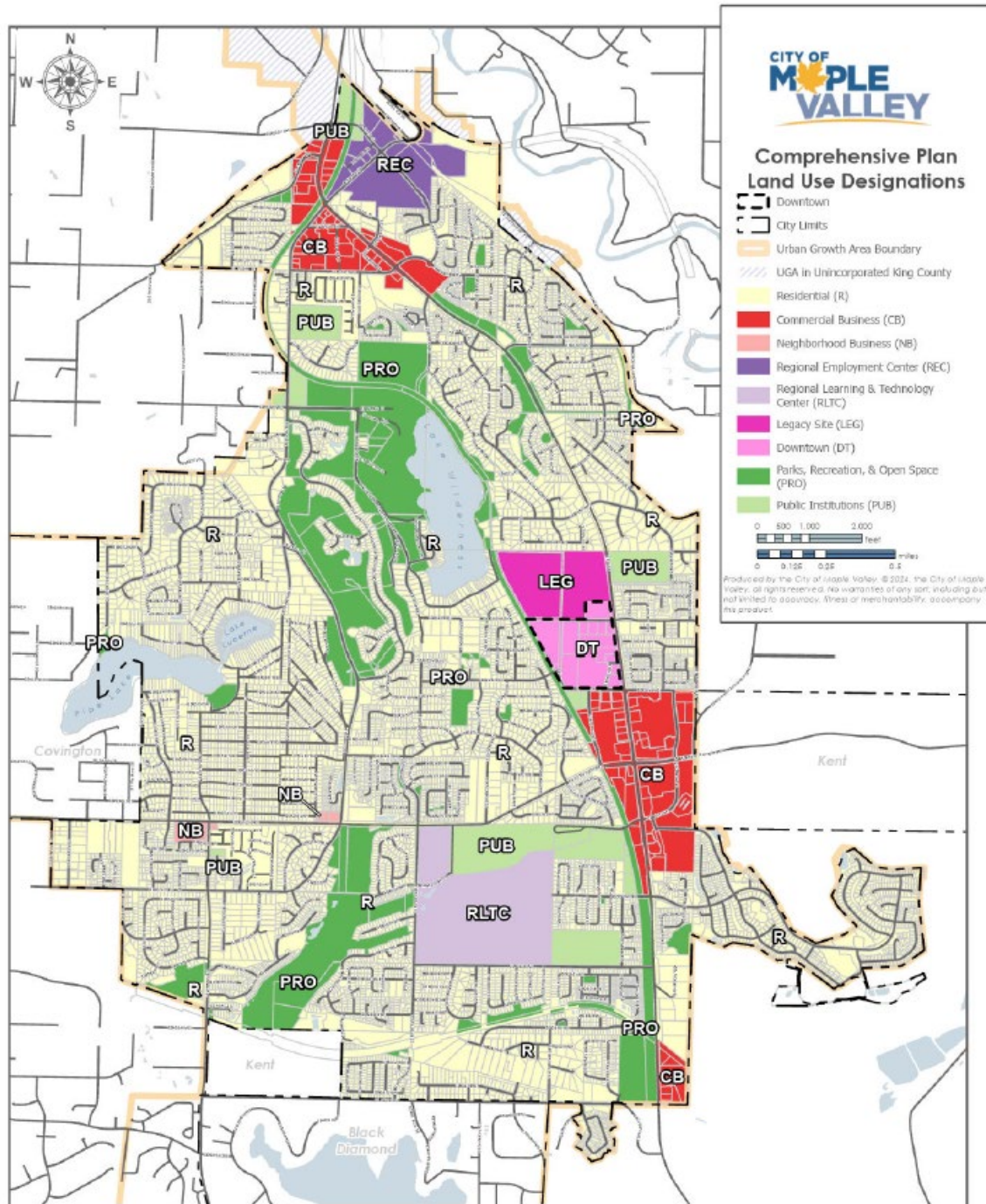
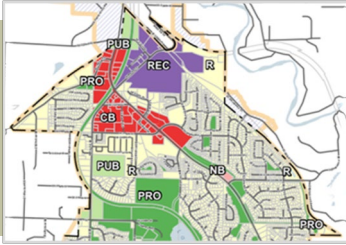


Figure 2.1 – Official Comprehensive Plan Map



OFFICIAL COMPREHENSIVE PLAN MAP

AS RECOMMENDED BY THE COMMUNITY DEVELOPMENT DEPARTMENT AND THE PLANNING COMMISSION AND ADOPTED BY CITY COUNCIL
 ADOPTION DATE: NOVEMBER 12, 2024, EFFECTIVE DATE: NOVEMBER 20, 2024, ORDINANCE NO. O-24-831



LAND USE DESIGNATIONS

Note: This table defines the land use designations for the City’s Official Comprehensive Plan Map. It describes the types of uses intended for each land use designation. In some cases, a range of densities is appropriate within the same land use designation. The City’s Official Zoning Map provides details on allowed densities in specific locations. The City’s development code provides detail on specific permitted and conditional uses allowed in each zoning designation.

Residential (R)

This designation applies to areas of the City intended primarily for residential use. A wide range of residential uses are encouraged here, from accessory dwelling units (ADUs), single family homes, missing middle housing, to multifamily housing. Residential uses can include ownership, rental, group, supportive, emergency, and other specialized housing that supports the goals and policies in this Plan. Limited non-residential uses are appropriate in the R designation so long as they are compatible; this may include but is not limited to civic and public uses, child care centers, home-based businesses, and small neighborhood-scale business such as coffee shops.

Note: As of 2023, the City’s existing residential neighborhoods are primarily characterized by single-family developments. The goals and policies in this Plan are intended to encourage for a broader range of residential uses in the future, while protecting the quality of life of existing neighborhoods through provision of public services and facilities, environmental stewardship, and land use compatibility measures.

Regional Employment Center (REC)

This designation is intended for office and light industrial uses that provide well-paying jobs and may not require arterial visibility. Supporting commercial retail and service uses should be encouraged to serve workers in the REC designation. Uses in the REC designation should not adversely impact surrounding areas and should be buffered from adjacent residential properties.

Regional Learning and Technology Center (RLTC)

This designation is intended for office and educational uses that provide well-paying jobs, school services, and workforce training. Desired supporting uses include commercial retail and services. This area is identified as a local center.

Note: Per Policy LU-P7.3, the City may consider allowing a wider range of supporting uses in the RLTC designation if needed to increase the marketability of the former Summit Place site.

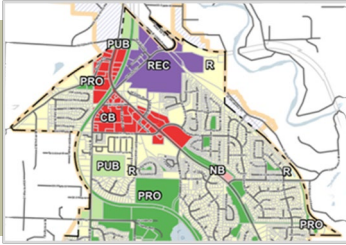
Downtown (DT)

The Downtown designation provides for the evolution of a walkable, attractive, and economically vibrant mixed-use center in the heart of the City, with multimodal connectivity in all four directions. This designation encourages commercial, residential, and civic uses developed at moderate densities. This area is identified as a local center.

Commercial Business (CB)

This designation is for commercial centers with larger-scale and more intensive retail sales and services than found in neighborhood business centers. A broad range of commercial uses are appropriate here, including those which typically require outdoor display and/or storage of merchandise, greater parking requirements, and generate noise and traffic impacts as a part of their operations. Such uses include but are not limited to

Element 2
LAND USE



shopping centers, grocery stores, offices, and restaurants. Supportive moderate density residential uses are also encouraged to co-locate residents with jobs and services.

Neighborhood Business (NB)

This designation is for small-scale commercial areas serving local neighborhoods with a limited range of retail sales and services that meet every day needs. Appropriate uses include but are not limited to eating and drinking places, professional and personal services, automotive service stations, and neighborhood grocery and convenience stores. Residential uses are also appropriate as a secondary use if they are compatible with neighborhood businesses.

Legacy Site (LEG)

The Legacy Site designation is intended to encourage an active forest, civic uses, outdoor recreation, public/private partnerships that encourage entrepreneurship and small businesses while providing pedestrian and vehicular connectivity to the adjacent Downtown overlay area.

Public Land Uses (PUB)

This designation applies to land intended for public purposes. Public purposes include but are not limited to government-owned or operated administrative and maintenance facilities, school sites, park and ride facilities, supportive and emergency housing sites, the Regional Emergency Operations Center, fire stations, the Maple Valley Library, museums, skate board park, and the Greater Maple Valley Community Center.

Parks/Recreation/Open Space (PRO)

This designation applies to lands intended to provide parks, recreation, and open space services. PRO designation uses include active and passive recreation, as well as environmental uses that do not provide recreation such as green spaces and urban forests. PRO uses may include activities that occur within structures and do not have an open space component. PRO sites may be operated as for-profit entities with special purpose recreation facilities, such as ice arenas, swimming pools, golf courses, or live performance theaters. Secondary commercial uses may be appropriate in conjunction with these facilities including eating and drinking establishments, small conference facilities, and associated retail.

Figure 2.2 – Comprehensive Plan Land Use Designations

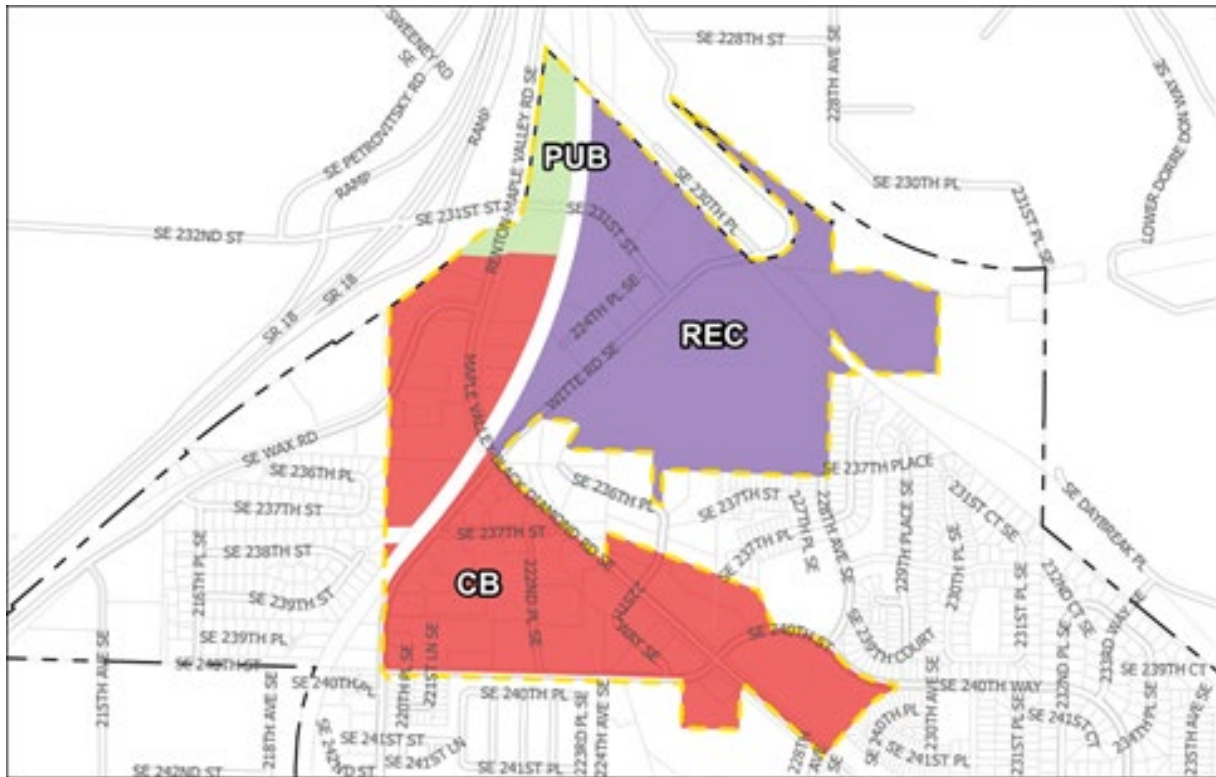
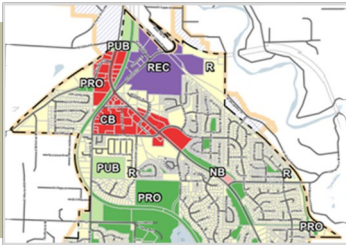


Figure 2.3 – North Commercial Center

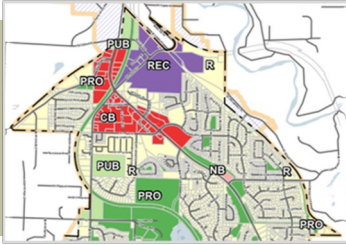
North Commercial Center

Maple Valley has two mixed-use commercial centers, the North Commercial Center and the South Commercial Center. These are the community’s hubs for jobs, retail, services, and mixed use housing options. Each has their own character and role to play in supporting Maple Valley’s vision for future growth and development. This area is identified as a local center.

The North Commercial Center is composed of three land use designations: REC, CB, and PUB. The REC designated area has become mostly built-out in recent years with a combination of longstanding businesses and a new Amazon facility. As of 2024, there is still some land capacity available for redevelopment and creation of new jobs in the REC.

The CB designated areas include a mix of newer and older shopping centers along SR 169. In 2021, the City adopted code amendments for its commercial, mixed-use zones that apply to CB designated areas. The code amendments require a minimum of 35% commercial for new mixed use development. Under this code, the existing mix of uses in the CB designated areas will likely shift to have more residential uses in the future such as apartments.

The PUB designated areas include key multimodal transportation facilities that help connect the North Commercial Center to other parts of Maple Valley and to the greater region, such as the Park



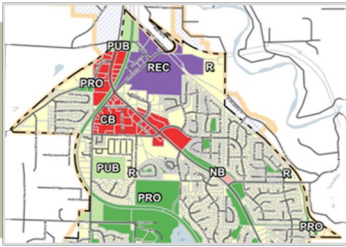
Element 2 LAND USE

and Ride and the Green to Cedar Rivers Trail. A police facility is also located in the PUB area. As of 2023, there are a few acres of undeveloped PUB land that could potentially be developed in the future to address public purpose needs.

Goal LU-2: Promote infill development in the North Commercial Center that provides jobs and commercial services, supports housing needs, efficiently utilizes space and infrastructure, and fosters a pleasant built environment supportive of the land use designations in the North Commercial Center.

- Policies:**
- LU-P2.1** Require this area's overall topographical grading, internal circulation, and linkages to the surrounding road network to be reviewed and approved with the City's development process.
 - LU-P2.2** Promote infill development in the CB designations in the North Commercial Center.

Element 2 LAND USE



The northernmost part of the South Commercial Center is the Legacy site. This City-owned property was purchased in 2000. As of 2024, it is mostly undeveloped and forested; existing uses include a local trail network and an area for holding the farmer's market. The site is directly north of Maple Valley's planned future Downtown. The City intends to strategically develop parts of the Legacy site to create exceptional civic places and public amenities that are connected to the Downtown and that are designed to be regional attractions as well as vibrant meeting places for the whole Maple Valley community. The City is in the process of developing a master plan for the Legacy Site.

The City's future Downtown is south of the Legacy site, as shown in Figure 2.4. The City adopted design standards in 2023 to support creation of the City's desired Downtown built environment as redevelopment occurs over time, including creation of a pedestrian-oriented main street. As of 2024, the future Downtown area has a mix of existing residential and commercial properties of varying densities and ages that are privately owned. Redevelopment and infrastructure investments will be needed to accomplish the Downtown vision.

South of the future Downtown is the Four Corners commercial area, shown as CB in Figure 2.4. This area is focused around the SR 169/Kent Kangley intersection. As of 2024, it is developed primarily with a mix of low-density, auto-oriented commercial uses and moderate density apartments. Many buildings in this area are relatively new and are likely to remain for some time. There are opportunities through infill and redevelopment to increase the mix of uses and walkability.

South of Four Corners are public land uses including Tahoma High School, Summit Park, and local and regional trail access points. These uses play an important role in connecting community members.

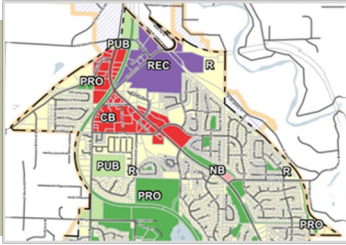
South of the public uses is the Summit Place property. This property is designated as the Regional Learning and Technology Center (RLTC). This site has long been identified by the City as a future employment center. Successful development of the site is critical to meeting the City's jobs growth target. The site's location next to Tahoma High School and businesses in the South Commercial Center presents opportunities for synergy between the education and commercial sectors. As of 2023, the site is owned by King County and is undeveloped.

Goal LU-3: Encourage increased density and walkability in the South Commercial Center with a mix of complementary land uses including commercial, residential, civic, educational, and workforce training.

LU-P3.1 Ensure City plans and codes support the vision for the South Commercial Center as a whole, and also for its key sites.

LU-P3.2 Collaborate with property owners and other partners on implementation.

LU-P3.3 Use investments in public facilities as a catalyst to private investment in the South Commercial Center.



Legacy Property

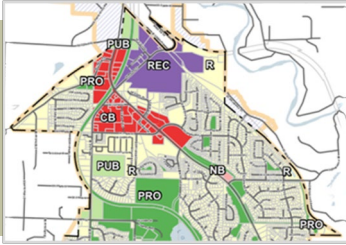
Goal LU-4: Strategically develop the Legacy site to create exceptional civic places and public amenities that are connected to the Downtown and that are designed to be regional attractions as well as vibrant meeting places for the whole Maple Valley community.

- Policies:**
- LU-P4.1** Ensure an active pedestrian environment. Provide bicycle and pedestrian connections to regional trails, nearby natural areas, and public uses as well as adjacent residential and activity centers.
 - LU-P4.2** Provide vehicle and pedestrian connectivity and pedestrian amenities connecting to Downtown.
 - LU-P4.3** Seek to provide distinctive architecture scale that complements the environment and an inspirational design that ties together the entire site.
 - LU-P4.4** Consider creative financing strategies such as public/private partnerships that could help to develop desired uses such as a permanent public market space offering access to healthy food options, a civic plaza with splash park, and an ice skating rink. A public/private partnership could take many forms, including shared facilities, land leases, infrastructure support, financial incentives, special entitlement procedures (e.g., tax abatement), and many more.
 - LU-P4.5** Reflect the unique character of the environment. Implement design that emphasizes the Northwest wilderness and spirit of adventure that typifies the area.
 - LU-P4.6** Encourage opportunities for informal community gathering through streetscape design, public art, and landscape standards.
 - LU-P4.7** Assist in the formation of plazas, exterior terraces, and promenades to expand the range of cultural activities and opportunities that are recognized as places that attract the whole community.
 - LU-P4.8** Adopt a master site plan for the Legacy Site. A draft master plan was developed in 2022 and has not yet been adopted.

Downtown

Goal LU-5: Encourage development of the Downtown as called for in the City's adopted Downtown design standards and guidelines.

- Policies:**
- LU-P5.1** Consider ways to incentivize private development, such as City construction of Downtown infrastructure, a property tax exemption program, or using Tax Increment Financing.



- LU-P5.2** Coordinate with landowners on time horizons for development and offer support finding relocation options in the city or the greater area.
- LU-P5.3** Offer incentives for aggregating or subdividing properties, in cases where this would support implementation of the Downtown design guidelines and desired multimodal transportation network.

Four Corners

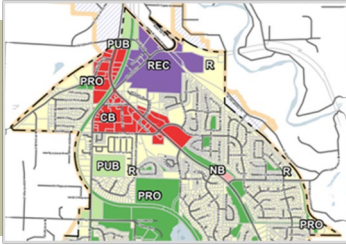
Goal LU-6: Encourage a mix of commercial and residential infill development in Four Corners that supports the City’s growth targets, efficiently utilizes space and infrastructure, and contributes to a walkable and attractive built environment.

- LU-P6.1** Work with property owners to plan for long-term development of an internal street network, consisting of either public rights-of way or private easements across the parking lots of adjacent properties.
- LU-P6.2** Encourage the development of both horizontal and vertical mixed-use development.

Regional Learning and Technology Center

Goal LU-7: Encourage development of the Regional Learning & Technology Center (RLTC) site, prioritizing employment uses to ensure the City meets its employment growth targets and economic development goals.

- Policies:**
- LU-P7.1** Engage with the property owner and other potential partners to explore development options for the site. Potential partners could include the Tahoma School District, Puget Sound Regional Fire Agency, local community colleges and vocational training programs, and local businesses.
 - LU-P7.2** Conduct a site-specific market analysis or engage a broker to evaluate the market potential and likely timeline for development of the site.
 - LU-P7.3** Any rezoning should prioritize supporting the City’s employment growth targets and economic development goals. Secondary uses that could be considered include residential and parks and open space. Residential uses could include housing designed for students and workers.
 - LU-P7.4** Take the lead in working with current and potential future property owners to create a Master Plan to lay out multimodal circulation and connectivity to the surrounding area, and to ensure compatibility with adjacent residential neighborhoods.



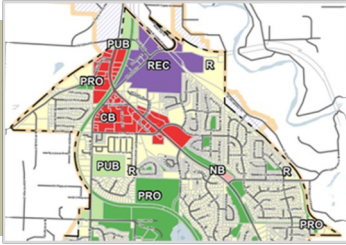
Element 2 LAND USE

Cultural Resources

- Goal LU-8:** Honor Maple Valley's history and culture, starting with tribal history in the area and continuing through settlement and incorporation to the present day.
- Policies:**
- LU-P8.1** Encourage the protection, preservation, recovery, and rehabilitation of significant archaeological resources and historic sites.
 - LU-P8.2** Consider the impacts of new development on historical resources as part of the environmental review process, including culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.
 - LU-P8.3** Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.
 - LU-P8.4** Encourage the incorporation of open space into the design and preservation of historic properties.
 - LU-P8.5** Coordinate with community organizations regarding their future visions and plans.
 - LU-P8.6** Reflect the history of Maple Valley in its civic architecture and the City's design standards.

Essential Public Facilities

- Goal LU-9:** Administer a process for siting essential public facilities that protects Maple Valley's interests while being consistent with the provisions of the Growth Management Act.
- Policies:**
- LU-P9.1** King County, the City and neighboring cities, and special purpose districts, if advantageous, should share essential public facilities to increase efficiency of operation.
 - LU-P9.2** King County and the City should ensure that no racial, cultural, class, or other disadvantaged group is unduly impacted by essential public facility siting or expansion decisions.
 - LU-P9.3** King County and the City should strive to site essential public facilities equitably countywide. No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors.
 - LU-P9.4** A facility may be determined to be an essential public facility if it has one or more of the following characteristics:
 - a. The facility meets the Growth Management Act definition of an essential public facility. (Per RCW 36.70A.200, essential



Element 2 LAND USE

public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and inpatient facilities including substance use disorder treatment facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020.)

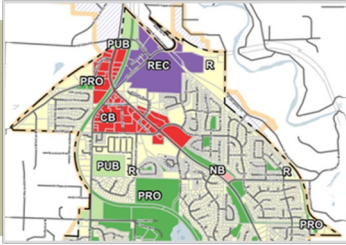
- b. The facility is on a State, County or local community list of essential public facilities.
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system.
- d. The facility is difficult to site or expand.

LU-P9.5

Collaborate with regional partners to complete the following work to inform the siting of proposed new, or expansions to existing, essential public facilities:

- a. An inventory of similar existing essential public facilities, including their locations and capacities.
- b. A forecast of the future needs for the essential public facility.
- c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities.
- d. An analysis of alternatives to the facility, including decentralization, conservation, demand management, and other strategies.
- e. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process.
- f. An analysis of environmental impacts and mitigation.
- g. Extensive public involvement.

Annexation



Element 2 LAND USE

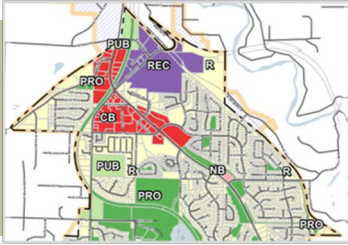
Goal LU-10: Facilitate annexations within the City's Potential Annexation Areas.

- Policies:**
- LU-P10.1** Monitor King County policy regarding urban growth area expansions and future land uses within the rural area within the City's primary market area.
 - LU-P10.2** Coordinate with King County to consider adding to the City's Designated Potential Annexation Areas.
 - LU-P10.3** Coordinate with King County to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.
 - LU-P10.4** Upon the annexation of any PAA into the City, amend the Future Land Use Map to reflect the appropriate land use designations.

Urban Food Systems

Goal LU 11: Promote access to healthy food resources for all residents.

- Policies:**
- LU 11.1** Establish development regulations that allow for healthy food resources as a permitted use and provide for on-site sale and delivery of healthy foods, on public and private property, where appropriate.
 - LU 11.2** Encourage and support urban agricultural activities, including through the use of public lands such as continuing to partner and support the Farmers Market at the Legacy Site. Urban agricultural activities may include farmers markets, farm stands, community supported agriculture (CSA) drop-off sites, community gardens, pea patches, school gardens, and home gardens.
 - LU 11.3** Where appropriate, support joint-use agreements for publicly or privately owned sites for uses such as community gardens and pea patches.
 - LU 11.4** Consider development incentives, grants, and other funding sources to support development of urban agriculture sites and programming.



Element 2 LAND USE

RELATED CLIMATE POLICIES

The following policies from the City's 2023 Climate Action and Resiliency Plan help guide the City's land use goals and policies.

Policies:	CR-P3	Develop and implement codes that reduce the urban heat island effect and provide passive cooling
	CR-P7	Identify and protect environmentally critical areas
	CR-P8	Protect wildlife corridors to minimize habitat fragmentation
	CA-P1	Revise zoning and planning policies to align with climate action.



Element 3
HOUSING

**HOUSING ELEMENT
TABLE OF CONTENTS**

HOUSING OVERVIEW..... 2

HOUSING ANALYSIS..... 2

 Housing Growth Targets..... 2

 Other Housing Needs 3

 Addressing Racial Disparities in Housing..... 3

 Housing for People with the Lowest Incomes..... 6

GOALS & POLICIES 7

RELATED CLIMATE POLICIES 11



Element 3 HOUSING

HOUSING OVERVIEW

This Housing Element contains goals and policies to guide City actions to address housing needs in Maple Valley for the coming twenty years. The goals and policies are supported by information in the Housing Element Technical Appendix. Significant updates were made to this Housing Element as part of the 2024 Comprehensive Plan update to reflect new state and regional policy guidance. Beginning in 2021 with adoption of House Bill 1220, major changes were made to Housing Element requirements in the state Growth Management Act and in related regional guidance provided by the Puget Sound Regional Council Vision 2050 and the King County Countywide Planning Policies.

HOUSING ANALYSIS

The goals and policies in this element are supported by analysis contained in the Housing Element Technical Appendix and by input from community members and other planning partners (see Community Engagement Appendix). Following is a summary of key information.

Housing Growth Targets

Maple Valley must plan for housing growth targets that are provided by the state and county through a regional process. The targets are for net new housing units projected to be needed from 2019-2044 as Maple Valley's population grows. The targets are broken out by income level. They also include specific targets for permanent supportive housing and emergency housing. In order to meet these targets, the majority of new housing built in the city would need to be affordable to households earning less than 50% Area Median Income (AMI). Housing development affordable at this level usually requires subsidies or other incentives.

Maple Valley 2019-2044 Housing Growth Targets

- Total Housing Units: 1,720
 - 0-30% AMI: 827
 - Permanent Supportive Housing (PSH): 285
 - Non-PSH: 542
 - 30-50% AMI: 320
 - 50-80% AMI: 26
 - 80-100% AMI: 72
 - 100-120% AMI: 81
 - >120% AMI: 394
- Emergency Housing Units: 329



Element 3 HOUSING

The City is not responsible for providing housing. Many aspects of the housing market are outside of the City's control. Under state law, the City must ensure its land use designations and development regulations provide enough land capacity for growth targets to be met. Additionally, state law requires the City to make adequate provisions within its power to address housing needs. The City conducted analysis on land capacity and adequate provisions following guidance provided by the state.

Other Housing Needs

Maple Valley has other housing needs in addition to serving a growing population with diverse incomes. Important other housing needs are listed below. These needs were identified through engagement and through a housing needs assessment. Summaries of engagement activities are included in the Comprehensive Plan Engagement Appendix. The housing needs assessment is included in the Housing Element Technical Appendix.

- Less expensive housing options for existing residents
- Increased housing options for seniors, singles, people with disabilities, and people working in Maple Valley's service industry
- A wider range of housing types, for both rent and ownership
- Increased ratio of community services to housing
- Increased ratio of job opportunities to housing
- Mitigating for displacement risk as the city redevelops over time
- Addressing racial disparities in housing conditions

Addressing Racial Disparities in Housing

Racial disparities occur when policies, practices, rules or other systems result in a disproportionate effect on one or more racial groups. Disparities in housing measures among different racial and ethnic groups are evidence of this. As part of the analysis conducted for this Housing Element, the City found the following racial disparities in Maple Valley housing: homeownership rates, cost burden, and regional segregation. This element includes policies that support more equitable outcomes.

Racial Disparities in Maple Valley

Homeownership rates in Maple Valley are significantly lower among Black and Pacific Islander households (Figure 1.1). People who are black, indigenous, or of color (BIPOC) are more likely to be cost-burdened (Figure 1.2). Maple Valley has low levels of segregation within the city limits, meaning people of different races are living among each other (Figure 1.3). This is a positive sign and suggests aspects of Maple Valley's housing market and local regulatory framework support equity. However,

Element 3
HOUSING



Maple Valley is contributing to a regional pattern of segregation. There are fewer people of color living in Maple Valley compared to the county’s overall population (Figure 1.4).

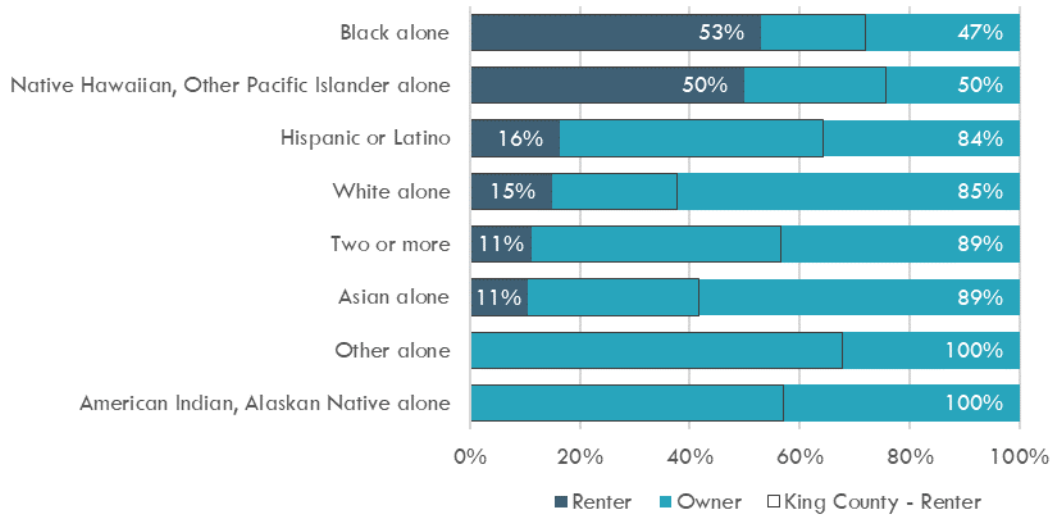


Figure 1.1 – Household Tenure by Race and Ethnicity in Maple Valley Relative to King County, 2021
Sources: American Community Survey 5-year Estimates, 2017-2021; BERK 2023.

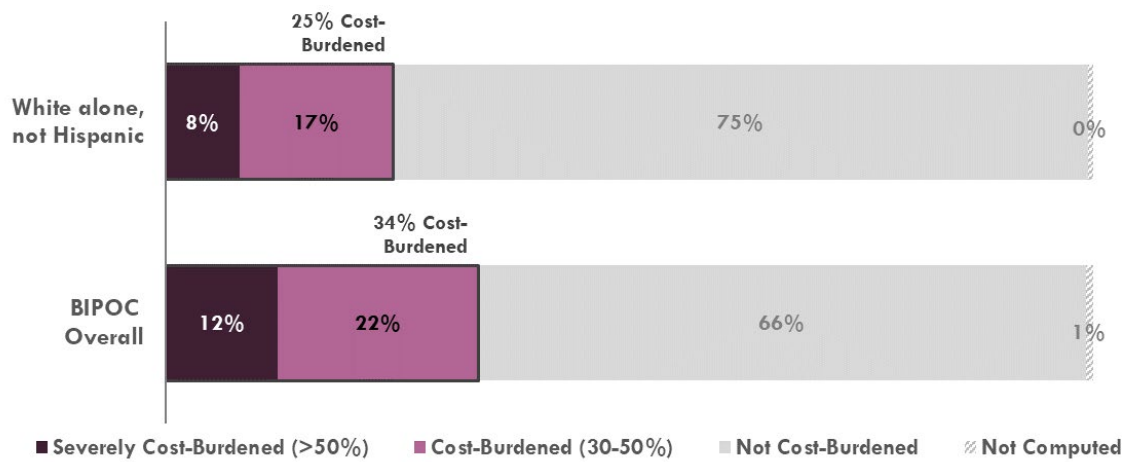


Figure 1.2 - Cost Burden Status by Race and Ethnicity in Maple Valley, 2019

Sources: U.S. Department of Urban Housing and Development, Comprehensive Housing Affordability Strategy Data, 2015-2019; BERK 2023.



Element 3 HOUSING

	Asian alone	Black alone	Hispanic or Latino	All BIPOC
Maple Valley	0.18	0.17	0.11	0.09
King County	0.35	0.50	0.32	0.28

Figure 1.3 - Dissimilarity Index for Maple Valley Compared to King County as a Whole, 2020

Note: Areas with a dissimilarity index score of 0.4 or less are considered to have a low level of segregation. See Housing Element Technical Appendix for details.

Sources: U.S. Decennial Census, 2020; BERK 2023.

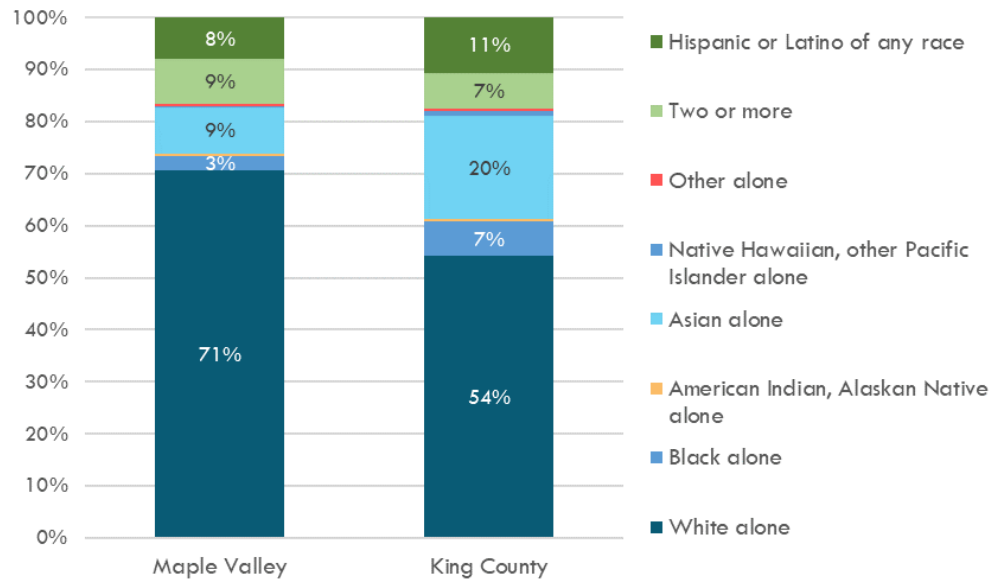


Figure 1.4 - Percentage of Population by Race and Ethnicity in Maple Valley and King County, 2020

Sources: U.S. Decennial Census, 2020; BERK 2023

Strategy for Addressing Racial Disparities

The City reviewed its housing regulatory framework and found that it can make the biggest difference in addressing racial disparities by supporting housing affordability. Greater housing affordability could improve homeownership rates, reduce cost-burden, and improve housing access for people living in the greater region. Many policies in this Housing Element support improved housing affordability. Examples include Policy HO-P2.2 which calls for updating City code to be more supportive of middle housing types such as duplexes and townhomes, and Policy HO-P1.4 which calls for developing City programs that support housing growth targets for all income levels, such as a multifamily tax exemption (MFTE) program or an affordable housing incentive program. Additionally, Policy HO-P2.13 calls for consideration of the creation of a community land trust.



Element 3 **HOUSING**

Housing for People with the Lowest Incomes

The greatest need for new housing in Maple Valley over the next two decades will be for people with the lowest income levels, based on the housing growth targets. Currently there is limited housing stock in the City serving these income levels. The City is committed to working to change this. Policy HO-1.4 calls for supporting all housing growth targets, including targets for the lowest income groups, and lists specific actions the City is planning to consider. Policy HO-P1.3 calls for the City to consider allowing tiny home villages which could serve the people with the lowest incomes and could also provide emergency shelter. Policies HO-P3.4 and HO-P3.8 call for working with other jurisdictions to coordinate on development of affordable housing programs and advocating for more state and federal funding for housing assistance.

In addition to the policies listed above, in 2024 the City took a major step to reduce barriers to housing for people with the lowest incomes. As part of the Comprehensive Plan update, the City is adopting code to reduce development barriers for permanent supportive housing, transitional housing, emergency housing, and emergency shelters.



Element 3
HOUSING

GOALS & POLICIES

- Goal HO-1** Provide sufficient capacity to accommodate the 20-year housing growth targets, and take action to help reduce barriers to the types of development that could achieve these targets.
- Policies:**
- HO-P1.1** Ensure that sufficient acreage and densities are designated on the Future Land Use Map and Zoning Map to enable reaching the City’s housing growth targets for 2044.
 - HO-P1.2** Ensure the City’s code permits a range of housing types that support the growth targets. This includes but is not limited to multifamily, mixed-use, missing middle, single family, income-restricted, Permanent Supportive Housing, and emergency housing.
 - HO-P1.3** Consider adopting development regulations for tiny villages to help meet emergency and supportive housing needs.
 - HO-P1.4** Take reasonable action within the City’s power to reduce barriers to developing the types of housing that could meet growth targets. Ensure this supports all housing growth targets, including targets for the 0-30% and 30-50% Area Median Income (AMI) groups. A list of possible actions the City could take to reduce barriers is provided in the Housing Element Technical Appendix. Recommended actions to explore include:
 - Consider adopting a Multifamily Tax Exemption (MFTE) program
 - Consider creating an affordable housing incentive program
 - Decide how to use funds from the Housing and Related Services Sales tax to support affordable housing
 - Explore partnerships with Soos Creek Water and Sewer District to expand sewer infrastructure to residential areas currently on septic.
 - HO-P1.5** Ensure that adequate services and infrastructure are planned to support the present and future populations.
- Goal HO-2** Encourage housing development that meets the needs of all Maple Valley community members, including increased rental and ownership options for service industry workers, seniors, singles, people with disabilities, and people with lower incomes. Quality living environments are also a community need.



Element 3
HOUSING

- Policies:**
- HO-P2.1** Focus efforts to increase moderate- and higher-density housing in or near Downtown and other commercial districts where jobs, supporting services, and multi-modal transportation choices can be provided.
 - HO-P2.2** Update City zoning and codes to encourage a range of missing middle housing types throughout the city (including accessory dwelling units), and small-lot single family homes.
 - HO-P2.3** Explore Floor Area Ratio (FAR) limits for single family zones, to encourage the construction of multiple smaller units on a lot rather than a single large unit per lot.
 - HO-P2.4** Explore adopting pre-approved plans for Accessory Dwelling Units (ADUs), to reduce barriers to ADU development.
 - HO-P2.5** Ensure compatibility between residential land uses of different densities, and between residential and other types of land uses, by incorporating design guidelines in the development code and enforcing building code requirements. Design guidelines should be clear and objective and should address visual consistency, height transitions, and buffers.
 - HO-P2.6** Update the City's code as needed to keep the unit cost of new housing down while providing for a quality living environment for residents.
 - HO-P2.7** Consider incentives for housing types that meet community needs, including, but not limited to, property tax treatments, density bonuses, and expedited permitting.
 - HO-P2.8** Consistent with guidance in the Land Use Element, consider allowing a mix of uses at the Summit Place property that may include missing middle housing with a range of affordability levels in addition to employment uses.
 - HO-P2.9** Encourage senior housing near service hubs such as the North Commercial Center and Downtown.
 - HO-P2.10** Continue to improve development standards over time and provide flexibility to support housing needs, with appropriate consideration for environmental conditions and compatibility with surrounding land uses.
 - HO-P2.11** Ensure the City regulates government-assisted housing and other low income housing equitably compared to housing of a similar size and density.



Element 3
HOUSING

- HO-P2.12** Encourage integration of income-restricted housing with market rate housing, both within individual developments and within neighborhoods. Recognize some clustering of income-restricted housing may occur in mixed-use centers where higher densities are allowed and there are more services.
- HO-P2.13** Consider the creation and support of a Community Land Trust program and investigate options to work with both public and private partners to deliver affordable housing to income restricted buyers at below market rates.
- HO-P2.14** Encourage all residential developers and property owners to establish and maintain positive relationships with neighbors.
- HO-P2.15** Participate in an interlocal cooperation agreement for the administration of Community Development Block Grant funds.
- HO-P2.16** Make reasonable accommodations in rules, policies, practices and services when such accommodations may be necessary to afford persons with disabilities equal opportunity to use or enjoy a dwelling.
- HO-P2.17** Permit group homes pursuant to state and federal law, including those where residents receive such supportive services as counseling, foster care or medical supervision, within a single-family house, apartment, or other type of dwelling unit.

Goal HO-3 Recognize what’s currently working to provide affordable housing in Maple Valley and provide a welcoming environment for new affordable housing development.

- HO-P3.1** Strive to preserve the existing housing stock that is meeting community affordability needs by supporting agencies and organizations involved in and programs targeted at housing repair and rehabilitation.
- HO-P3.2** Recognize that existing mobile homes provide an affordable housing option for Maple Valley residents.
- HO-P3.3** Continue to allow manufactured housing in all single-family zones and regulate them in the same way as stick- built housing.
- HO-P3.4** Explore opportunities for coordination of incentive programs with other jurisdictions to develop common affordable housing program guidelines and reduce administrative costs.



Element 3
HOUSING

- HO-P3.5** Maintain incentives available to both single-family and multi-family developments that provide rental or ownership housing affordable to low- and moderate-income households.
- HO-P3.6** Minimize the time necessary to process development permits, but in such a manner so as to not jeopardize the integrity of the permitting process.
- HO-P3.7** Continue Maple Valley’s inclusionary zoning program, as long as it remains an effective way to meet housing needs.
- HO-P3.8** Work with other jurisdictions and housing providers across the state to urge state and federal governments to expand funding for rental assistance and emergency services, including sufficient funding to allow people with disabilities to afford community based housing.

Goal HO-4

Strive to reduce racially disparate housing impacts and displacement risk in Maple Valley, by acting within the City’s power to update plans, policies, and codes.

- HO-P4.1** Monitor racially disparate impacts and displacement risk levels identified in the Housing Element Technical Appendix, and report trends at the times when implementation reports and periodic updates are done for the Comprehensive Plan. Include the following metrics in the 2029 implementation report:
 - Homeownership rates of different racial and ethnic groups based on Census American Community Survey (ACS) data
 - % BIPOC population cost burdened compared to overall based on ACS data
 - % White-alone population compared to overall based on ACS data
 - Displacement risk based on staff knowledge and publicly available displacement risk mapping tools
- HO-P4.2** If trends monitored under HO-P4.1 are worsening, review City plans, policies, and codes and update as needed to improve outcomes. Ask for input from the people experiencing racially disparate impacts or displacement risk, to inform City action.
- HO-P4.3** Communicate early with residents of homes that are served by septic, when planned sewer extensions or rezoning may impact them. Work with community partners to share information about local housing options that may be affordable to residents if they choose to sell their properties or are displaced.



Element 3
HOUSING

- HO-P4.4** Conduct outreach to property owners in Maple Valley listed in SKHHP’s Affordable Housing Dashboard, to share information about repair and rehabilitation programs and to offer to help guide them through the programs and facilitate any City permits needed for property longevity.
- HO-P4.5** Encourage property owners of plats with racially restrictive covenant language to record a covenant modification with the King County Recorder’s Office to provide official notice that the covenant language is void and unenforceable.

RELATED CLIMATE POLICIES

The following policies from the City’s 2023 Climate Action and Resiliency Plan help guide the City’s housing goals and policies.

- Policies:**
- CR-P3** Develop and implement codes that reduce the urban heat island effect and provide passive cooling
 - CR-P4** Design buildings for passive survivability
 - CA-P1** Revise zoning and planning policies to align with climate action.
 - CA-P8** Provide incentives or assistance to low-income homeowners for weatherization/energy efficient improvements.



TRANSPORTATION

Support Analysis

**TRANSPORTATION ELEMENT
TABLE OF CONTENTS**

TRANSPORTATION ELEMENT 1

TABLE OF CONTENTS 1

INTRODUCTION 4

 Growth Management Act..... 4

 Study Area 5

EXISTING TRANSPORTATION SYSTEM INVENTORY 7

 Roadway System and Traffic Controls..... 7

 Arterials 7

 Collector Streets 10

 Local Access Streets..... 10

 Traffic Volumes..... 10

 Traffic Operations..... 13

 Analysis Methodology 13

 Intersection LOS Results..... 13

 Traffic Safety..... 16

 Intersection Safety Analysis 16

 Pedestrian and Bicycle Collisions 17

 Roadway Safety Analysis 17

 Analysis of Recent Collisions 18

 Transit and Public Transportation 20

 Bus Service..... 20

 Park-and-Ride Lots 20

 Vanpool/Carpooling Service 21

 Regional Transit Service 21

 Active Transportation Facilities..... 21

TRAVEL FORECASTING AND ALTERNATIVE ANALYSIS 24

 Land Use 24

 City of Black Diamond 25

 Travel Forecasting Process 25

COMPREHENSIVE PLAN



TRANSPORTATION
Support Analysis

Baseline Analysis 25

Alternatives Analysis 26

 North City Connections 26

 SR 169 Corridor..... 26

 SR 516 Corridor..... 27

 228th Avenue SE..... 27

 Witte Road Corridor 27

Traffic Forecasts 28

Level of Service Standards..... 28

Vehicle Level of Service 28

 Methodology 28

 State Highway Vehicle LOS Standards..... 29

 City of Maple Valley Vehicle LOS Standards..... 29

Active Transportation Level of Service 30

 Methodology 30

 Active Transportation LOS Standards..... 30

Transit Level of Service..... 32

 Methodology 32

 Transit LOS Standards..... 32

Future Traffic Operations 34

TRANSPORTATION SYSTEMS PLAN..... 37

 Streets and Highways 37

 Functional Classification..... 37

 Roadway Design Standards 40

 Truck Routes..... 40

 Local Streets 40

 Street Maintenance Program..... 40

 Public Transit and Transportation Demand Management..... 41

 Metro Connects Long-range Plan..... 41

 Transit Plan..... 41

 Transportation Demand Management Program..... 42

 Active Transportation Facilities..... 43



TRANSPORTATION
Support Analysis

Waterborne, Rail, and Air Transportation..... 45

Transportation Improvement Projects..... 45

 SR 169 Improvements (Maple Valley – Black Diamond Road SE) 51

 SR 516 Improvements (SE Kent-Kangley Road)..... 51

 Local City Street Improvements 51

FINANCE AND IMPLEMENTATION PROGRAM..... 52

 Financing Program..... 52

 Project Cost Summary 52

 Funding Strategy 53

 City Revenues 54

 Grants and Other Agency Funding 55

 Black Diamond Development Mitigation 55

 Transportation Impact Fees 55

 Other Developer Mitigation 56

 Reassessment Strategy..... 56

 Implementation Program..... 57

 Partnering with Other Agencies 57

 Project Priorities and Timing 58

 Concurrency Management and Development Review 58

CONSISTENCY WITH OTHER AGENCIES 59

 WSDOT 60

 PSRC..... 61

 King County 61

 King County Metro Transit 62

 City of Covington 62

 City of Black Diamond 62

GOALS & POLICIES..... 64



TRANSPORTATION

Support Analysis

INTRODUCTION

The Transportation Element provides the link between the Land Use Element and the transportation facilities and services needed to support growth while maintaining adopted multimodal level of service standards during the next twenty years. This is accomplished by identifying capacity, operational, complete street, and safety improvements along City roadways and also by addressing multimodal needs such as transit, pedestrian, and bicycle facilities. The Transportation Element reflects the interdependence of transportation and land use and is influenced by choices made as part of the Land Use Element. Conversely, land uses are similarly influenced by choices and policies made in the Transportation Element.

The Transportation Element is a key component of the City's Comprehensive Plan and works hand-in-hand with other Comprehensive Plan Elements. It identifies the City of Maple Valley's goals and policies for transportation as well as the City's future transportation system and facilities, level of service (LOS) standards, and concurrency management system. Future land uses proposed as part of the Land Use Element are used to develop transportation strategies and to identify necessary transportation facilities (roadways, sidewalks, trails, bicycle facilities, etc.). Similarly, the Capital Facilities Element and the City's ongoing Transportation Improvement Program (TIP) present more-specific facility recommendations based on the Transportation Element.

The City's Emergency Management Plan also protects the City's transportation system in the event of a disaster through action items and various programs to ensure continued capacity during an emergency as well as developing prevention recovery strategies for disasters.

Growth Management Act

The Transportation Element was developed in accordance with the Washington State Growth Management Act (GMA). The GMA requires that the following topics be addressed within the Transportation Plan:

- Land use assumptions used in estimating travel demand.
- An inventory of existing transportation facilities and services.
- Multimodal LOS standards to gauge the performance of the system.
- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future travel demand based on the land use plan.
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination and regional consistency.



TRANSPORTATION

Support Analysis

Local transportation elements must also include the following:

- State-owned transportation facilities in the transportation inventory.
- The adopted LOS for state-owned transportation facilities.
- Identification and assessment of GMA concurrency requirements and the applicability to highways of statewide significance.
- An estimate of the impacts to state-owned transportation facilities resulting from local land use assumptions.

Study Area

The study area includes all of the area within Maple Valley city limits and Urban Growth Area (UGA). The UGA has been delineated with King County, consistent with the requirements of the GMA. The transportation planning study area is shown in Figure 4.1. The City lies adjacent to the UGAs of the City of Covington (west) and the City of Black Diamond (south). Unincorporated areas of King County surround portions of Maple Valley, and sections of the city limits are used to define portions of the regional Urban Growth Boundary that distinguishes between urban and rural lands.



Element 4
TRANSPORTATION
 Support Analysis

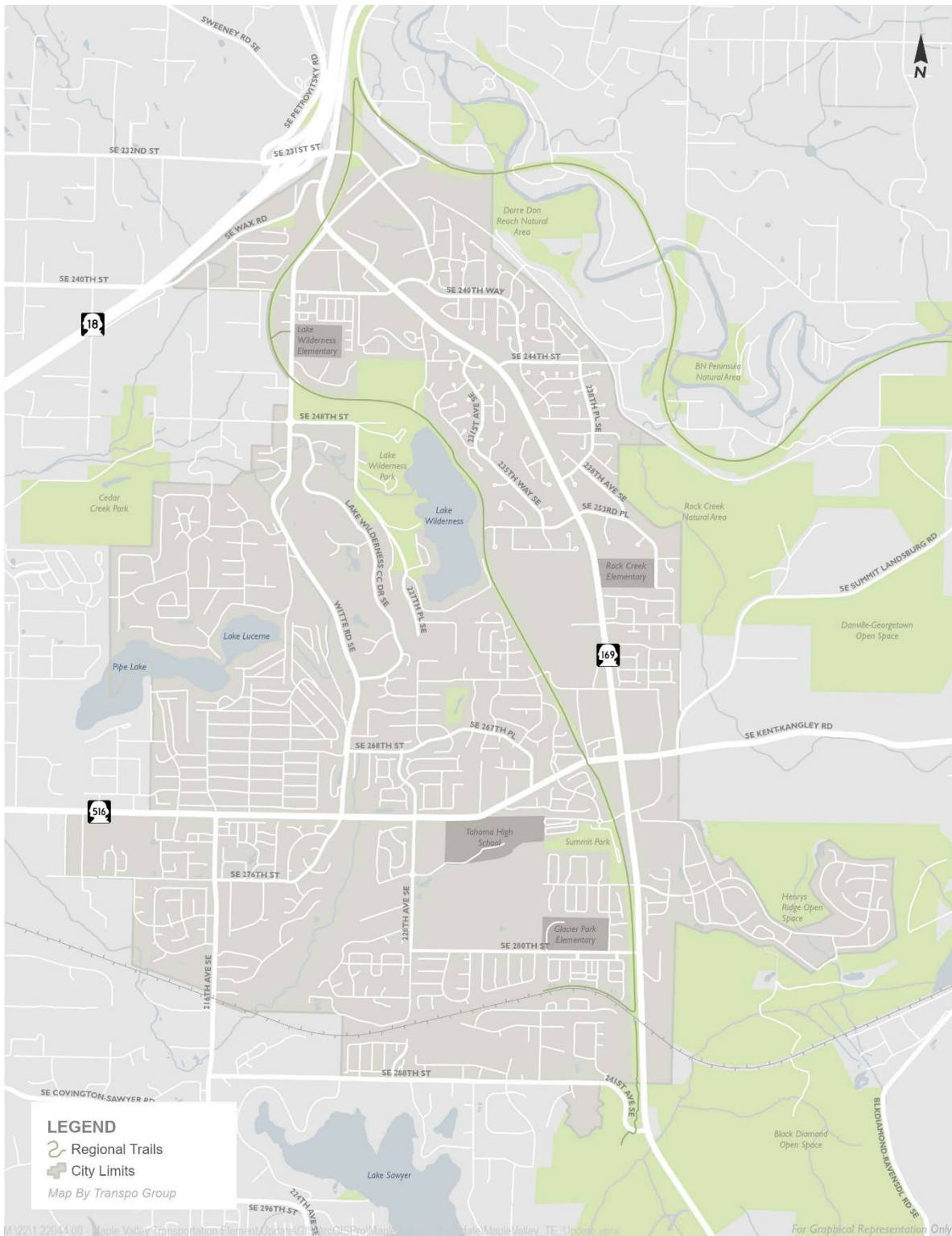


Figure 4.1 - Study Area



TRANSPORTATION

Support Analysis

EXISTING TRANSPORTATION SYSTEM INVENTORY

The City's transportation system consists of various transportation facilities, including state highways, arterials, local streets, transit services and facilities, and pedestrian and bicycle facilities. The existing transportation system was inventoried in conjunction with the update of the Transportation Element. The inventory covers the street system, traffic controls, traffic volumes, traffic operations, safety, transit service and facilities, and pedestrian and bicycle facilities.

Roadway System and Traffic Controls

The following summarizes the existing roadway system including roadway geometry and locations of signalized and roundabout controlled intersections. Several intersections within the City are signalized, with most of them located along the state highways. Figure 4.2 shows the existing street system as well as signalized and roundabout controlled intersections within the City.

Arterials

Arterials are the major streets that connect Maple Valley with the region, while also serving important intra-city connections. These roads provide for the majority of vehicular travel within the City. The arterial routes create the transportation foundation the City street network is built upon.

SR 169

SR 169 (Renton-Maple Valley Road SE, Maple Valley-Black Diamond Road SE) links Maple Valley to Renton to the north and Black Diamond to the south. SR 169 is primarily a two-lane road through Maple Valley with a 45 mph speed limit. However, speeds reduce to (35 and 40 mph) and the roadway widens (four to five lanes) near the commercial areas of Wilderness Village and Four Corners. Traffic signals control SR 169 intersections at SE 231st Street, SE Wax Road, Witte Road SE, SE 240th Street, SE 264th Street, SE 271st Place, SR 516, SE 276th Street, and SE 280th Street. It is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature.

Kent-Kangley Road

Kent-Kangley Road (SR 516, SE 272nd Street) links Maple Valley to Covington to the west and rural King County to the east. Kent-Kangley Road is a two-lane road with turn-lane pockets at major intersections. West of SR 169, it has a posted speed limit of 40 mph. East of SR 169, it has a posted speed limit of 45 mph. Traffic signals control intersections at 216th Avenue SE, Witte Road SE, 228th Avenue SE, SR 169, and 242nd Avenue SE. SR 516 is classified as a Tier 2 Highway of Regional Significance (HRS) by PSRC.

SR 18

SR 18, which borders the City, is a controlled access divided highway linking Maple Valley to Covington, Auburn and Interstate 5 to the west and Interstate 90 to the east. The SR 18/SE 232nd Street interchange coupled with the nearby SR 169/SE 231st Street intersection act as the primary northern gateway to the City. Traffic signals control both SR 18 ramp intersections with SE 232nd Street. It is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature.



TRANSPORTATION

Support Analysis

Witte Road SE

Witte Road SE is a two to three lane roadway with a 25-35-mph speed limit. Witte Road SE provides north-south access through the western portion of the City which is primarily comprised of residential land uses. Traffic signals control intersections at SR 169, SE 240th Street, and SR 516. Roundabouts have been installed at the intersections with SE 248th Street and SE 254th Place.

SE Wax Road

SE Wax Road is a two to three lane roadway with a 35-mph speed limit that, just west of 215th Avenue SE, becomes SE 240th Street and provides regional access to King County and Covington to the west. Within Maple Valley, the only traffic signal along SE Wax Road is located at the intersection with SR 169.

216th Avenue SE

216th Avenue SE is a north-south, three-lane complete street in the southwest area of the City. This roadway links SR 516 to residential areas and Black Diamond to the south. The speed limit is 35 mph and a traffic signal is located at the SR 516 intersection.



Element 4
TRANSPORTATION
 Support Analysis

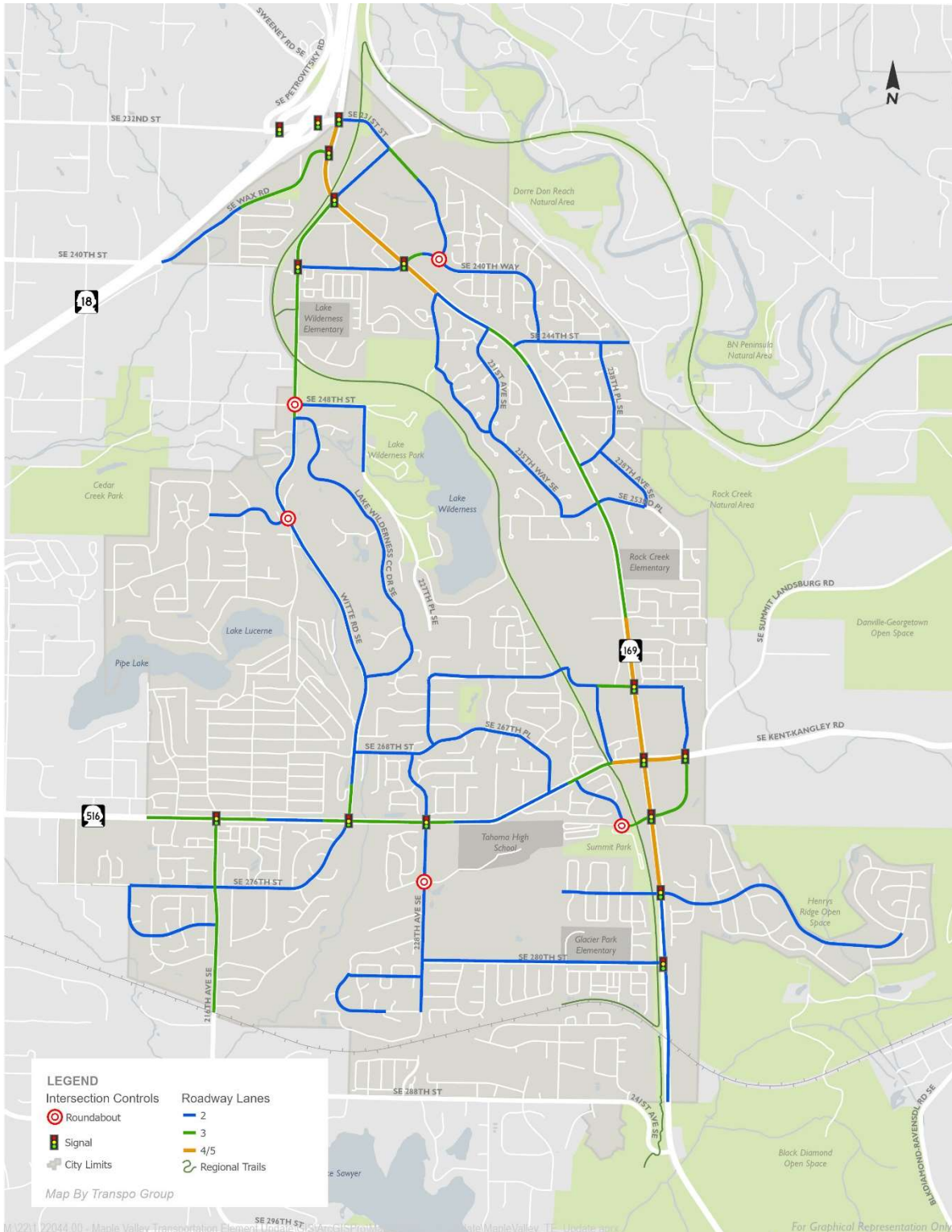


Figure 4.2 - Existing (2023) Street System & Traffic Control



TRANSPORTATION

Support Analysis

Collector Streets

Collector streets direct traffic from neighborhoods to the arterial system. Collectors can provide a higher level of direct access than arterials. The adopted road standards designate two types of collector roadways, Boulevard Collector and Neighborhood Collector. The key differentiator is primarily the design of the roadway, with Boulevard Collectors providing a landscaped median to separate each direction of travel. Collector streets generally have two travel lanes and 25 to 30 mph speed limits.

Local Access Streets

Local business and neighborhood access streets serve local abutting land uses and neighborhood traffic. All Maple Valley public streets not classified as arterials or collectors are considered local access streets. Local streets generally have two travel lanes and 25 mph speed limits.

Traffic Volumes

Traffic counts were collected throughout the City in September 2022. Figure 4.3 shows existing daily traffic volumes within the City. Figure 4.4 summarizes the rates of growth along Maple Valley's major corridors compared to 2014 PM peak hour traffic volumes from the last Comprehensive Plan update.

As shown in Figure 4.4, the annual traffic growth for the weekday PM peak hour ranged between +/- 1.5 percent. Along SR 169, traffic grew between 1.5 percent annually in the southern part of the City, but actually declined to in the north. Annual traffic growth along SR 516 and Witte Road corridors grew at a similar rate.

There are many factors that have contributed to the traffic volume changes since the 2014 Transportation Element was completed. New commercial development in the Four Corners area has increased demand on local and regional roadways in the area. New residential developments in the southern areas of the City and in neighboring communities have increased commuting patterns through the City. The new Tahoma High School was constructed resulting in shifts in travel patterns during the morning and afternoon periods. In addition, the City has continued to implement roadway and intersection improvements, which have helped alleviate bottlenecks on major corridors.



Element 4
TRANSPORTATION
 Support Analysis

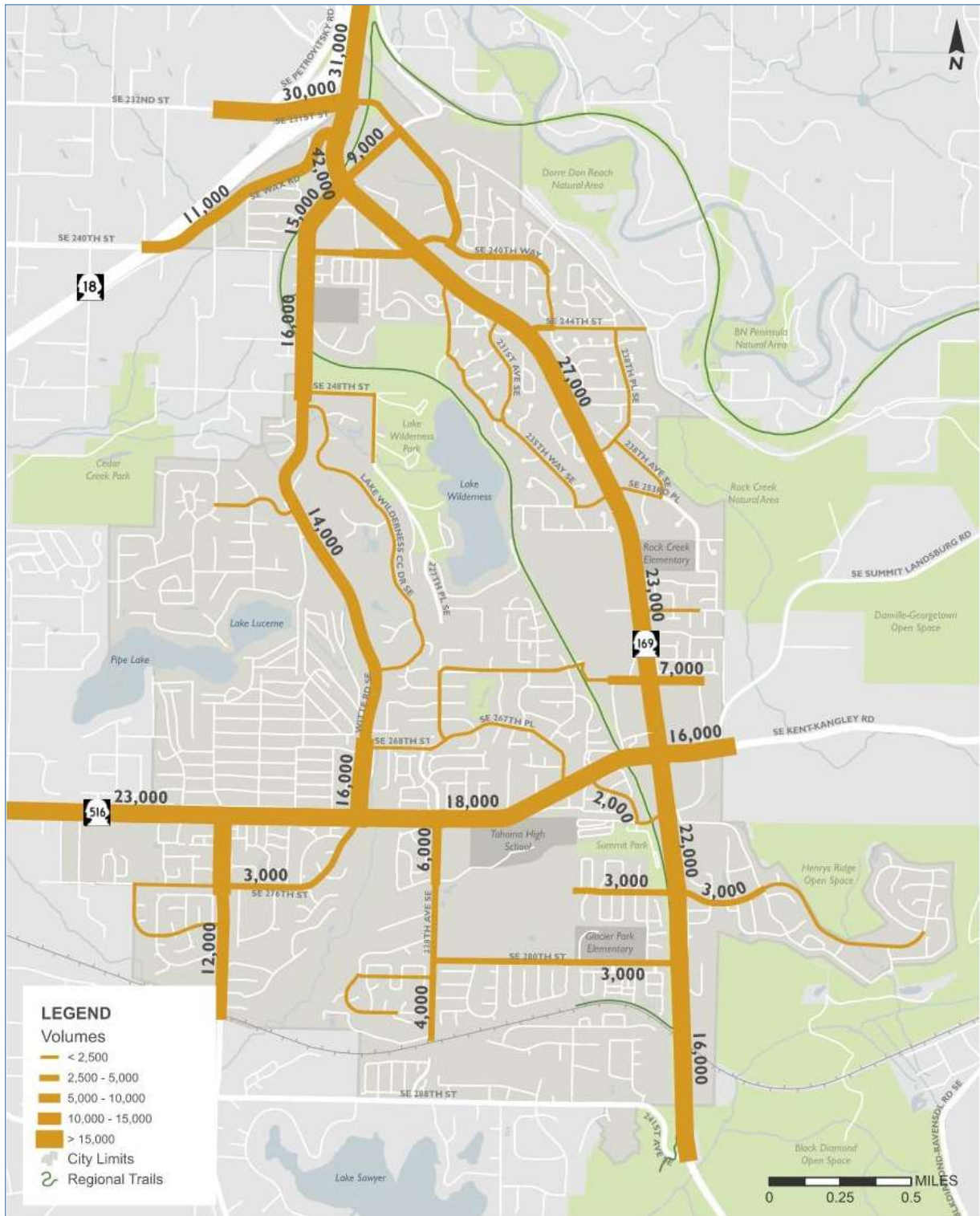


Figure 4.3 - Existing (2022) Weekday Daily Traffic Volumes



TRANSPORTATION

Support Analysis

Roadway	Location ²	PM Peak Hour Volumes ¹			Total Daily Volume ² (2022)
		Total Volume (2014)	Annual Growth (2014 to 2022)	Total Volume (2022)	
NORTH-SOUTH ROADWAYS					
SR 169	n/o SE 231st St	2,000	-0.8%	1,850	30,500
	n/o Witte Rd SE	3,500	-0.7%	3,350	41,900
	n/o SE 244th St	2,100	1.5%	2,250	27,400
	s/o SE 244th St	1,900	1.5%	2,150	26,750
	s/o SR 516	1,800	0.4%	1,850	23,250
	s/o SE 280th St	1,200	1.2%	1,300	16,450
Witte Rd SE	s/o SE 240th St	1,450	-0.9%	1,350	9,000
	n/o SE 254th Pl	1,100	1.2%	1,300	14,250
	s/o SE 254th Pl	1,050	0.7%	1,150	13,650
	n/o SE 268th St	1,050	0.0%	1,050	12,850
	n/o SR 516	850	1.5%	950	15,700
EAST-WEST ROADWAYS					
SR 516 / Kent-Kangley Rd	w/o 216th Ave SE	1,700	1.5%	1,900	23,000
	w/o Witte Rd SE	1,550	0.7%	1,650	20,900
	w/o 228th Ave SE	1,450	1.1%	1,600	19,400
	e/o 228th Ave SE	1,300	1.0%	1,450	17,950
	w/o SR 169	1,300	-0.4%	1,250	15,650
	e/o SR 169	1,250	-1.7%	1,100	15,650
SE 231st St	w/o SR 169	1,950	-1.0%	1,800	29,500
SE Wax Rd	w/o SR 169	950	-0.5%	900	11,000

1. PM Peak hour volumes based on turning movement counts collected in February 2014, and September 2022.
2. Daily volumes based on peak-to-daily factors from 2022 counts.

Figure 4.4 - Historical Weekday PM Peak Hour Traffic Volume Comparisons and Daily Volumes



TRANSPORTATION

Support Analysis

Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Maple Valley. 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 upon 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 un-signalized 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 2022 conditions. Major intersections throughout the City were selected for analysis, based upon location and likelihood that they might be impacted by future growth.

Intersection LOS Results

Figure 4.6 summarizes the LOS results, delay, and worst movements at the study intersections for 2014 and 2022. The LOS results are also illustrated on Figure 4.5.

Compared to the 2014 analysis, most of the intersections operate at about the same LOS as before. Intersections which show a trend (more than one LOS difference) toward reduced operations are SR 169/ SE 271st Street (LOS A to C, with increased volumes), and SR 516/ SE 228th Avenue (LOS B to LOS D, with increased volumes).

Intersections which showed either a trend toward operational improvement (more than one LOS difference) or were improved from a LOS F to at least the city standard of LOS D over 2014 conditions were SR 169/ Witte Road SE (LOS F to LOS D with slightly lower volumes), and SE Kent-Kangley Road/ 242nd Avenue SE (LOS F to LOS B with the conversion of the intersection control from two-way stop-control to a signal).

The intersection of SR 169/ SE 260th Street, which was not collected in 2014, currently operates at a LOS F, with an average delay of 51 seconds and the worst movement being the westbound left turn.



TRANSPORTATION

Support Analysis

<u>Intersection</u>		2014 PM Peak Hour ¹			2022 PM Peak Hour		
Major Rd	Minor Rd	LOS ²	Delay (WM) ³	Control ⁴	LOS	Delay (WM)	Control
SR 169	SE 231st St	D	38	Signal	C	30	Signal
SR 169	SE Wax Rd	C	31	Signal	C	26	Signal
SR 169	Witte Rd SE	F	89	Signal	D	36	Signal
SR 169	SE 240th St	C	23	Signal	D	45	Signal
SR 169	SE 244th St	C	21 (WB)	TWSC	D	27 (WBL)	TWSC
SR 169	SE 253rd Pl	-	-	-	E	44 (WB)	TWSC
SR 169	SE 260th St	-	-	-	F	51 (WBL)	TWSC
SR 169	SE 264th St	B	17	Signal	B	18	Signal
SR 169	SR 516	D	44	Signal	D	48	Signal
SR 169	SE 271st Pl	A	8	Signal	C	23	Signal
SR 169	SE 276th St	A	10	Signal	A	8	Signal
SR 169	SE 280th St	A	9	Signal	A	9	Signal
SR 516	216th Ave SE	C	21	Signal	C	33	Signal
SR 516	Witte Rd SE	D	53	Signal	D	46	Signal
SR 516	228th Ave SE	B	12	Signal	D	47	Signal
SR 516	236th Pl SE	-	-	-	E	48 (SB)	TWSC
Witte Rd SE	SE 231st St	-	-	-	A	8	AWSC
Witte Rd SE	SE 240th St	A	9	Signal	A	9	Signal
Witte Rd SE	SE 248th St	A	6	Round	A	4	Round
Witte Rd SE	SE 254th Pl	E	39 (EB)	TWSC	E	38 (EB)	TWSC
Witte Rd SE	Lk Wilderness CC Dr	-	-	-	C	25 (WB)	TWSC
Witte Rd SE	SE 268th St	C	16 (WB)	TWSC	D	26 (WB)	TWSC
216th Ave SE	SE 276th St	-	-	-	D	35 (WB)	TWSC
228th Ave SE	SE 240th St	-	-	-	A	2	Round
228th Ave SE	SE 275th St	-	-	-	A	4	Round
SE 231st St	SR 18 NB Ramps	B	11	Signal	B	10	Signal
SE 231st St	SR 18 SB Ramps	C	27	Signal	B	17	Signal
SE Kent-Kangley Rd	242nd Ave SE	F	56 (SB)	TWSC	B	14	Signal
Summit Pkwy SE	SE Tahoma Way	-	-	-	A	3	Round

1. Level of service evaluated as part of 2014 Transportation Plan update.
2. Level of service (A to F), Level of service analysis based on Highway Capacity Manual 2010 (TRB, 2010) methodology.
3. Average delay in seconds per vehicle and worst movement for unsignalized intersections (LOS reflects worst movement only).
4. Intersections traffic control: "Signal" is traffic signal; "TWSC" has stop signs on minor approach; "AWSC" has stop signs on each approach; "Round" is a roundabout.

Figure 4.6 - 2022 Weekday PM Peak Hour LOS at Study Intersections



TRANSPORTATION

Support Analysis

Traffic Safety

Historical collision data were provided by WSDOT for the ten-year period from 2012 to 2021 (the most recent data available). The summary of reported collision types and number of collisions in the City are shown in Figures 4.7 and 4.8. Three collisions resulting in fatalities were reported within the City during the analysis time period.

Intersection Safety Analysis

Figure 4.7 summarizes the collision history at major intersections by type. The most common collision types were rear-end collisions, usually reflective of congested conditions during peak hours. Typically, any intersection with a collision rate greater than 1.0 collision per million entering vehicles (MEV) should be monitored closely to determine if improvements could be made to increase safety. In the most recent collision safety analysis, no intersection reached this collision rate threshold.

At most study intersections the average annual number of collisions has decreased over the last 10 years. Most notably are collision reductions at SR 169/SE 231st Street, SR 169/SE 240th Street, and SR 169/SR 516 intersections despite increases in traffic volumes. This suggests the City efforts to improve safety through roadway improvements and other means has resulted in some positive change.

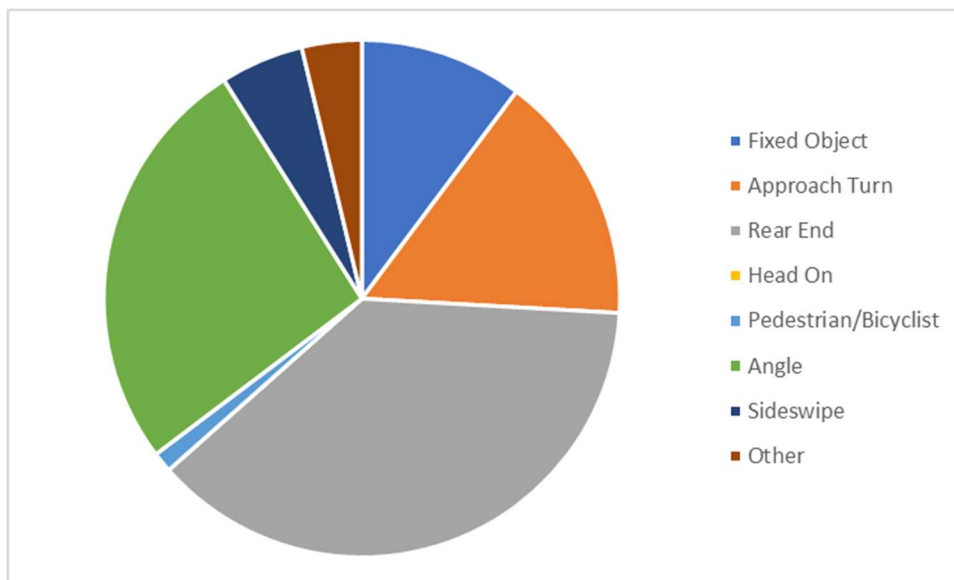


Figure 4.7 - Collisions by Type (2012 to 2021)

Figure 4.8 shows the collision trend over a period of ten years. While the total number of crashes is reduced from a historic high in 2016, the number of crashes per year is on the rise again and is roughly proportionate to the crash rate of 2012, however the transportation system is serving more trips in 2022.



Element 4
TRANSPORTATION
 Support Analysis

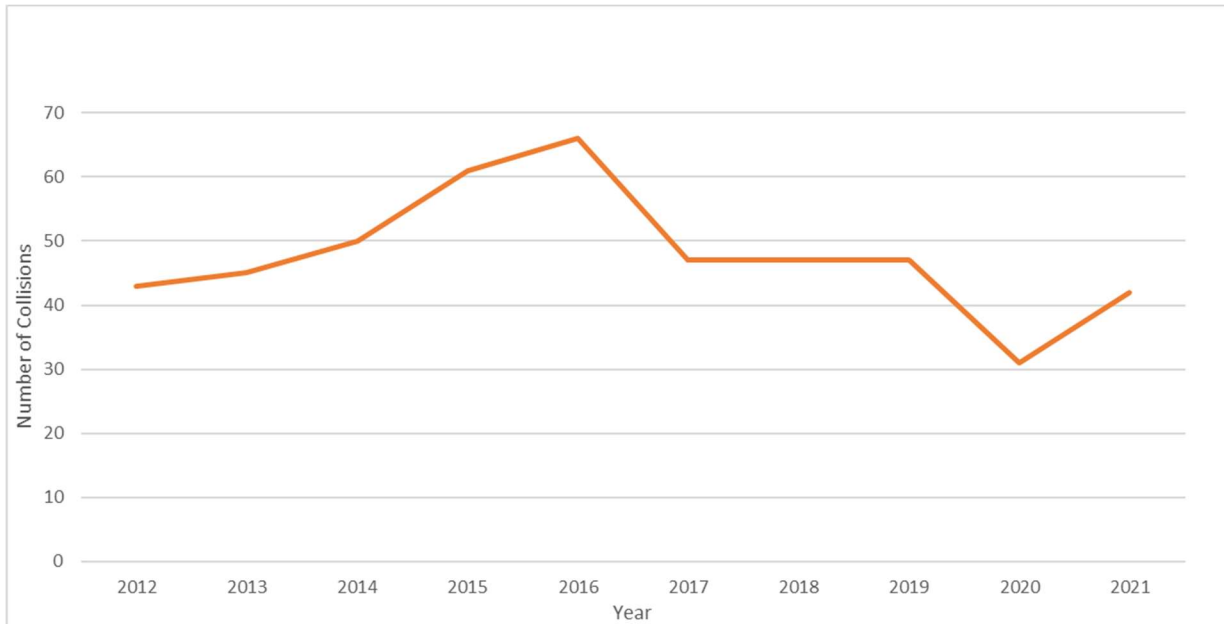


Figure 4.8 - Number of Collisions Per Year (2012 to 2021)

Pedestrian and Bicycle Collisions

Between 2012 and 2021, there were 42 reported collisions involving pedestrians or bicyclists. Out of these incidents, one collision resulted in a fatality. The fatal crash occurred at the intersection of SR 169 and SE 253rd Place as a pedestrian was trying to cross the road at night. Notably, half of all pedestrian and bicycle collisions took place on State Routes, with 12 occurring on SR 169.

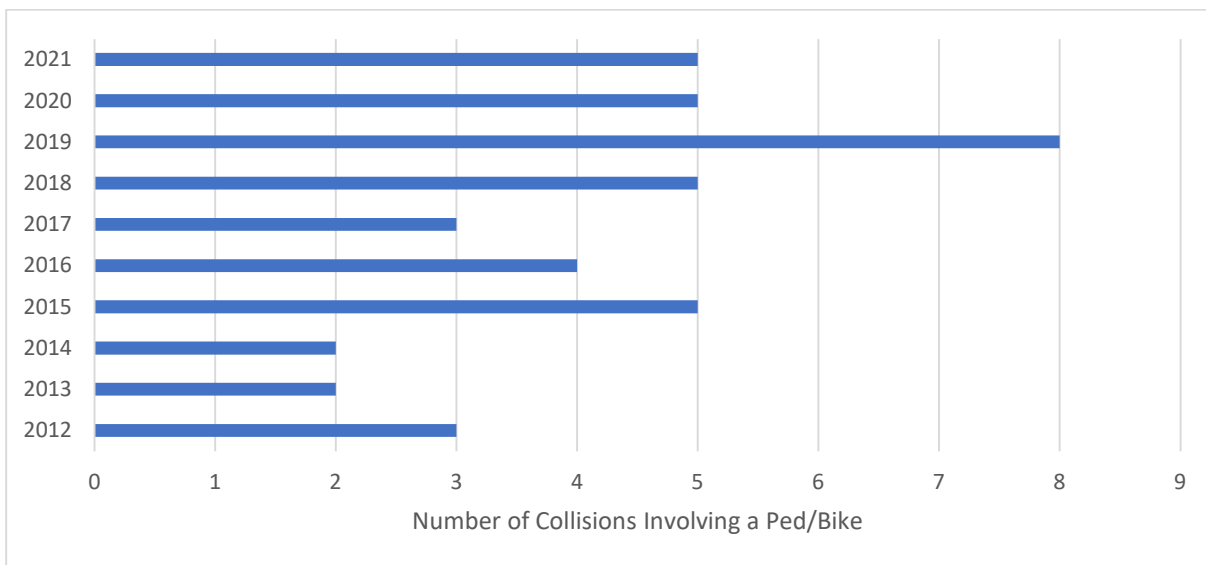


Figure 4.9 - Pedestrian and Bicycle Crashes Per Year



TRANSPORTATION

Support Analysis

The average number of collisions per year and associated collision rates were analyzed for both the SR 169 and SR 516 corridors to identify highway segments with potential safety issues. The results of the highway segment analysis are summarized in Figure 4.10. The highway segments listed in Figure 4.10 vary in length and traffic volume. To provide meaningful comparison, collisions along highway segments are typically analyzed in terms of collisions per million vehicle miles (MVM) traveled. No universally accepted guidelines exist for identifying hazards based on accident rates for highway segments alone.

As shown in Figure 4.10, most corridor segments show a drop in collision rates compared to the analysis from 2014. The exception is the south section of SR 169 (City Limits to SR 516) that shows a slightly higher collision rate. The most common collision type is rear-end, suggesting congestion related causes. Overall, the roadway safety data does not identify any specific change in trends that raise concerns.

Segment	MP	2014 Transportation Element				2023 Transportation Element			
		Total Coll. (2012-2014) ¹	Ave. Coll. year (2012-2014) ²	Coll. per MVM (2014) ³	Most Common Collision Type	Total Coll. (2012-2021) ¹	Ave. Coll. year (2012-2021) ²	Coll. per MVM (2021) ³	Most Common Collision Type
SR 169 South (City Limits - SR 516)	10.19 - 11.44	10	3.3	0.3	Driveway Access	49	4.9	0.4	Rear-End
SR 169 Central (SR 516 - SE 240th St)	11.45 - 13.53	55	18.3	1.1	Rear-End	30	3.0	0.3	Rear-End
SR 169 North (SE 240th St - City Limits)	13.54 - 14.12	22	7.3	0.9	Rear-End	58	5.8	0.4	Rear-End
SR 516 (within City)	14.42 - 16.22	54	18.0	1.4	Rear-End	52	5.2	0.6	Rear-End

Source: WSDOT Historical Collision Records (2012-2021)

1. Total number of collisions.
2. Average number of collisions per year.
3. Collisions per million vehicles miles.

Figure 4.10 - Collision History for Highway Segments (2012 to 2021)

Analysis of Recent Collisions

The previous 10-year records of collisions were mapped and are illustrated in Figure 4.11. The number of collisions were greatest around major intersections throughout the City, with the greatest concentration in the Four Corners commercial area. Figure 4.11 also highlights locations of collisions that resulted in serious injuries or fatalities.



TRANSPORTATION

Support Analysis

Transit and Public Transportation

Public transit and support facilities in Maple Valley are operated and owned by King County Metro Transit. These services include bus transit, carpooling, vanpooling, and park-and-ride lots. The regional, multi-county transit agency, Sound Transit, does not provide service to Maple Valley, but can be accessed in the Cities of Kent and Renton.

Bus Service

Two transit routes provide weekday service to the Maple Valley area. One of the routes provides direct regional service to Renton and connects Maple Valley with Black Diamond to the south. The other route provides service to Kent where transit riders can find connections to Seattle via Sound Transit. Transit service characteristics are summarized in Figure 4.12.

Route #	Scheduled Daily Trips	Service Span (Daily)	Headway (Approx.)
168	Weekdays: 37 WB & 37EB Saturday: 35 WB & 35 EB Sunday: 34 WB & 34 EB	Weekdays: 4:30 a.m. to 12:30 a.m. Saturday: 6 a.m. to midnight Sunday: 6 a.m. to 11:40 p.m.	Weekday: 30 minutes Weekends: 15 to 30 minutes
907 (DART)	Weekdays: 10 NB & 8 SB Weekends: None	NB: 7:50 a.m. to 5:30 p.m. SB: 8:45 a.m. to 4:30 p.m.	60 minutes

Source: <http://metro.kingcounty.gov> (2023)

Figure 4.12 - Maple Valley Transit Service Characteristics

Route 168

Route 168 is the primary all-day transit and only weekend route connecting the City to Kent and Maple Valley’s Four Corners area generally along the SR 516 corridor. From Kent, riders can transfer to a variety of routes including the frequent Route 150 and Sounder commuter rail. Headways range from approximately 30 to 60 minutes on weekdays with 60-minute headways during the weekend. In 2022, Route 168 had 1,700 weekday boardings, up from 1,380 boardings in 2014.

Route 907 (DART)

Route 907 provides Dial-a-Ride Transit (DART) service between the Renton Park-and-Ride and the City of Enumclaw via SR 169 during weekdays. Route 907 is a DART route, allowing passengers to request service deviations from the route to improve access to their travel destination. The route operates from 7:50 am to 5:30 pm and only on weekdays. Headways are 60 minutes. Based on 2022 data, average total daily boardings are approximately 40 passengers per day.

Park-and-Ride Lots

There are two Park-and-Ride lots located within the City of Maple Valley. Metro Transit maintains the Maple Valley Park-and-Ride located northwest of the SR 169/SE 231st Street intersection. This lot is served by Route 907. A second Park-and-Ride is located at the Maple Valley Town Square (Four Corners area) at SE 264th Street and Maple Valley Black Diamond Road SE, with a capacity of 97 parking spaces.



TRANSPORTATION

Support Analysis

This Park-and-Ride lot is served by Routes 168, and 907. A summary of the park-and-ride lots is shown in Figure 4.13.

Lot	Number of Spaces	Served by Metro Route(s)
Maple Valley Park-and-Ride	122	907
Maple Valley Town Square	97	168, 907

Source: King County Metro Transit

Figure 4.13 - Maple Valley Park-and-Ride Capacity

Vanpool/Carpooling Service

To provide alternative forms of transportation, Metro Transit offers tools to encourage carpooling and vanpooling. Carpooling and vanpooling arrangements vary in cost and complexity depending on the number of people involved. Metro also provides 'paratransit' service for persons whose disabilities prevent them from using accessible, non-commuter, fixed route bus service, and Access Transportation that takes passengers eligible for paratransit service anywhere that a Metro bus, Seattle streetcar or Sound Transit light rail goes at that time and on that day of the week.

Regional Transit Service

Maple Valley lies outside the Regional Transit Authority boundaries. As a result, no additional service is currently scheduled for Maple Valley by Sound Transit. Regional express bus service is provided through the Cities of Kent and Renton via SR 167, and commuter rail service is provided via Kent and the City of Tukwila. Commuter rail operates during morning and evening peak hours between Lakewood (south of Tacoma in Pierce County) and Everett via Seattle. Both services provide links to high-capacity transit including Link Light Rail.

Active Transportation Facilities

The City has major regional walking and biking trails near or within the City limits that act as “arterials” for active modes of travel. The Cedar River Trail follows the Cedar River from the City of Renton upriver past the northern boundaries of Maple Valley to the community of Landsburg. At Maple Valley the trail intersects the Green-To-Cedar Rivers Trail, which runs through central Maple Valley through Lake Wilderness Park and continues south to the Four Corners area and Black Diamond. There are numerous access points along each trail.

In the commercial areas such as Wilderness Village and Four Corners, sidewalks are present along most streets. Outside of these areas, formal pedestrian and bicycle transportation facilities are limited to residential developments constructed in the past 15 years or recent street improvement projects such as the 216th Avenue SE Complete Street segment.

Dedicated bike lanes are marked along one or both sides for the entire length of SR 169 within city limits, with the exception of one block between SE Tahoma Way and SE Kent-Kangley Road. Elsewhere



TRANSPORTATION

Support Analysis

in the city, marked bike lanes exist along both sides of SR 516 (SE Kent-Kangley Road) between SR 169 and 238th Avenue SE.

The City has committed to implement active transportation improvements as identified in the City's adopted Non-Motorized Plan. Portions of planned major street projects also include elements to improve active transportation facilities. More details on adopted City plans for pedestrian and bicycle facilities are provided in the *Maple Valley Non-motorized Transportation Plan* (March 2013). The location of existing active transportation facilities are shown on Figure 4.14. Facilities include sidewalks, pathways, bike lanes, and off-street trails to form an interconnected network of facilities for active users, both walkers and cyclists.



TRANSPORTATION

Support Analysis

TRAVEL FORECASTING AND ALTERNATIVE ANALYSIS

The Transportation Systems Plan portion of the Transportation Element is partially developed based on the evaluation of the existing transportation system. The analysis of the existing transportation system identified locations with current operational, safety, and alternative transportation mode deficiencies.

To provide a framework for future transportation system needs, the plan must also consider the transportation needs of future growth. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City of Maple Valley selected a 2044 horizon year for the plan. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the City and other communities in Southeast King County. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity related improvement needs.

The primary analysis of 2044 travel forecasts was initially based on the following travel forecasting assumptions:

- Improvement projects in the City of Maple Valley's Transportation Improvement Plan (TIP).
- Improvement projects in TIPs from adjacent jurisdictions.
- Puget Sound Regional Council's Transportation Plan compilation of regional projects.
- City of Maple Valley land use plan.
- Land use plans from adjacent jurisdictions.

Based on these assumptions, travel forecasts were developed using Maple Valley's travel demand model. The model is a tool that is used to convert existing and future land uses into trips. Alternative roadway and intersection projects were then evaluated in order to understand the effect they would have on travel patterns within the study area and their ability to resolve existing and future deficiencies. The following provides an overview of the land use assumptions, travel demand model, and the alternatives analysis used in preparing the travel forecasts. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

Land Use

A strong relationship exists between land uses and the transportation facilities necessary to provide mobility within the community. Land use and transportation influence one another. Future transportation improvements recommended in the Transportation Systems Plan have been defined to support the Land Use Element.



TRANSPORTATION

Support Analysis

The base year (2023) and forecast year (2044) land use totals were compiled or estimated from a variety of sources, including data from PSRC and the King County Assessor. These data sets were supplemented with local agency information and GIS datasets from the Cities of Maple Valley, Covington, and Black Diamond. While the forecast land use data is for year 2044, it is based upon and consistent with the existing Land Use Element, buildable lands inventory, and countywide allocated growth targets.

City of Black Diamond

The land use growth expected to occur in the City of Black Diamond is an important consideration in developing the land use forecasts for Maple Valley. The land use growth assumed for Black Diamond is consistent with the major development plans for Lawson Hills and The Villages, two master planned communities that have been approved. As part of the development plans, two Environmental Impact Statements (EIS) were prepared by the City of Black Diamond that provided detailed land use data for each planned development. The information contained within each EIS was integrated into the Maple Valley travel demand model and is accounted for in the land use and travel forecast assumptions.

Travel Forecasting Process

A travel demand forecasting model was developed to assist in defining future transportation system needs. The model was updated as part of the update to the Comprehensive Plan. The model uses the VISUM software package and forecasts weekday PM peak hour traffic volumes based on the 2044 land use forecasts. The model study area includes Black Diamond, Covington, and parts of Kent and unincorporated King County.

The model was calibrated to match existing traffic counts and then used to develop a baseline 2044 traffic forecast. City, County, and State transportation improvement projects likely to be funded and built by 2044 were included in the future baseline model.

To understand the need of City projects, the 2044 baseline model only included City projects that are in design, construction, or recently built. The improvements were defined based on local agency Transportation Improvement Programs and the PSRC's Regional Transportation Plan. 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 deficiencies were likely to occur.

Baseline Analysis

The future baseline traffic analysis identified the need for transportation improvements throughout the City. Due to the residential and employment growth assumed to occur in the City, and the growth that is expected in Black Diamond, traffic volumes are estimated to increase on the major corridors in the City such as SR 169, SR 516, Witte Road, and 216th Avenue SE. While the baseline improvement projects were assumed to be in place by 2044, the traffic forecasting and operations analysis highlighted the need to consider additional multimodal transportation investments throughout the City.



TRANSPORTATION

Support Analysis

To address the issues identified in the baseline analysis, improvement alternatives were identified. The improvement alternatives were evaluated using the City's travel demand model to determine whether the projects addressed the future deficiencies identified in the baseline analysis. The results of the alternatives analyses were used in developing a recommended 2044 transportation network with improvements.

Alternatives Analysis

Several proposed roadway connections and major highway widening projects were defined and added to the future baseline model. Separate model scenarios were created for the alternatives in order to evaluate the shifts in traffic and levels of service due to the proposed projects. Results from each alternative scenario were reviewed in order to understand whether the proposed projects:

- Provided congestion relief along adjoining roadways and at intersections.
- Reduced impacts on non-arterials.
- Supported future growth within the City.
- Improved active transportation connectivity and safety.

North City Connections

The specific improvements analyzed were an extension of SE 240th Street Extension west of Witte Road and adding a third southbound lane along SR 169 north of the Witte Road SE intersection. Both improvements would help reduce delays along SR 169 between SE Wax Road and Witte Road SE. Additional capacity along SR 169 (third southbound lane) would slightly improve intersection operations at SR 169 / Witte Road SE. However, adding capacity along SR 169 north of Witte Road SE was not shown to address a future LOS deficiency and therefore no project has been included in the long-term project list.

Additionally, if SE 240th Street were to be extended to the west of Witte Road SE, the analysis indicates it would draw some traffic volumes away from SR 169, but result in additional traffic along the Witte Road SE corridor. Without the extension, traffic volumes along SR 169 are shown to be accommodated by the investments that the City and State are making to the SR 169 corridor. While extending SE 240th Street to the west of Witte Road SE would improve connectivity in the area for both motorized and active travel, it would require acquisition of private property outside the UGA boundary, have significant topographical challenges, and likely be cost prohibitive.

Based on the alternatives analysis, widening SR 169 north of Witte Road SE to three southbound lanes, and extending SE 240th Street west from Witte Road SE are not included in the Transportation Systems Plan.

SR 169 Corridor

Over the past two decades, the City has made significant progress in adding capacity, safety, and complete street facilities to SR 169. Improvements have included southbound widening between Witte



TRANSPORTATION

Support Analysis

Road SE and 228th Avenue SE, widening in both directions between SE 260th Street and SE 264th Street, and southbound widening between SE 271st Place and SE 276th Street. In addition, new streets have been added in the Four Corners area to provide improved access and connectivity to businesses and other property owners.

The alternatives analysis did confirm the need to continue to expand capacity along SR 169 between 228th Avenue SE and SE 260th Street, while also adding a second northbound lane between SE 271st Place and SE 276th Street. The alternatives analysis confirmed no further widening of the SR 169 corridor is necessary beyond the above extents. As a result, the long-term project list includes multiple project improvements along SR 169 that can be implemented over time as funding is available.

SR 516 Corridor

The alternatives analysis confirmed the need to continue to expand capacity along SR 516 as envisioned in the prior Transportation Element. On the west section of the corridor, the analysis indicated that widening SR 516 beyond a three-lane facility was entirely dependent on whether SR 516 was widened to five-lanes through the City of Covington. If it was widened to five-lanes, the analysis indicated the logical terminus of the five-lane widening would be at 216th Avenue SE. A significant amount of future demand is forecasted to use 216th Avenue SE due to growth in Black Diamond, therefore only three-lanes along with complete street amenities are necessary along SR 516 to the east. SR 516 widening to five-lanes between the western City limits and 216th Avenue SE, and SR 516 widening to three-lanes between 216th Avenue SE and 236th Place SE were carried forward into the long-term project list.

228th Avenue SE

The alternatives analysis reviewed the benefits of extending 228th Avenue SE across the railroad corridor in south Maple Valley would benefit residents south of the railroad corridor and reduce traffic demands at key locations along the SR 516 corridor. Traffic volumes would be reduced on 216th Avenue SE and SR 169, however the cost of such a roadway connection outweighs the marginal benefit. Instead, a future active transportation bridge has been included in the long-term project list to allow residents in south Maple Valley to walk or bike to school, connect to parks, and provide an alternative way to get around.

Witte Road Corridor

Based on outcomes of the Witte Road Corridor Study Update (February 2014), and recent complete street improvements from SE 248th Street to SE 254th Place, the alternatives analysis explored extending the improvements further south to the intersection with SR 516. The Witte Road corridor would then have amenities for all users along its entire extent, with pedestrian facilities focused on the western side due to the extensive sensitive areas and topographical challenges along the entire corridor. Therefore, full complete street corridor improvements have been carried forward into the long-term project list.



TRANSPORTATION

Support Analysis

Traffic Forecasts

The results of the alternatives analysis were used to develop the framework for the recommended transportation network and ultimately the transportation systems plan. A recommended transportation network model scenario was created to estimate forecast 2044 travel demand within the City. The resulting traffic forecasts were evaluated to identify the resulting levels of service (LOS).

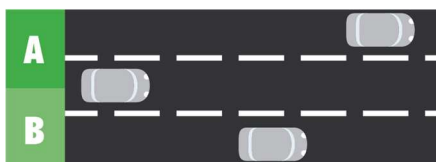
Level of Service Standards

Multimodal level of service standards are required for 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 level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

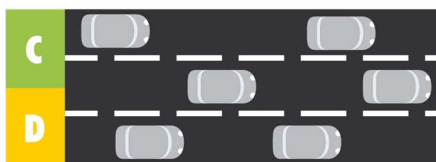
Vehicle Level of Service

Methodology

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an “A” to “F” scale to define the operation as follows:

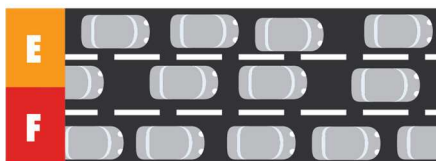


LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.



LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

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



LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.



TRANSPORTATION

Support Analysis

LOS E: Significant delays in traffic flow operations and lower operating speeds.

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

State Highway Vehicle LOS Standards

The City of Maple Valley is served by SR 169 and SR 516. SR 169 is classified as a Highway of Statewide Significance (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. Since SR 169 is located within the Maple Valley urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR 516 is a State Highway of Regional Significance, Tier 2. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC has established LOS D for SR 516 between SR 169 in Maple Valley and SR 515 in Kent. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

City of Maple Valley Vehicle LOS Standards

The City has established level of service standards for all intersections in the City. The City will apply these standards to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development.

Signalized, Roundabout, and All-way Stop Controlled Intersections

LOS D or better based on the average performance of all traffic movements at the intersection consistent with the latest methodologies in the Highway Capacity Manual.

Two-way, Stop Controlled, Unsignalized Intersections

LOS D or better; except for two-way, stop controlled, unsignalized intersections with SR 169, SR 516, or Witte Road which is LOS E for the side street approaches. The LOS is based on the average delay per vehicle for each approach or separate traffic movement at the intersection using the latest methodologies in the Highway Capacity Manual.



TRANSPORTATION

Support Analysis

Active Transportation Level of Service

Methodology

Active Transportation LOS standards were developed based on the future primary and secondary sidewalk, pathway, and trail system as first identified in the City's adopted *Non-Motorized Transportation Plan*, but refined and updated as shown in Figure 4.15.

The active transportation network has been identified through a series of Primary or Secondary Routes. Corridors identified as **Primary** or **Secondary Routes** are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The LOS standards shown in Figure 4.15 emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways, or along off-street corridors. The LOS designations are shown in green, orange, and red.

A green LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street. An orange LOS indicates a primary facility has facilities on only one side of the roadway, when both sides would be preferred. A red LOS indicates no designated facilities are provided for active transportation users, and is considered unacceptable.




LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure 4.15 - Active Transportation Levels of Service Overview

Active Transportation LOS Standards

The City has established level of service standards for its active transportation network based on the methodology in Figure 4.15. The existing active transportation LOS is shown in Figure 4.16. A green LOS is the standard for secondary routes, while an orange LOS is the standard for primary routes. The City utilizes 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. The long-term project list identified in the Transportation Element would implement the orange LOS for primary routes and green LOS for secondary routes.



Element 4
TRANSPORTATION
 Support Analysis

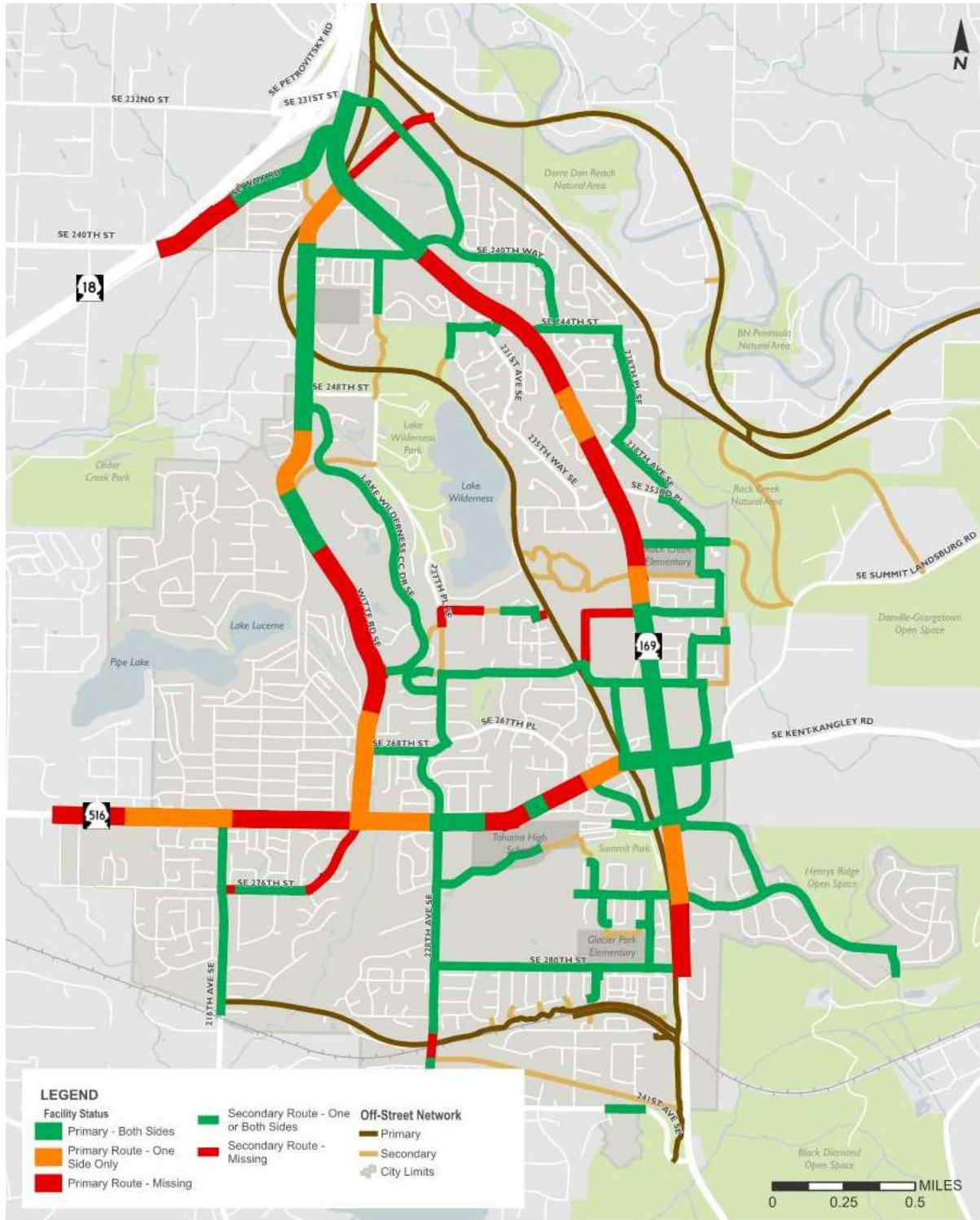


Figure 4.16 - Active Transportation Levels of Service



TRANSPORTATION

Support Analysis

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 level of service 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 Maple Valley, three primary services currently exist or are planned to be provided at some point in the future. They include the following services:

- Local Service (15-60 min service, either fixed route or flexible services)
- Express Service (15-30 min service, peak times)
- Frequent Service (15 min service, all day)

The transit LOS standards shown in Figure 4.17 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red. A green LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange 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 is considered unacceptable.

LOS	Standard	Amenities	Access
	For Frequent Services	High quality stop amenities	Sidewalks and marked crosswalks serving all stops
	For Express and Local Services	Stop amenities, where feasible	Sidewalks and marked crosswalks serving stops, where feasible
	N/A	No amenities	No designated pedestrian facilities serving stops

Figure 4.17 - Transit Levels of Service

Transit LOS Standards

The City has established level of service standards for transit based on the expected type of service being planned for in the Metro Connects Long-range Plan. The existing transit LOS is shown in Figure 4.18. Green LOS is the standard for frequent transit routes, while orange LOS is the standard for express or local service routes. Express routes may only occur during peak times, and local service may not include designated stops or be restricted to fixed routes. The long-term project list identified in the Transportation Element would implement the green LOS along planned frequent routes, and orange LOS along express and local routes.



Element 4
TRANSPORTATION
 Support Analysis

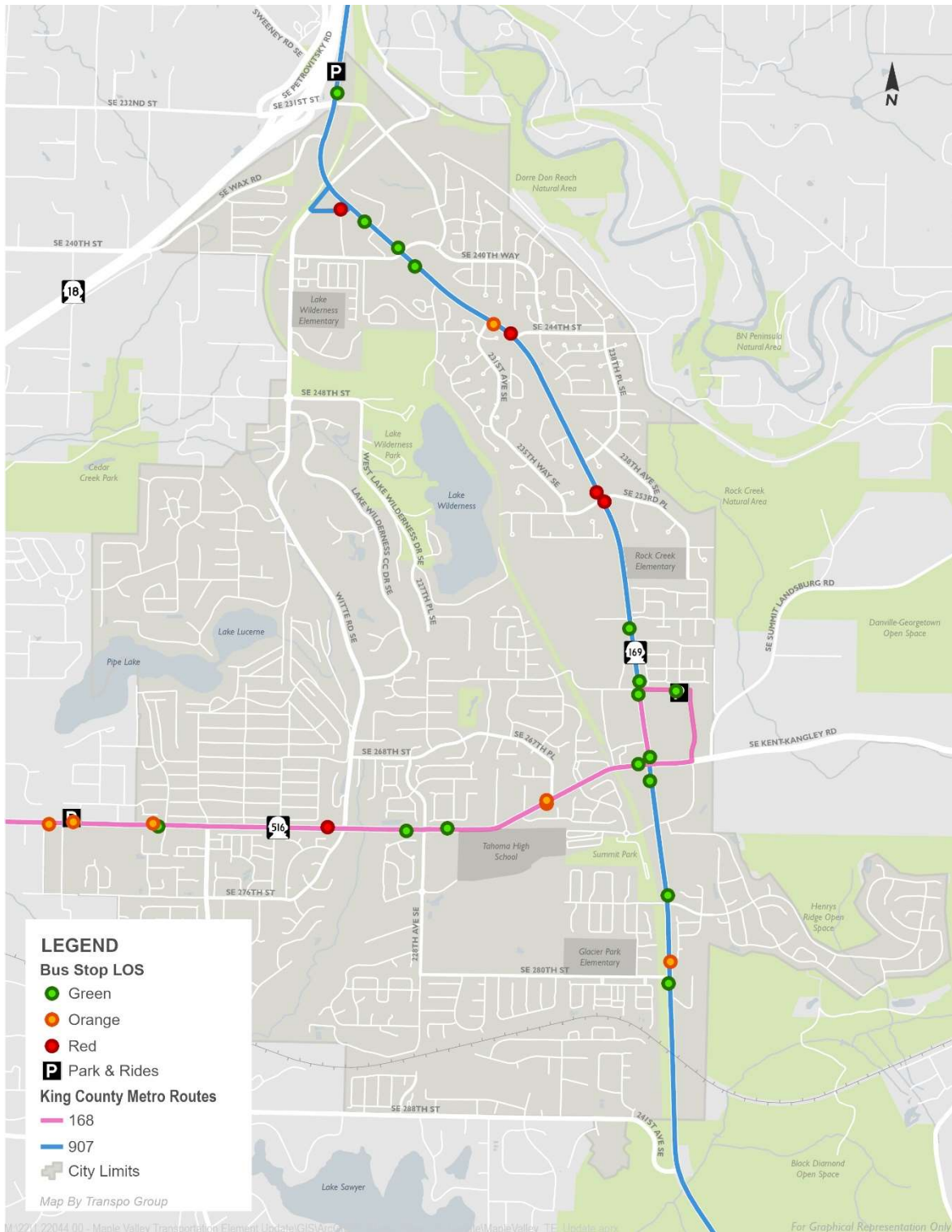


Figure 4.18 - Transit Levels of Service



Future Traffic Operations

The 2044 forecast traffic volumes for two transportation network conditions were analyzed: (1) baseline improvement projects only, and (2) with plan improvements. The results of the future baseline LOS analysis were used to develop the framework for the recommended transportation network, and ultimately, the long-term project list. The analysis provides a summary of future traffic operations with and without the long-term improvement projects, which are summarized in the transportation systems plan section of the Transportation Element.

The LOS analysis was conducted for the 2044 horizon year similar to the analysis conducted for the existing traffic conditions. Figures 4.19 summarize the forecast intersection operations for baseline and with improvement scenarios during the average weekday PM peak hour. Figure 4.20 illustrates the forecast intersection operations assuming all improvements on the long-term project list have been completed. With eventual implementation of the long-term project list, the intersections are expected to meet the City's established vehicle LOS standards.



TRANSPORTATION

Support Analysis

Intersection		2044 Baseline			2044 With Improvements		
Major Rd	Minor Rd	LOS ¹	Delay ² (WM) ³	Control ⁴	LOS	Delay (WM)	Control
SR 169	SE 231st St	C	33	Signal	C	33	Signal
SR 169	SE Wax Rd	C	31	Signal	C	30	Signal
SR 169	Witte Rd SE	C	35	Signal	D	35	Signal
SR 169	SE 240th St	D	50	Signal	D	48	Signal
SR 169	SE 244th St	D	26 (WBL)	TWSC	A	4 (WBL)	Round
SR 169	SE 253rd Pl	F	91 (WB)	TWSC	A	4 (EB)	Round
SR 169	SE 260th St	F	316 (WBL)	TWSC	A	4 (EB)	Round
SR 169	SE 264th St	B	19	Signal	B	18	Signal
SR 169	SR 516	D	51	Signal	D	51	Signal
SR 169	SE 271st St	C	28	Signal	C	27	Signal
SR 169	SE 276th St	A	9	Signal	A	7	Signal
SR 169	SE 280th St	B	15	Signal	B	15	Signal
SR 516	216th Ave SE	C	35	Signal	C	34	Signal
SR 516	Witte Rd SE	E	60	Signal	D	36	Signal
SR 516	228th Ave SE	D	52	Signal	D	48	Signal
SR 516	236th Pl SE	F	173 (NB)	TWSC	A	3 (NB)	Round
Witte Rd SE	SE 231st St	B	14	AWSC	B	13	AWSC
Witte Rd SE	SE 240th St	B	13	Signal	B	13	Signal
Witte Rd SE	SE 248th St	A	4 (EB)	Round	A	4 (EB)	Round
Witte Rd SE	SE 254th Pl	E	50 (EB)	TWSC	A	4 (EB)	Round
Witte Rd	SE 264th St	E	36 (WB)	TWSC	C	16 (WB)	TWSC
Witte Rd SE	SE 268th St	F	280 (WB)	TWSC	E	39 (WBL)	TWSC
216th Ave SE	SE 276th St	F	996 (WB)	TWSC	A	8 (EB)	Round
228th Ave SE	SE 240th St	A	7 (SB)	Round	A	7 (SB)	Round
228th Ave SE	SE 275th St	A	4 (EB)	Round	A	4 (EB)	Round
SE 231st St	SR 18 NB Ramps	B	14	Signal	B	13	Signal
SE 231st St	SR 18 SB Ramps	B	20	Signal	B	19	Signal
SE Kent-Kangley Rd	242nd Ave SE	B	16	Signal	B	15	Signal
Summit Parkway SE	SE Tahoma Way	A	4 (SB)	Round	A	4 (SB)	Round

1. Level of Service, based on 2010 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Worst movement reported for stop-controlled intersections.
4. Intersection traffic control: "Signal" is traffic signal; "TWSC" has stop signs on minor approach; "Round" is a roundabout.

Figure 4.19 - (2044) Weekday PM Peak Hour Intersection Levels of Service



TRANSPORTATION

Support Analysis

TRANSPORTATION SYSTEMS PLAN

The transportation systems plan section of the Transportation Element provides a long-range strategy for the City of Maple Valley to address current and forecast transportation issues and identified needs, implement transportation goals and policies, and realize the intent of the community's Vision. The plan is based upon an analysis of the existing transportation system, forecasts of future travel demands, the anticipated availability of resources, and the desire of the City of Maple Valley to create an efficient transportation system that puts a priority on multimodal mobility and community livability. The plan builds upon the City's policies and standards and seeks to give specific shape to the City's transportation goals and vision.

The transportation systems plan focuses on four components of the transportation system:

- Streets and Highways.
- Public Transit and Travel Demand Management.
- Active Transportation Facilities.
- Waterborne, Rail, and Air Transportation.

These are the basic elements of the transportation system upon which mobility within and through Maple Valley depends. The core of the transportation systems plan covers street and highway improvements with a focus on the major corridors within the City. The street system serves the movement of all travel modes in the community, including transit, pedestrian, and bicycle modes.

Streets and Highways

Streets and highways serving Maple Valley provide for the general movement of people and goods. They also serve other travel modes, including pedestrians, bicyclists, and transit. The street and highway section identifies the functional roadway system, roadway design standards, designated truck routes, and general needs and strategies related to local streets and street maintenance.

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The purpose of the functional classification plan is to provide a hierarchy of arterial and local streets. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel. The roadway classifications shown in Figure 4.21 include principal arterials, minor arterials, collector streets, and local and business access streets. The roadway functional classification descriptions are summarized in Figure 4.22.



Element 4
TRANSPORTATION
 Support Analysis

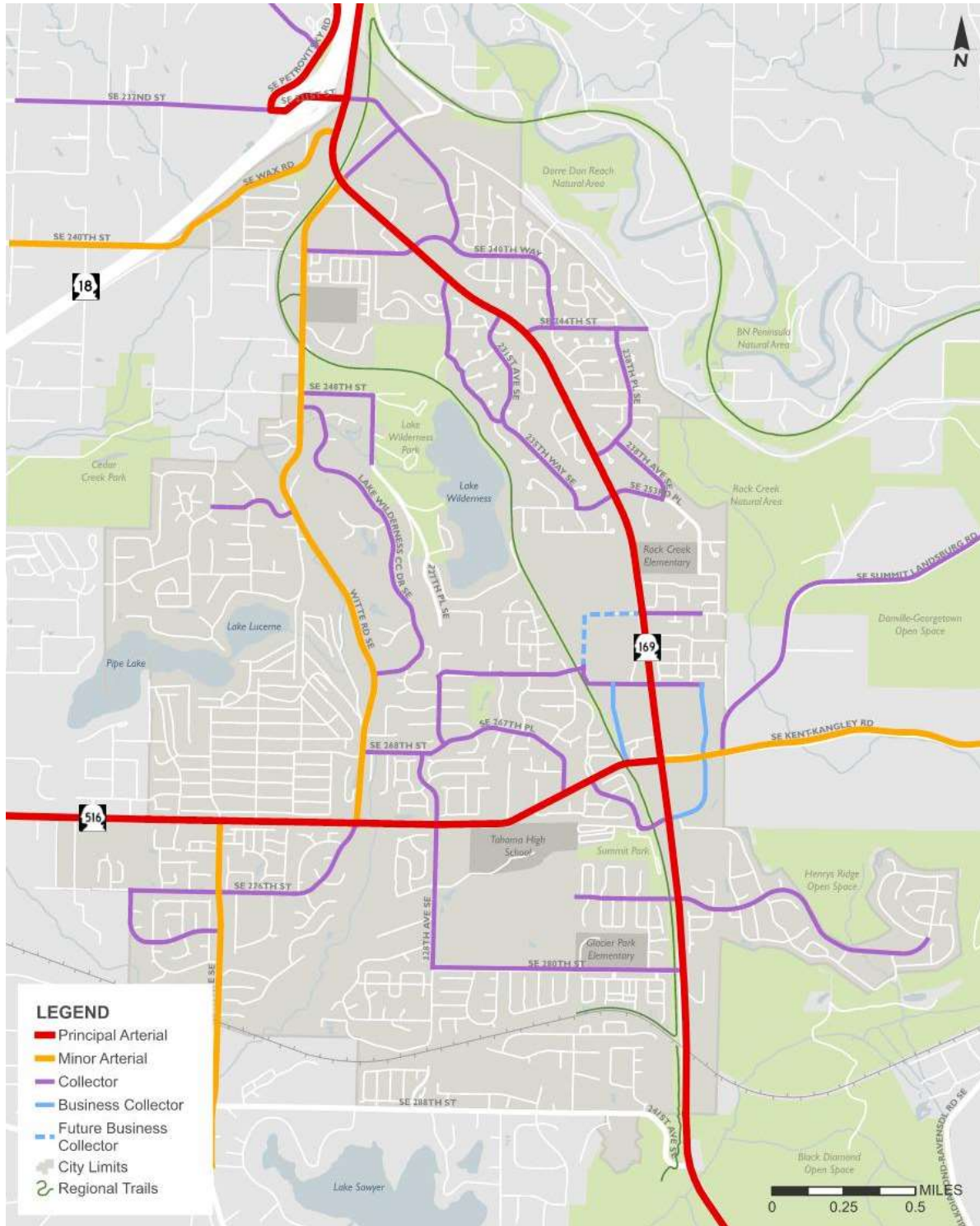


Figure 4.21 - Roadway Functional Classification System



TRANSPORTATION

Support Analysis

The specific alignments of new streets will be defined as part of the street design or during the review of new development proposals. The alignments will take into account property ownership, topography, environmental impacts, site design, traffic studies, and other considerations. Future street connections are needed in the downtown area and within Summit Place south of the new Tahoma High School. These new connections will provide improved emergency response, access, and connectivity for pedestrians, bicyclists, and vehicles as the areas redevelop.

The City roadway functional classification system is slightly different from the federal functional classification, particularly for roadways such as Witte Road, SR 516, and many of the collector streets. Witte Road is classified as a major collector, SR 516 is classified as a minor arterial west of SR 169, and a major collector east of SR 169, and SE Wax Road is classified as a major collector on the federal map. Other important collector streets are classified as local access streets or are not shown on the federal map, including 228th Avenue SE and SE 280th Street.

Federal functional classification is one determinant of eligibility for federal transportation funding. All roadway projects using federal funds must be approved on the federally classified roadway system. Local access roadway projects are not eligible to use federal transportation funds unless they are a pedestrian or bicycle project, or a safety project using State transportation safety funds.

The City should prepare and submit an application to update the federal functional classification map so that it is consistent with the City classifications identified in Figure 4.21. The process includes review by both PSRC and WSDOT, with final approval by the Federal Highway Administration (FHWA). The changes should be focused on key corridors such as Witte Road, SR 516, 228th Avenue SE, and SE 280th Street.

Functional Classification	Description
Principal Arterials	Regionally significant streets that link communities while also connecting important locations within the City. Principal arterials most often facilitate the system’s largest traffic volumes. Access to local streets and driveways is discouraged.
Minor Arterials	Major streets that provide important intra-city connections, but may also play a regional role. Access to local streets is encouraged while driveway access is discouraged.
Collector Streets	Intra-community streets connecting residential neighborhoods with commercial and activity centers or principal and minor arterials. Driveway access is often provided along these routes. The City has designated two types of collector roadways, Boulevard Collector and Neighborhood Collector. The key differentiator is primarily the design of the roadway, with Boulevard Collectors providing a landscaped median to separate each direction of travel.
Local and Business Access Streets	Streets providing circulation within neighborhoods or commercial areas and direct access to abutting properties.

Figure 4.22 - Functional Classification Definitions



TRANSPORTATION

Support Analysis

Roadway Design Standards

The City of Maple Valley adopted Roadway Standards in 2004 which sets specific and consistent road design elements. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii. The standards also provide requirements for the location and installation of utilities within the right-of-way.

The standards support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

Truck Routes

A significant amount of trucking activity occurs in the City due to the surrounding gravel mines and rock quarries east and south of the City. Local industry and surrounding forestry/agricultural uses generate truck traffic as well. Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. The City has designated only principal arterials and one minor arterial as truck routes. The 2004 Road Standards are defined to support truck use along these routes.

The primary routes for trucks traveling through the City are the two state highways: SR 169 and SR 516. The other truck route includes Kent-Kangley Road, east of the SR 516/SR 169 intersection at Four Corners. These routes provide connections from the surrounding land uses to the regional transportation system. SR 169 is the only north-south arterial for trucks heading between Black Diamond and Renton. SR 516 and Kent-Kangley Road provide an east-west arterial through the City. If trucks have an origin/destination within the City, they should limit travel on non-designated streets to the shortest practical travel route between the origin/destination and a designated truck route.

Local Streets

Improvement to or construction of new local streets are not explicitly defined in the Transportation Element and are assumed to be built through developer mitigation requirements. Local street system plans may be prepared as part of future neighborhood or subarea studies. For example, increased commercial and residential development within the Downtown or Summit Place subareas will need to be balanced with appropriate circulation roadways to allow alternate access routes and provide acceptable levels of vehicular and active transportation connectivity. The actual alignment of the future circulation roadways will be determined based on property boundaries, environmental impacts, and engineering considerations.

Street Maintenance Program

To maximize the use and efficiency of the existing and future transportation infrastructure, the City will continue with a comprehensive, systematic street maintenance program. The program will evaluate arterials and local roadways for pavement condition, signage, sight distance restrictions (such as vegetation blocking sight lines), and neighborhood safety impacts. Traffic control devices, including



TRANSPORTATION

Support Analysis

traffic signals, should be monitored and serviced regularly. As needed, the program will also be used to evaluate speed limits based on functional classification, design, and roadway conditions.

The City's Pavement Management System (PMS) provides a consistent and systematic approach for identifying overlay projects each year. The PMS also provides input regarding the need to rebuild existing streets, instead of performing an overlay.

To assure that the existing and future transportation infrastructure is preserved in a cost-effective manner, the City will allocate annual budget resources to maintaining existing infrastructure.

Public Transit and Transportation Demand Management

In order to provide viable transportation alternatives, the City of Maple Valley 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.

Metro Connects Long-range Plan

Metro Connects is King County Metro's vision for providing more service, more choices, and one easy-to-use system over the next 30 years. As Metro's long-range service and capital vision, Metro Connects describes how Metro will work toward a regional, innovative, and integrated mobility network that is safe, equitable, and sustainable. This system will support healthy communities, a thriving economy, and will protect environmental integrity. Metro envisions more than a 70 percent 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. Both networks are ambitious, integrated with the services of other agencies, and not yet fully funded.

Metro Connects interim service expansions in Maple Valley include the addition of a frequent route along SR 516 to Kent with the possibility of connection along this route to a RapidRide Candidate route that would connect Maple Valley to Auburn, Federal Way and Kent. The interim vision for service expansion also includes an Express route north to Renton and south to Black Diamond as well as existing local services.

Metro Connects long range 2050 network expansions to and from Maple Valley include additional Express routes north to Issaquah, Sammamish, Redmond, Duvall and Bothell, and east to Snoqualmie and North Bend.

Transit Plan

The Transportation Element has been coordinated with King County Metro Transit's 6-Year Development Plan and Metro Connects Long-range Plan. Transit service in Maple Valley is focused on the SR 169 and SR 516 corridors, and the Park-and-Ride lots north of Wilderness Village and in the Four



TRANSPORTATION

Support Analysis

Corners area. King County Metro Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

To support future development activity, the City encourages King County Metro Transit to implement the recommendations in the Metro Connects Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands. The Maple Valley Transportation Element provides for the following transit/public transportation services and facilities:

Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Maple Valley, Renton, Kent, and Seattle. Changes to future routes should be consistent with the Metro Connect Plan and the needs of the Maple Valley community. Changes to transit services should be based on a collaborative planning process involving the Maple Valley community.

Carpooling and Vanpooling

King County Metro Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with King County Metro Transit to increase awareness that carpooling and vanpooling programs are provided.

Transit Accessibility

The City will coordinate with King County Metro Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility.

The City will continue to work with King County Metro Transit to ensure 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.

Maple Valley is a growing community with increased urban levels of development, especially in the Wilderness Village and Four Corners commercial areas. 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 Maple Valley.



TRANSPORTATION

Support Analysis

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 Maple Valley because the area lacks large employers. Potential TDM strategies for the City of Maple Valley 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.

Site and Street Design

Sidewalks and/or other hard surface pathways that connect a development to adjacent pedestrian and bicycle facilities shall be provided when feasible. Pathways should incorporate pedestrian scale lighting and provide reasonably direct pedestrian access between arterials or collectors and existing or future transit stops. Transit shelters should be considered along arterial streets where the number of transit riders or service frequency warrants them.

Active Transportation Facilities

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The City's active transportation system is comprised of facilities that promote 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 City desires to have active mode facilities on all roadways unless special circumstances make it prohibitive. The City has an annual program to enhance active travel facilities. Segments of arterials and collectors that do not have sidewalks, bike lanes, or adequate walkways on both sides of the street are improved as part of the identified improvement projects or through the annual active transportation facilities program.

The Future Active Transportation System, shown in Figure 4.23, identifies the future vision of a comprehensive network of active transportation facilities. The City envisions an interconnected system of on-road and off-road facilities, that include sidewalks, pathways, shared-use trails, and key connections. Greater details on existing and planned pedestrian and bicycle facilities are provided in the Maple Valley Non-Motorized Transportation Plan (March 2013). As a separate publication, the Non-Motorized Transportation Plan was used to establish the LOS standards and develop the project list as part of the Transportation Element. However, the Non-Motorized Plan should be periodically updated to reflect the latest active transportation needs and design standards.



Element 4
TRANSPORTATION
 Support Analysis

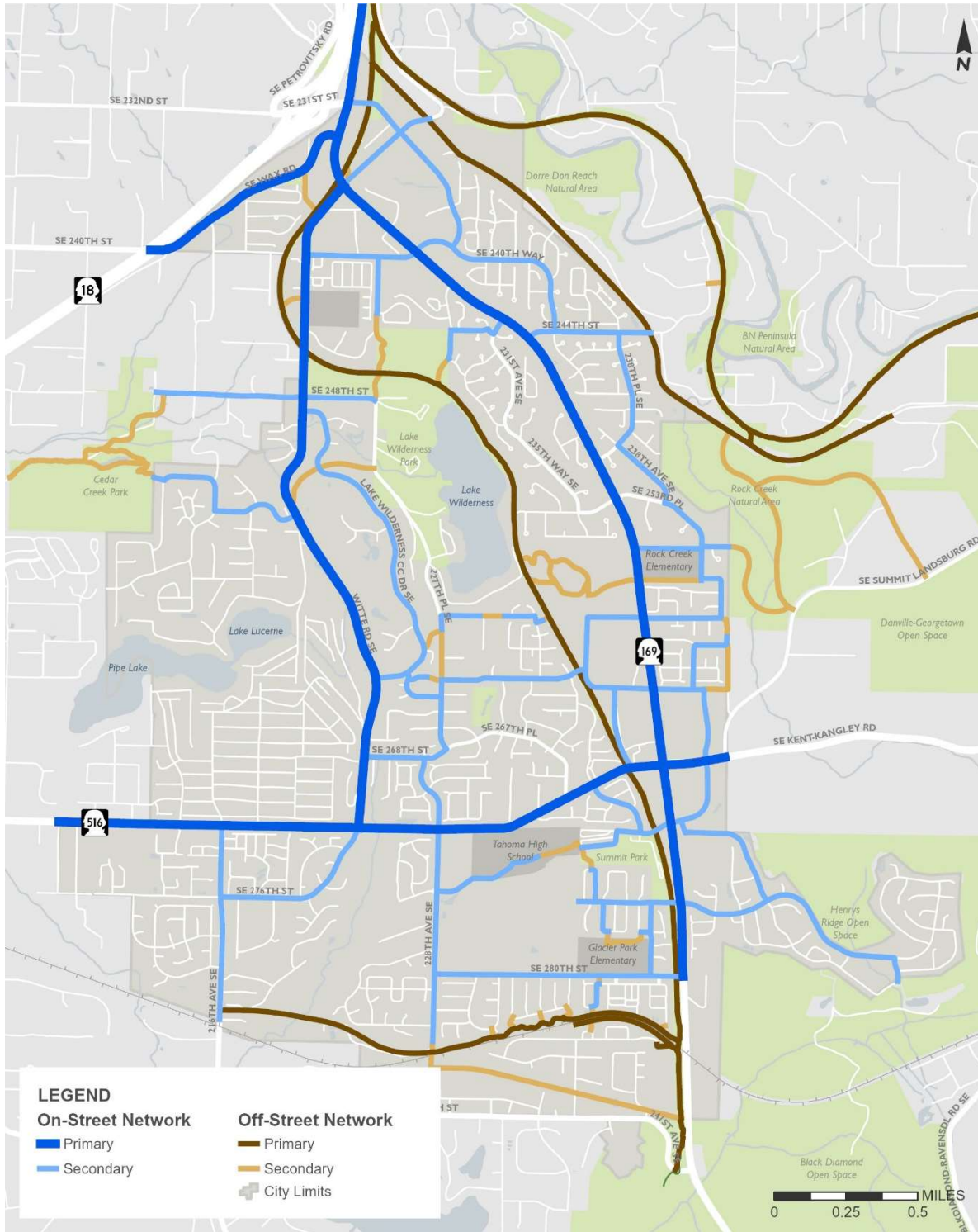


Figure 4.23 – Future Active Transportation System



TRANSPORTATION

Support Analysis

The active transportation network contains a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The future primary and secondary corridors were used to confirm specific LOS standards for active transportation facilities and to identify and develop the long-term multimodal project list.

Waterborne, Rail, and Air Transportation

There are no airports in the immediate Maple Valley planning area. Regional, national, and international air travel for Maple Valley is provided via Seattle-Tacoma International Airport, located approximately 15 miles west of Maple Valley. The airport can be accessed via SR 169 or SR 516.

The Burlington Northern Santa Fe (BNSF) railroad tracks bisect the southern residential areas of the City. This railroad line is referred to as the Stampede Pass route and is a mainline used to ship freight to/from the east side of the state and beyond. BNSF reactivated the line in 1996 to address projected growth at the ports. The Stampede Pass tunnel located near the crest of the Cascade Mountain Range is below railroad height standards and double-stacked container cars are prevented from using the line. BNSF train schedules indicate that two trains use the route each day, with additional trains using the tracks intermittently. No rail passenger service is offered along the rail line. One controlled crossing is located at the southern city limits at 216th Avenue SE.

There is no waterborne transportation serving Maple Valley. The Transportation Element does not identify waterborne transportation as a component of the City's transportation system.

Transportation Improvement Projects

Based on the evaluation of existing and forecast traffic volumes, traffic operations, safety, and key gaps in the active transportation system, a recommended list of transportation improvement projects were defined. The improvements address safety, capacity, complete street amenities, trail connections, expanded active transportation facilities, and roadway preservation needs. They also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the City and its UGA. All of the roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors. The projects were categorized into the following three types of projects:

- SR 169 Improvements (Maple Valley – Black Diamond Road SE).
- SR 516 Improvements (SE Kent-Kangley Road).
- Local City Street Improvements.



TRANSPORTATION

Support Analysis

A brief description and cost estimate for each project is presented in Figure 4.24. Figure 4.25 shows the location of each project. Figure 4.24 identifies the roadway or intersection, the project limits, a description of the improvements, and a planning level cost estimate. A map identification number is included on the table to assist in referencing the projects shown on the figure.

Planning level cost estimates were prepared for each project based on typical per unit costs, by type of roadway and scope of the improvement. Where costs had been calculated as part of ongoing design projects or projects listed in the City's 6-year TIP, they were used instead. The cost estimates include allowances for right-of-way acquisition based on generalized needs to meet the City's street standards. Adjustments to construction costs were included, as needed, to reflect any specific implementation issues, such as environmental impacts or impacts on adjacent properties.



TRANSPORTATION

Support Analysis

Map ID	Title and Location	Description	Project Cost ¹ (\$1,000)
SR 169 Improvements (Maple Valley - Black Diamond Road SE)			
TE-1	SR 169/SE 244th St Intersection	Install roundabout to provide for improved operations, safety, and access management.	\$4,425
TE-2	SR 169 Widening (SE 240th St to SE 244 th St)	Complete street improvements including adding lanes in each direction, stormwater facilities, curb, gutter, bike lanes, and sidewalks. Access management included.	\$6,664
TE-3	SR 169/228 th SE Intersection	Intersection improvements to provide for improved operations, safety, and access management and future access to property to the east. Roundabout is being evaluated for feasibility, but could include some other type of traffic control.	\$4, 425
TE-4	SR 169 Widening (SE 244th St to SE 253 rd PI)	Complete street improvements including adding lanes in each direction, stormwater facilities, curb, gutter, bike lanes, and sidewalks. Access management included.	\$21,440
TE-5	SR 169 Widening (253rd PI to SE 260 th St)	Complete street improvements including adding lanes in each direction, stormwater facilities, curb, gutter, bike lanes, and sidewalks. Install multi-lane roundabouts at SE 260th St and SE 253rd PI to provide for improved operations, safety, and access management.	\$19,200
TE-6	SR 169 Pedestrian Bridge	Construct a pedestrian bridge south of Rock Creek Elementary to create better east-west connectivity and safety for active transportation users. Bridge will connect with other City trails in vicinity.	\$9,200
TE-7	SR 169 Urban Improvements (SE 271st PI to SE 276th St)	Add an additional northbound lane, curb, gutter, bike lane, and sidewalk on east side.	\$4,000
TE-8	SR 169 Urban Improvements (SE 276th St to SE 280th St)	Upgrade roadway to urban standards with curb, gutter, bike lanes, and sidewalks on the west side to address gaps in the active transportation system.	\$1,700
TE-9	SR 169 ITS Implementation (SE 231st St to SE 280th St)	Upgrade signal controllers, install fiber, and ITS equipment along the SR 169 corridor between SE 280th Street and SE 231st Street. Equipment may include new controllers, CCTV, connections to City Hall, automated traffic data collectors, etc.	\$3,570
SR 516 Improvements (SE Kent-Kangley Road)			
TE-11	SR 516 Widening (207th Ave SE to 216th Ave SE)	Complete street improvements including adding lanes in each direction, curb, gutter, bike lanes, and sidewalks. Access management included.	\$8,950
TE-12	SR 516 Urban Improvements (SE 216th St to Witte Rd SE)	Upgrade roadway to urban standards with curb, gutter, bike lanes, and sidewalks.	\$5,750
TE-13	SR 516 Widening (Witte Rd to 228th Ave SE)	Complete sidewalk and bike lane on south side of the corridor.	\$1,470



TRANSPORTATION

Support Analysis

TE-14 SR 516 Widening (228th Ave SE to 236th PI SE)	Widen to 3 lanes. Install new curb, gutter, bike lane, and sidewalk on both sides. Construct center left turn lane/pockets where warranted.	\$2,150
TE-15 SR 516/Witte Rd Intersection	Widen north leg to complete missing sidewalk segment on west side of Witte Rd. Add SB left-turn lane and convert signal to remove split phasing or evaluate feasibility of a roundabout.	\$1,350
TE-16 SR 516 Pedestrian Crossing	Construct pedestrian crossing along SR 516 near northwest corner of Tahoma High School campus.	\$350
TE-17 SR 516/236th PI SE Intersection	Install single lane roundabout to provide for improved operations and safety.	\$3,920
Local City Street Improvements		
TE-18 SE 231st St Urban Improvements (SR 169 to Witte Rd SE)	Upgrade roadway to urban standards with curb, gutter, bike lanes, and sidewalks to connect active users to Cedar to Green River Trail.	\$3,610
TE-19 Witte Rd SE Urban Improvements (SR 169 to SE 230th PI)	Upgrade roadway to urban standards with curb, gutter, bike lanes, and sidewalk on the north side.	\$3,080
TE-20 Trail Connection in vicinity of Witte Rd/SR 169 intersection	Construct ADA accessible connection to the Cedar to Green River Trail in the vicinity of the Witte Rd/SR 169 intersection.	\$2,960
TE-21 SE Wax Rd Urban Improvements (SR 18 underpass to SE 237th St)	Widen eastern shoulder to create dedicated active transportation user space. Consider the use of vertical markers or curbed physical barriers, along with street lighting at crossings.	\$1,470
TE-22 238th Ave SE/SE 253rd PI Walkway (238th Ave SE from SE 251st St to SE 253rd PI; SE 253rd PI from SE 238th Ave SE to SE 256th St)	Repurpose shoulders and restripe roadways to create dedicated active transportation user space. Consider the use of vertical markers or curbed physical barriers, along with street lighting at crossings.	\$780
TE-23 SE 260th St/Main St Urban Improvements (SE 263rd St to SR 169)	Upgrade and complete collector street system with curb, gutter, bike lanes, and sidewalks to support Downtown Master Plan.	\$6,950
TE-24 Witte Rd SE/SE 254th PI Intersection	Install roundabout to provide for improved operations and safety.	\$7,810
TE-25 Witte Rd SE (SE 256th St to 222nd Ave SE)	Construct complete street improvements with curb, gutter, sidewalk/pathway on west side and stormwater facilities. Add center turn/merge lane at Lake Wilderness CC Dr SE intersection to improve safety and operations.	\$4,200
TE-26 Witte Rd SE (222nd Ave SE to SE 268th St)	Construct complete street improvements including center turn/merge lane at 222nd Ave SE and SE 268th St intersections, curb, gutter, sidewalks, and stormwater facilities.	\$2,960
TE-27 SE 276th St/Witte Rd SE Corridor (216th Ave to SR 516)	Complete street improvements. Install new curb, gutter, bike lanes, street lights, and sidewalks.	\$7,580



TRANSPORTATION

Support Analysis

TE-28	216th Ave SE/SE 276th Intersection	Install single-lane roundabout to provide for improved operations and safety.	\$3,900
TE-29	228th Ave SE/Railroad Trail Crossing	Add ped/bike only bridge over railroad at the 228th Ave SE corridor to improve active transportation connectivity.	\$4,180
TE-30	SE 248th St/Wilderness Park Entrance Intersection	Improve intersection and evaluate revised traffic control to provide safer pedestrian crossings, lower vehicle speeds, and improving sight distance.	\$150
TE-31	SE 264th St/244th Ave SE Walkway	Create dedicated active transportation connection by providing asphalt pathway from intersection of SE 264th St/242nd Ave SE east to City boundary, then north on 244th Ave SE to SE 260th St, along unopened City right of way.	\$630
N/A	Annual Street Maintenance Program	Based on an annual review of the condition of the City's roadways, street segments are selected for repair or overlay to maintain the integrity of the City's street system in accordance to the pavement management system. In 2012, a Transportation Benefit District (TBD) was adopted to fund ongoing street maintenance. The annual revenue is typically \$400,000/year or \$8 million over the life of the plan.	\$8,000

1. Costs in \$1,000s of dollars (2023\$).
2. EB=eastbound; WB=westbound; NB=northbound; SB=southbound.

Figure 4.24 - Transportation Improvement Projects



Element 4
TRANSPORTATION
 Support Analysis

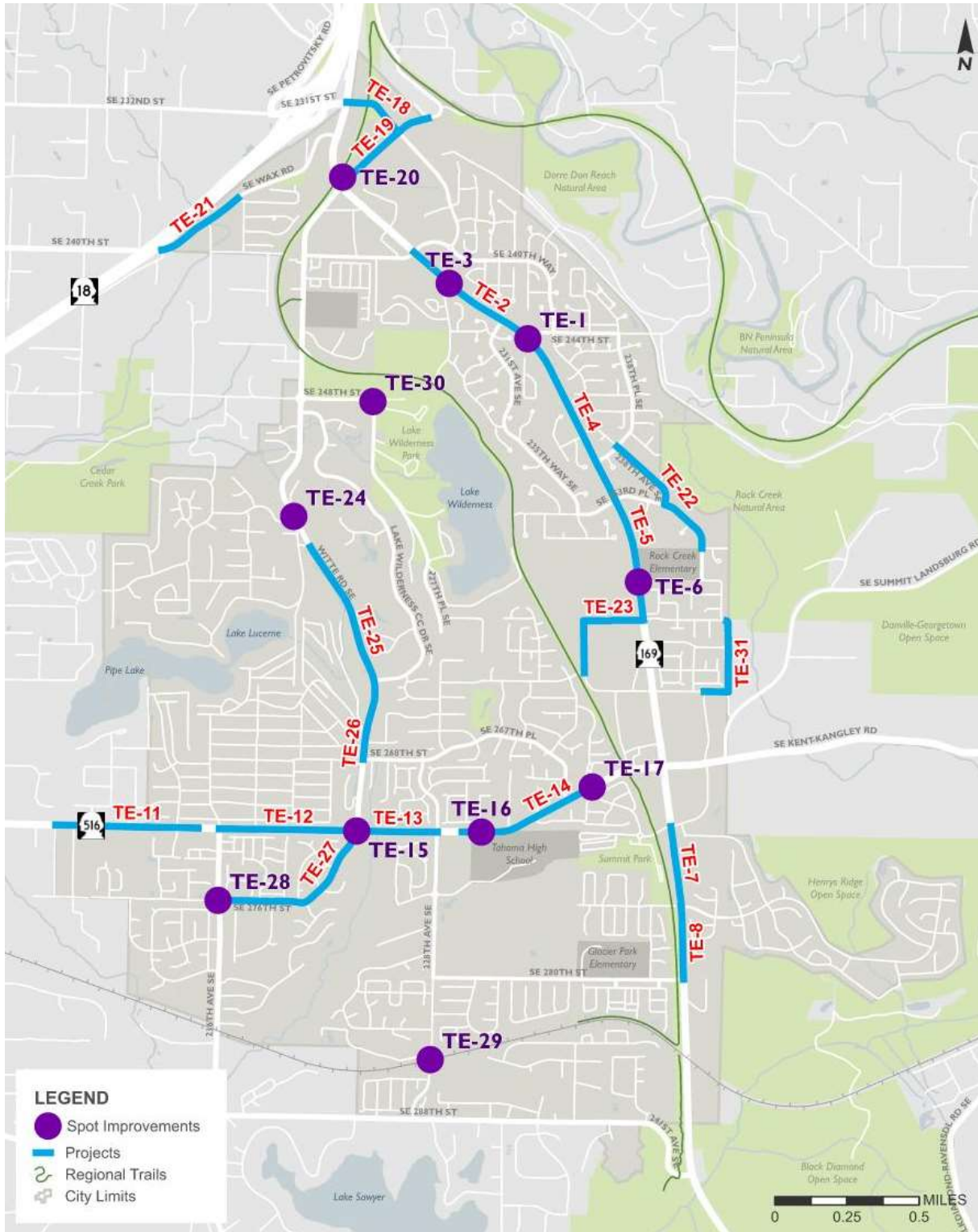


Figure 4.25 – Long Term Transportation Improvement Projects



TRANSPORTATION

Support Analysis

SR 169 Improvements (Maple Valley – Black Diamond Road SE)

SR 169 is a critical highway for the region and for each local community along the corridor. It is the primary route for Cities such as Maple Valley and Black Diamond. Improvements are needed within the City of Maple Valley to increase capacity, improve safety, enhance active transportation connectivity, and to upgrade to complete street facilities. The future analysis indicates that SR 169 should have a continuous four or five lane cross-section from the north city limits to SE 276th Street to accommodate the anticipated land use growth in the City and the surrounding communities.

The improvements are consistent with the needs identified in WSDOT's SR 169 Route Development Plan completed in 2007. The widening will be accomplished in phases with separate projects listed along SR 169 in Figure 4.24 and shown in Figure 4.25. Since SR 169 is designated a Highway of Statewide Significance, implementation of the improvements will depend on funding by WSDOT, grants or other outside sources as the City does not have the financial means to implement projects along this important regional highway by itself.

SR 516 Improvements (SE Kent-Kangley Road)

Anticipated future development in the southern areas of Maple Valley and in the City of Black Diamond will require additional improvements along SR 516 between the west city limits and SR 169 to support forecast travel demand.

West of 216th Avenue SE, SR 516 would be widened to five lanes to match potential expansion of the highway through Covington. If the highway is not widened through Covington, five lanes in Maple Valley is not necessary. The improvement would allow for additional lanes to the SR 516/216th Avenue SE intersection, which has been a continued bottleneck in the City and an important gateway to the growing Black Diamond area.

East of 216th Avenue SE, SR 516 would be widened to three lanes in spot locations, and include new sidewalks and bicycle facilities to improve active transportation connectivity and safety. Implementation of the improvements to SR 516 will depend on funding by WSDOT, grants or other outside sources as the City does not have the financial means to implement projects along this important regional highway.

Local City Street Improvements

This category of projects includes capacity, safety, active transportation, and complete street improvements along other City arterials and streets.

Projects would upgrade several segments of local arterials and collectors with complete street amenities such as sidewalks, bicycle facilities, street lighting, etc. Roadways expected to see complete street amenities include the southern portion of Witte Road, along with segments of Wax Road, SE 231st Street, and SE 276th Street.



TRANSPORTATION

Support Analysis

Other projects would improve active transportation connections and amenities, such as new trail connections to the Cedar to Green River Trail, a pedestrian/bicycle bridge over the BNSF railroad line along 228th Avenue SE, and a new asphalt pathway on unopened right of way on 244th Avenue SE. Some pavement along existing neighborhood collectors would be re-purposed to include dedicated active transportation space such as at the entrance to Lake Wilderness Park, and along streets accessing Rock Creek Elementary School.

SE 260th Street would be extended and Main Street would be constructed to support the downtown master plan and provide access and circulation to future development in the area.

FINANCE AND IMPLEMENTATION PROGRAM

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Maple Valley. A summary of project costs and a strategy for funding the projects over the life of the plan are presented. In addition, implementation strategies are discussed, including continuing coordination with WSDOT and other agencies to prioritize and fund improvements along SR 169 and SR 516, two regional state highways serving southeast King County. Other strategies call for monitoring and refining City development regulations, such as the concurrency and transportation impact fee programs to ensure development addresses multimodal needs and does not out pace transportation system investments. The implementation plan provides the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

Financing Program

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan for the Transportation Element provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, the financing program also includes a discussion of how additional funding will be raised and/or level of service standards will be reassessed to assure that the Transportation Element can adequately support the Land Use Element. Alternatively, the City may reassess its Land Use Element.

The transportation financing program becomes a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a six-year plan that finances capital facilities and identifies the sources of public money for the projects.

Project Cost Summary

Planning level project cost estimates have been prepared to determine the magnitude in transportation investments needed over the life of the plan. Figure 4.24 summarizes the list of capital transportation improvement projects based on the analyses of existing conditions and travel forecasts along with the annual street maintenance program. Figure 4.26 summarizes the planning level project



TRANSPORTATION

Support Analysis

cost estimates into seven primary improvement categories. The project costs assume that right-of-way will be needed for some projects to match the City street design standards.

A total of \$158,914,000 (2023 dollars) will be needed to fully fund the capital improvements and street maintenance over the 20-year horizon of the Transportation Element. Of these costs, over \$74.7 million are related to improvements on SR 169 within Maple Valley, which is a designated Highway of Statewide Significance (HSS). Another \$23.9 million is associated with improvements along SR 516 in the City, a state Highway of Regional Significance (HRS). Combined, the estimated costs of improvements to these two state highways total \$99.6 million, representing 63 percent of the total identified capital improvement needs. The remaining capital costs are needed for improvements to City arterials and collector roadways to improve intersections, add complete street amenities, address key active transportation gaps, support a new street system in the City’s downtown area, and maintain the City’s streets.

Improvement Category	Estimated Costs ¹
State Highway Improvements – SR 169	\$74,714,000
State Highway Improvements – SR 516	\$23,940,000
City Arterial - Complete Street Improvements	\$21,430,000
Active Transportation Improvements	\$10,020,000
City Intersection Improvements	\$11,860,000
New Street Connections	\$6,950,000
Public Works Trust Fund Loan Repayment	\$2,000,000
Annual Street Maintenance Program	\$8,000,000
Total Project Costs	\$158,914,000

1. Planning level costs in 2023 dollars.

Figure 4.26 - Capital Project Cost Summary

Funding Strategy

The City of Maple Valley utilizes a number of fees and tax revenues to construct and maintain their transportation facilities. Funding sources include local tax revenues, grants, partnerships with other agencies, and developer mitigation. Primary City revenues directed toward transportation improvement projects include the Real Estate Excise Tax (REET), Transportation Benefit District vehicle license fee, and Surface Water Management (SWM) funds. The City also uses fuel taxes and can direct revenues from its General Fund to transportation capital projects, as needed, to balance its Six-Year Transportation Improvement Program (TIP).

Developer mitigation could be in the form of transportation impact fees, SEPA mitigation, or construction of frontage improvements. Developer mitigation associated with the master planned communities in Black Diamond also has been incorporated, consistent with the negotiated mitigation agreement between Maple Valley and Black Diamond. Other agencies such as WSDOT are expected to share in the cost of state highway improvements to meet regional transportation needs.



TRANSPORTATION Support Analysis

The City identified the most appropriate potential funding sources for each of the improvement projects. For example, grants or other agency funding was generally assumed to be a greater share of the revenues for funding improvements on SR 169 or SR 516 than on the local arterial improvements. While it is unlikely that implementation of the Transportation Element projects will actually match the City’s funding assumptions at a project-by-project level, this process does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through transportation impact fees and other developer mitigation. Figure 4.27 summarizes the anticipated sources of revenues needed to fund the identified capital improvements.

Funding Element	2023 to 2044 Revenues (2023 \$)
City Funding	
Real Estate Excise Tax (REET)	\$23,544,000
Surface Water Management Fund (SWM)	\$12,231,000
Transportation Benefit District	\$9,155,000
Public Works Trust Fund Loan	\$1,800,000
	<i>Subtotal</i> \$46,730,000
Grants and Other Agency Funding	
Federal, State, or Other Grants/ Funding Partnership	\$65,934,000
Black Diamond Developer Mitigation ³	\$17,648,000
	<i>Subtotal</i> \$83,582,000
Maple Valley Development Funding	
Transportation Impact Fees ¹	\$14,144,000
Other Developer Mitigation – Maple Valley ²	\$4,000,000
Tax Increment Financing	\$4,300,000
	<i>Subtotal</i> \$26,744,000
Total Estimated Revenues	\$157,056,000

1. Transportation impact fee revenues based on historical revenues.
2. Maple Valley developer funding beyond transportation impact fees. Could include frontage improvements, local improvement districts, business improvement district, or other similar funding program. Assume that all, or part of, improvements are constructed or right-of-way dedicated as a condition of development.
3. Accounts for estimated revenues associated with mitigation of the master planned developments in Black Diamond pursuant to the mitigation agreement.

Figure 4.27 - Financing Strategy Summary

City Revenues

The City of Maple Valley has directed revenues from its Real Estate Excise Taxes (REET) to fund transportation improvement projects. The program identifies funding from REET at an average of just over \$700,000 per year. The City also allocates some revenues from its Surface Water Management (SWM) program to help fund transportation projects. Drainage and retention of storm water is part of most roadway and intersection expansion projects making SWM revenue an appropriate part of the transportation funding program. Revenue from the City’s Transportation Benefit District (TBD) is targeted towards street maintenance and pavement overlay with approximately \$400,000 per year assumed through the life of the plan based on the existing \$20 vehicle license fee.



TRANSPORTATION

Support Analysis

Given the uncertainty of the REET and SWM funding on a year-to-year basis, the City plans to fill gaps in City revenues from its TBD, fuel taxes and general fund, as available. These other City funding sources are typically directed toward preservation and operations of the transportation system, but could be redirected to capital funding for a particular need, with the opportunity to be “reimbursed” through additional grants or future impact fee payments. The City could also utilize council legislative authority to increase the vehicle license fee up to \$40 as part of the TBD to raise additional revenue to direct towards capital project or maintenance costs.

Grants and Other Agency Funding

The funding program identifies approximately \$66 million in funding from grants or contributions by other agencies. This represents over 42 percent of the estimated capital transportation improvement program costs. The majority of the identified grant and other agency funding are associated with improvements to SR 169 and SR 516. These state highways serve a significant level of through traffic, therefore implementation of the projects will depend on funding by WSDOT or other outside funding sources as the City does not have the financial means to implement projects along these important regional highways. The travel forecasting process identified that 40 to 60 percent of the growth in traffic on the state highway was attributable to growth outside of Maple Valley. WSDOT and PSRC have established level of service standards for these facilities which will require funding through federal, state, and regional sources. In addition, partnerships with Black Diamond, Covington, King County, and transit providers can be part of the funding program for these state highways. Grant revenue is also expected to help fund complete street, safety, and active transportation improvements identified in the Transportation Element.

Black Diamond Development Mitigation

Maple Valley and Yarrow Bay Holdings, the applicant for the two master planned communities in Black Diamond, have entered into a mitigation agreement to help fund transportation improvements in Maple Valley to address impacts identified in their environmental impact statements. Based on the percentage contributions toward specific projects, the City of Maple Valley funding analyses estimates this contribution at approximately \$17.65 million (2023 dollars).

Transportation Impact Fees

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



TRANSPORTATION

Support Analysis

resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The City implemented and adopted a transportation impact fee program in 1999. The program is defined in Chapter 16.60 of the Maple Valley Municipal Code.

The funding strategy assumes the transportation impact fee program is based on the updated 20-year list of improvement projects, as identified in Figure 4.24. 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.

The transportation impact fees are estimated to account for almost \$14.1 million (2023 dollars) in revenues. This represents approximately 9 percent of the total funding program, including the contributions related to expected debt service.

Other Developer Mitigation

The Transportation Element identifies \$4.0 million in other developer mitigation as part of the funding program. New developments can be required to dedicate right-of-way and/or construct at least part of some of the improvements listed in Figure 4.24, but would likely receive transportation impact fee credit. Developer mitigation could include frontage improvements that are not impact fee related and other improvements to mitigate capacity or safety deficiencies caused by the development. As part of the funding program, developer mitigation (beyond the identified transportation impact fees) is primarily assumed for improvements associated with new traffic control along SR 169, such as a new roundabout at 228th Avenue SE. The City may, however require developer mitigation at other locations identified in the Transportation Element or at other locations, as determined during the development application and review process, which has not been accounted for in the financing strategy.

Reassessment Strategy

The funding strategy is based on grants and other outside funding that the City does not control. As noted above, the City may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared or consider other revenue options such as increasing the vehicle license tab fee. In addition, the City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the shorter-term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

In order to maintain the vitality of the City's transportation system, the City should adhere to the following principles in its funding program:



TRANSPORTATION

Support Analysis

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues.
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards.
- Coordinate and partner with WSDOT and other agencies to vigorously pursue grants from state, federal, and regional agencies to help fund and implement improvements along SR 169 and SR 516.
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel.
- Review transportation impact fee revenues each year to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or WSDOT cost sharing.
- If the actions above are not sufficient, consider changes in the level of service standards and/or limit the rate of growth.

Implementation Program

Implementation of the Transportation Element involves several strategies. These include coordination with developers and partnering with other agencies to construct the transportation improvement projects and expand transit service to the City. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along SR 169 and SR 516. This may include re-prioritizing roadway projects as new funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies to phase improvements to allow funding to be spread over a longer time period. In addition, 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.

Partnering with Other Agencies

PSRC's Vision 2050 describes the investments and policies needed to create a safe, clean and efficient transportation system essential to supporting the region's quality of life, health and economy as the region continues to grow. The Transportation Element supports the City's role in the regional transportation strategy through its policies to support and expand use of transit, transportation demand management, and active travel to reduce the number of vehicle trips generated by development in the City. Maple Valley will need to coordinate with King County Metro and other nearby cities to implement facilities and services to meet those objectives. Coordination will also help assure consistency in plans and implementation programs between agencies to meet the goals of the regional plan.



TRANSPORTATION

Support Analysis

The City will continue to partner with WSDOT to implement improvements along both SR 169 and SR 516 consistent with the Transportation Element project list. Projects along both state highways serve regional travel patterns as well as provide local access within Maple Valley. Without WSDOT as a partner, the City is unable to put a high priority on major capacity improvements along both state highways since the improvements serve significant levels of regional traffic and the projects will cost more than the City can reasonably fund on their own. These projects should be considered for joint submittal of grants, with the local match being combined from benefiting agencies. Partnering with WSDOT will be critical in the implementation of the Transportation Element project list.

Other agency partnering opportunities involve King County Metro Transit and the Tahoma School District. Coordination with both agencies could lead to cost sharing of improvements to construct pedestrian facilities around schools or transit routes.

Project Priorities and Timing

The City of Maple Valley will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. The development of the TIP also will be used to identify potential phasing options to fit within available revenues during that six-year time horizon. The City will monitor traffic volumes and the location and intensity of land use growth in the City. The City will also need to monitor traffic growth from Black Diamond and other adjacent communities. Based on this information, the City will then be able to direct funding to areas that are most impacted by growth or may fall below the City's level of service standard. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

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 provides credits where developers are required to construct improvements whose costs are included in the transportation impact fee program.



TRANSPORTATION

Support Analysis

The City will need to regularly monitor the level of service of its transportation system as part of its concurrency program. The City will use information from its concurrency program in updating its Six-Year Transportation Improvement Program, grant applications, and coordination with WSDOT and other agencies.

As each development application is reviewed, the City will determine if concurrency has been met. If concurrency is not met, then the City will establish conditions of approval. Since SR 169 is a Highway of Statewide Significance, the City cannot use concurrency to deny the development application if the proposal impacts SR 169; therefore, conditions of approval will be established through SEPA and in coordination with WSDOT (as applicable) in order to mitigate any potential impacts of the development.

The City will monitor the performance of the transportation system throughout the City. The City will apply its multimodal LOS standards and the City's Road Standards to evaluate and identify appropriate improvements for mitigating impacts of developments in the City. The City also will conduct its own studies and work with other agencies to define needed improvements to be incorporated into its Six-Year Transportation Improvement Program, which is updated annually.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted level of service standards, then the City will need to pursue options as laid out under the Reassessment Strategy, presented previously.

CONSISTENCY WITH OTHER AGENCIES

Maple Valley's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Element is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below.



TRANSPORTATION Support Analysis



The Maple Valley Transportation Element considers the impacts of planned improvements, along with the priorities and policies of the WSDOT, PSRC, King County, City of Covington, and the City of Black Diamond. The following summarizes how the Transportation Element relates and is consistent to these other state, regional, and neighboring agency plans.

WSDOT

The Washington Transportation Plan (WTP) 2040 and Beyond, and the associated Highway System Plan (HSP), updated in 2023, provide the umbrella for all metropolitan and regional transportation plans. The updated WTP focuses on key policies and strategies for the State, while the HSP still maintains the most recent long-term statewide project list.

The Highway System Plan is an element of the WTP. The HSP identifies highway system improvement projects and programs consistent with the WTP priorities. The HSP is constrained by available funding forecast for the next 20 years. Policies and improvement projects listed in the WTP and HSP were reviewed for consistency with the strategies and projects recommended in the Transportation Element.

As required by the GMA, the Transportation Element addresses the existing and future conditions of SR 169 and SR 516 serving the City. The transportation inventory describes existing traffic volumes, levels of service, and safety along both highways. The Transportation Element also identifies forecast conditions and improvement needs to resolve capacity, operations, safety, complete street, and multimodal transportation needs along both corridors. SR 169 is classified as a Highway of Statewide Significance (HSS). According to the HSP, the LOS standards are set forth by State law, which sets LOS D for HSS facilities in urban areas. Since the City is a designated urban area, the LOS D standard applies for the segment of SR 169 within the City. GMA concurrency requirements do not apply to HSS facilities. While the City will monitor SR 169 as part of its concurrency program, any conditions of development approval will be established through SEPA and projects would not be denied based on concurrency, thereby maintaining consistency with the state statutes and regional plans.



TRANSPORTATION

Support Analysis

SR 516 is classified as a Tier 2 State Highway of Regional Significance (HRS). PSRC and the local agencies have adopted an LOS D standard for SR 516 within Maple Valley. Concurrency will be applied along this corridor based on the standards summarized previously in the Transportation Element. The City's LOS D standard for arterials and collectors is consistent with state and regional LOS standards for both SR 169 and SR 516.

The City has worked with WSDOT in past years to coordinate and implement roadway and intersection improvements along SR 169 and SR 516. The City will continue to work with WSDOT to aggressively pursue grants or other funding to implement the improvements along both corridors as identified in the Transportation Element.

PSRC

The Puget Sound Regional Council (PSRC) adopted VISION 2050 and Transportation 2040 and Beyond to guide transportation policies, priorities and investments for the Puget Sound region. The update of the Maple Valley Transportation Element included a review of the policies and projects that were important to consider and build from to provide regional and local consistency. The appropriate policy and project updates were incorporated into the City's Transportation Element so that it is consistent and supportive of both VISION 2050 and Transportation 2040 and Beyond (the Region's Metropolitan Transportation Plan). Several policies were added to the City's Transportation Element to address important regional priorities such as multimodal connectivity, complete streets, green streets, low impact design, sustainability, electric vehicles, alternative fuel, environmental impacts, air quality, and travel demand management.

The PSRC travel demand model was used as the basis in constructing the Maple Valley travel demand model. The travel forecasts for areas outside the City's immediate study area were directly integrated from the PSRC model. Therefore, the travel forecasts and subsequent operations and safety analysis for the City considered and incorporated regional growth, consistent with PSRC land use and travel forecasts.

The City roadway functional classification system is slightly different from the federal functional classification system, particularly for roadways such as Witte Road, SR 516, and many of the collector streets. The City will work with PSRC to prepare and submit an application to update the federal functional classification map so that it is consistent with the City street classifications.

King County

King County transportation and capital improvement plans were reviewed as part of the Maple Valley Transportation Element update. County road classifications were also reviewed and determined to be compatible. The City's functional classification map notes the classification of County roadways. Roadway construction projects were obtained from King County's Transportation Needs Report 2020 (TNR). Several major capital improvements are identified within the unincorporated areas of King County that could impact or influence specific outcomes of the Maple Valley Transportation Element



TRANSPORTATION

Support Analysis

including an active transportation bridge across the rail line south of the City to extend the regional Cedar to Green River Trail further south. Overall, the Transportation Element is consistent with and accounts for travel forecasts from the unincorporated areas of King County.

King County Metro Transit

King County Metro Transit provides transit service for Maple Valley. The Maple Valley Transportation Element acknowledges the need for coordination between the City and King County Metro to work together to identify service improvements and strategies to serve Maple Valley. The City has also developed policies and road standards to provide adequate streets and active mode facilities to support transit service. King County Metro's six-year development plan and long-range Metro Connects Plan were reviewed as part of the Transportation Element update. Service changes to the City include the removal of route 143 and expansions of service frequency to routes 907 and 168. The Transportation Element supports the desired transit service enhancements identified in Metro Connects to provide alternative mobility options and support growth identified in the Land Use Element.

City of Covington

The City of Covington is located to the west of Maple Valley. The primary transportation interface is along the SR 516 and Wax Road corridors. The Maple Valley Transportation Element identifies the need to widen SR 516 to five lanes from the western city limits to 216th Avenue SE, but only if widening is completed in the City of Covington to the west. Covington's Six-year Transportation Improvement Plan (2015-2020) identifies two projects to widen SR 516 to five lanes from Jenkins Creek to 192nd Avenue SE. This still leaves approximately one mile of roadway between 192nd Avenue SE and the western Maple Valley city limits to be widened. Covington's existing Transportation Element (2009) does not identify any additional widening of SR 516 east of 192nd Avenue SE during the next twenty years. Any future implementation of improvements along SR 516 would need to be closely coordinated between both cities.

The Maple Valley travel demand model incorporates Covington's existing and future land use projections. In addition, the model transportation analysis zones (TAZs) are consistent with the zones in Covington's travel demand model in order to easily integrate and evaluate future changes in land use within the study area.

City of Black Diamond

The transportation systems for the Cities of Maple Valley and Black Diamond connect along the southern boundary of Maple Valley. SR 169 and 216th Avenue SE connect to the City of Black Diamond and its UGA. The Maple Valley travel demand model incorporates Black Diamond's future employment and residential projections. The land use growth expected to occur in the City of Black Diamond was an important consideration in developing the travel forecasts and identified capital projects that are highlighted in the Maple Valley Transportation Element. The land use growth assumed for Black



Element 4

TRANSPORTATION

Support Analysis

Diamond is consistent with the major development plans for Lawson Hills and The Villages, two master planned communities that have been approved. As part of the approval process, Maple Valley entered into an agreement with the applicant for two master planned communities to provide funding for needed regional improvements. This mitigation revenue has been estimated in the Transportation Element funding strategy.

The Transportation Element identifies two projects that border the City of Black Diamond and its UGA. They include complete street improvements to SR 169 and a new pedestrian/bicycle overpass of the BNSF railroad line on the 228th Avenue SE corridor to support active travel between Black Diamond and Maple Valley. The City of Maple Valley will monitor the growth and impacts of development in Black Diamond and pursue grants and/or partnerships with other agencies, along with the mitigation payments, to help implement regional improvements.



TRANSPORTATION

Goals and Policies

GOALS & POLICIES

- GOAL 1:** To provide for a safe, efficient, integrated, and sustainable multimodal transportation system consistent with regional transportation objectives that support the City's Comprehensive Plan Vision and the Land Use Element.
- Policy 1.1.** Support the development of a balanced regional transportation system and work with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.
- Policy 1.2.** Design and construct transportation facilities to safely and efficiently support the movement of all users, as well as regional and local freight.
- Policy 1.3.** Prioritize lower cost measures, such as traffic signal operations and transportation demand management strategies to improve safety before committing to major capital construction projects. (Examples: Coordinate traffic signals to smooth traffic flow; add lead pedestrian interval phases in high-demand pedestrian intersections)
- Policy 1.4.** Prioritize transportation investments for walking, bicycling, and transit while encouraging a mix of complimentary land uses to reduce vehicle trip generation and parking demands.
- Policy 1.5.** Coordinate with federal, state, regional, and other local agencies, including utility providers, to complete and protect the resiliency of the multimodal transportation system in the event of community-wide emergency, natural disaster, or security response. (Examples: Flood, forest fire, volcanic eruption, earthquake, train derailment, etc.).
- Policy 1.6.** Continue to work with local, regional, and state agencies, including utility providers, to respond to emerging trends and technologies in transportation. (Examples: Electric charging stations, automated and connected vehicles, on-demand smart signals, E- bikes, micromobility, etc.)
- Policy 1.7.** Eliminate minimum levels and consider establishing maximum levels of parking that should be provided for commercial uses.
- Policy 1.8.** Establish the appropriate role and design of parking facilities for commercial uses to provide parking opportunities but which do not promote excessive drive-alone trips.
- Policy 1.9.** Provide for and encourage use of shared parking facilities.
- Policy 1.10.** Develop regulatory incentives for reduced parking requirements based upon provisions for multimodal facilities and transportation services.



TRANSPORTATION

Goals and Policies

- Policy 1.11.** Encourage installation of parking to accommodate electric vehicle charging stations in private and public developments.
- Policy 1.12.** Encourage below grade parking under commercial, retail, and residential buildings, and encourage the use of on-grade multi-story parking structures to reduce the amount of land set aside for required parking. Consider height or density bonuses to offset some of the additional cost of these options.
- Policy 1.13.** Employ Design Guidelines for Off-Street Facilities included in the Active (Formerly Non-Motorized) Transportation Plan and geometric design guidelines from the Maple Valley Parks, Recreation, Cultural and Human Services Plan for walking and bicycling facilities that are not part of the public roadway system.
- Policy 1.14.** Condition proposed new developments to ensure convenient walking and bicycling systems that are attractive, safe, provide system continuity, and provide access to transit and other destinations, as appropriate.
- Policy 1.15.** Preserve existing soft-surface trails for corridors within the City and support the use of utility and transportation corridors both inside and outside the City for active transportation goals and purposes.
- Policy 1.16.** Develop and implement a system of signs that builds upon the City's streetscape and furniture theme to mark trails and non-motorized routes.
- Policy 1.17.** Consider use of traffic calming measures to reduce vehicle speeds and discourage cut-through traffic in residential areas, while maintaining an interconnected street system for access and circulation.
- GOAL 2.** **Coordinate with the Puget Sound Regional Council (PSRC), state, and other regional and local agencies to plan, implement, and operate a highly efficient, sustainable, multimodal transportation system that supports the Regional Growth Strategy as outlined in VISION 2050.**
- Policy 2.1.** Focus regional transportation improvements to connect to regional growth centers identified by PSRC.
- Policy 2.2.** Prioritize local transportation investments within and connecting to local centers to support economic development, higher-density residential uses, jobs and commercial services.
- Policy 2.3.** Promote the mobility of goods and people and seek to ensure multimodal transportation options which are consistent with the City's Vision.



TRANSPORTATION

Goals and Policies

- Policy 2.4.** Develop a map of Maple Valley's walking and bicycle routes and trail system and make it available on the City web page and at the Maple Valley Chamber of Commerce and other information outlets to promote a welcoming environment for walking and bicycling.
- Policy 2.5.** Implement active transportation facilities and services consistent with policies and strategies in the Active Transportation (Formerly Non-Motorized) Plan; Comprehensive Plan; Road Standards; Design Review Guidelines; Development Standards; and Parks, Recreation, Cultural and Human Services Plan.
- Policy 2.6.** Encourage and promote the inter-connection of streets and non-motorized connections. Where cul-de-sacs are allowed, provide for non-motorized connections, where practical.
- Policy 2.7.** Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and transportation demand management practices.
- Policy 2.8.** Work with regional transit providers to explore the financial feasibility of flexible micro-transit options as a lower cost alternative to large fixed-route bus service.
- Policy 2.9.** Consider measures that encourage and support the use of transit, ridesharing, transportation demand management, and non-motorized travel.
- Policy 2.10.** Work with King County Metro Transit and Sound Transit to enhance transit service to Maple Valley and surrounding communities and to ensure that public transportation is a viable option.
- Policy 2.11.** Support and promote commute trip reduction (CTR) programs, telecommuting, electronic communications, variable work weeks, flextime, and a variety of transportation demand management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.
- Policy 2.12.** Implement programs that are consistent with countywide and regional mode-spilt goals and policies for reducing single-occupancy vehicle travel.
- Policy 2.13.** Work with King County Metro, Sound Transit, WSDOT and other agencies to locate, construct and operate park-and-ride and park-and-pool lots to serve the City and southeast King County.
- Policy 2.14.** Coordinate with transit providers to locate and develop bus stops, add or improve shelters, and expand and add new Park and Ride lots.



TRANSPORTATION

Goals and Policies

- GOAL 3. Support and enforce laws that are designed to provide safety for vulnerable users, including people walking, biking, riding transit, and people with mobility challenges.**
- Policy 3.1.** Incorporate social and racial equity as core objectives to inclusively involve the public in identifying transportation systems needs and the planning, design, and implementation of transportation facilities, programs, and services.
- Policy 3.2.** Implement transportation improvement projects and programs to develop a safe and efficient multimodal transportation system, with a specific focus on people with mobility and accessibility needs including low-income, minority, seniors, youth, and special needs populations.
- Policy 3.3.** Ensure that signs, pavement markings, pedestrian crossings, and wheelchair ramps are established and maintained to provide a high degree of safety and accessibility for pedestrians and bicyclists.
- Policy 3.4.** Confer regularly with officials from Tahoma School District to evaluate changing needs for bus stops and school walking routes and respond with appropriate actions.
- Policy 3.5.** Support workshops or clinics to teach safe cycling.
- Policy 3.6.** Prepare an ADA Transition Plan to identify and prioritize removal of barriers to improve mobility and accessibility for people with disabilities.
- GOAL 4. Develop the City's transportation system to serve existing and future land uses and promote economic growth.**
- Policy 4.1.** Provide adequate transportation facilities and services to promote and support economic development, accommodate planned growth, and move freight and goods safely and efficiently through the region.
- Policy 4.2.** Continue to work with Black Diamond, Covington, King County, and WSDOT to identify transportation impacts and improvements that connect Maple Valley to major regional economic, freight, and passenger mobility hubs. (Examples: Interstate highway system, SeaTac, Ports of Seattle & Tacoma)
- Policy 4.3.** Continue to develop partnerships with WSDOT, King County, Metro Transit, port authorities, regional airports, railroads companies and services, and local agencies.
- GOAL 5. Identify, evaluate, and fully consider environmental impacts of transportation facilities and operations. Pursue transportation projects, programs and investment strategies consistent with noise reduction, air quality and water quality objectives.**



TRANSPORTATION

Goals and Policies

- Policy 5.1.** Promote strategies to address air quality standards and reduce greenhouse gas emissions such as promoting compact development, efficiently managing the operation of the transportation system, implementing Transportation Demand Management programs, and expand local employment growth in order to reduce vehicle miles traveled leading to lower impacts on air quality.
- Policy 5.2.** Participate in efforts by county, regional, and state agencies, including utility providers and tribal governments, to improve programs and management strategies designed to prevent and reduce contamination of street runoff and storm water and improve fish passage.
- Policy 5.3.** Develop the transportation system that minimizes the negative impacts to the natural environment, human health, and promotes active transportation, encourages physical activity, and overall improved safety for a healthy community.
- Policy 5.4.** Support the development and implementation of a transportation system that is energy efficient and improves system performance.
- Policy 5.5.** Participate in efforts by WSDOT and public transportation providers to identify, design, and incorporate noise mitigation measures into existing and planned traffic and transit operations and capital improvements.
- Policy 5.6.** Review proposed roadway corridors for potential impacts to identified critical areas and identify reasonable alternatives to these proposed alignments, avoid such alignments, and mitigate and minimize impacts.
- Policy 5.7.** Promote use of low impact development (LID) and best management practice (BMP) techniques in the planning, design, and construction of transportation system improvements.
- Policy 5.8.** Design transportation facilities to advance cleaner, more sustainable mobility that fits within the context of the built or natural environments in which they are located. This includes green streets and context-sensitive designs.
- Policy 5.9.** Promote accommodation and develop standards for electric vehicle charging / battery exchange stations, consistent with best practices.
- GOAL 6. Provide and maintain an inventory of locally-owned multimodal transportation facilities and identify regional transportation service needs.**
- Policy 6.1.** Provide for the identified needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance of the City's transportation system.



TRANSPORTATION

Goals and Policies

Policy 6.2. Establish the following vehicle level of service standards in the City using the latest Highway Capacity Manual methodology.

Signalized, Roundabout, and All-way Stop Controlled Intersections

The LOS standard for all signalized, roundabout, and all-way stop controlled intersections within the City limits shall be LOS D. The LOS standard will be evaluated based on the average performance of all approaches.

Two-way, Stop Controlled, Unsignalized Intersections

The LOS standard for all two-way, stop controlled, unsignalized intersections within the City limits shall be LOS D and be applied to each approach or separate traffic movement at an intersection. For intersections on SR 169, Kent-Kangley Road and Witte Road the LOS standard shall be LOS D for the major arterial legs and LOS E for each access leg.

Policy 6.3. Establish the following level of service standards for the active transportation network to gauge network completeness and prioritize needs. The LOS standard for the active transportation network is based on the methodology in Figure 4.15 and the network of primary and secondary active transportation routes identified in Figure 4.22. A green LOS is the standard for secondary routes, while an orange LOS is the standard for primary routes.

Policy 6.4. Establish the following level of service standards for transit routes to emphasize improved access and amenities at transit stops. The LOS standard for transit is based on the methodology in Figure 4.17 and incorporates the expected type of service being planned for in the Metro Connects Long-range Plan. Green LOS is the standard for frequent transit routes, while orange LOS is the standard for express or local service routes.

Policy 6.5. Maintain development regulations and a transportation concurrency management program based on the adopted multimodal level of service standards.

Policy 6.6. Monitor the operation of the transportation system to determine whether the level of service standards and concurrency requirements are being met. If concurrency cannot be demonstrated, the City shall reassess the Land Use and Transportation Elements and make modifications to ensure that concurrency requirements can be reasonably met.

Policy 6.7. Design, operate, and regulate access along arterials to improve safety and operations, accommodate and facilitate through traffic, and connect with regional facilities. Where appropriate, work with WSDOT to accomplish these actions.



TRANSPORTATION

Goals and Policies

- Policy 6.8.** Work with WSDOT and adjacent jurisdictions to discourage diversion of traffic from arterials onto local streets.
- Policy 6.9.** Accommodate reasonable emergency vehicle access on public streets.
- GOAL 7. Coordinate infrastructure planning and financing with other agencies to ensure that these plans are consistent with the regional mobility goals and land use plans.**
- Policy 7.1.** Identify stable and predictable funding sources to support growth, including a proportionate share of the costs needed for transportation improvements through: SEPA-based mitigation, right-of-way dedication, transportation impact fees, frontage improvements, transportation benefit district, and other means allowed by State and local laws.
- Policy 7.2.** Pursue and implement transportation financing methods, such as a street levy, user fees (as allowed by state law), or expansion of the transportation benefit district to support ongoing maintenance, preservation, and operation of the City's transportation system.
- Policy 7.3.** Maintain a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).
- Policy 7.4.** Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available.
- Policy 7.5.** Coordinate with federal, state and regional agencies to secure the funding necessary to improve SR 169 and SR 516 to urban complete street standards in accordance with adopted plans.
- Policy 7.6.** Continue to develop partnerships with WSDOT, King County, Metro Transit, and local agencies to define and fund improvement projects and programs.
- Policy 7.7.** Land dedication and roadway improvements associated with projects listed on the City's long range Capital Improvement Program that are completed by private development may be eligible for a credit to be applied towards transportation impact fees owed for the same development.
- Policy 7.8.** Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.



TRANSPORTATION

Goals and Policies

- Policy 7.9.** Use funds from the Storm Water Management Fee to help pay for the costs of water quality facilities that are constructed as part of the transportation improvement projects.
- Policy 7.10.** Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.
- Policy 7.11.** Balance the estimated expenditures in the City's annual Six-Year Transportation Improvement Program (TIP) with available revenues.
- Policy 7.12.** Preserve and acquire rights-of-way to implement the Transportation Element.
- Policy 7.13.** Protect the investment in the existing and future street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing street maintenance and preservation program.
- Policy 7.14.** Work with local utility providers to ensure that future roadway improvements adopted in the 6-Year Transportation Improvement Program (TIP) are coordinated and timed to occur concurrently with utility improvement needs to the maximum extent possible with minimum disruption to integrity of roadways.



PARKS & RECREATION

PARKS & RECREATION ELEMENT TABLE OF CONTENTS

INTRODUCTION	2
Relationship to Previous Planning Efforts.....	3
Growth Management Act	5
PROAS Vision Statement.....	5
CURRENT PARKS & RECREATION SERVICES.....	6
Park Classifications.....	6
Recreation Facilities	8
Recreation Programs.....	9
PARK SYSTEM NEEDS.....	10
Capital Facilities	10
Recreational Programs.....	10
IMPLEMENTATION STRATEGIES	11
Capital Facilities Planning.....	11
Securing Additional Funding	11
Partner Collaboration.....	12
Inter-Departmental Coordination.....	12
Volunteer & Community-based Action.....	12
Enhanced Local Funding	12
Park Impact Fees.....	12
Grants.....	13
GOALS & POLICIES	14
RELATED CLIMATE POLICIES.....	19



PARKS & RECREATION

INTRODUCTION

The Parks and Recreation Element is the City's most recently adopted Parks, Recreation, Arts, & Open Space (PRAOS) Plan. It is adopted by reference in this Comprehensive Plan. The 2020 PRAOS is provided in Appendix D. The following pages provide a summary of key information from the City's 2020 PRAOS Plan. They also offer recommended updated policy language for consideration when the PRAOS Plan is next updated.

The PRAOS Plan is the City's guiding planning document for parks. The PRAOS Plan details the City's path forward for providing high quality, community-driven parks, trails, natural areas, and recreational opportunities throughout Maple Valley. It provides a vision for the City's park and recreation system, describes the City's inventory of parks and recreation facilities, discusses community demand and future needs, provides goals and policies, and offers a capital facilities plan and implementation strategies to further enhance the City's parks system.

The recreation facilities and services available within Maple Valley are a major community asset and support the physical, mental, and social health of community members. Residents of Maple Valley benefit from a diverse array of natural areas, public and private parks, and recreation facilities in and around the City. Maple Valley has over 700 acres of park and open space lands located within the City and in the immediate vicinity; this includes lands owned by the City, King County, Tahoma School District, private organizations, and homeowner associations. The City also provides recreation programs ranging from youth and adult sports, fitness, music, dance, and special events.

In addition to offering recreation programs through its own Parks and Recreation Department, the City has established partnerships with area service providers including the Greater Maple Valley Community Center (GMVCC), as well as private vendors to provide a wide variety of programs and services to the community.

The City adopted and has been following the former King County policy of requiring dedication and construction of neighborhood parks by residential developers. These parks are then transferred to a private homeowner's group to maintain and manage. The current park dedication requirement is more than adequate for the provision of small neighborhood parks, but it is inadequate for a park system as a whole. Large, multi-use community parks and indoor recreation facilities are needed to provide for the variety of recreation interests and activities requested by residents. Identifying, securing, and financing community parkland and indoor recreation facilities remains a challenge as urban development makes large blocks of usable land increasingly rare.



PARKS & RECREATION

Relationship to Previous Planning Efforts

Several planning documents and studies have been prepared since the City was incorporated in 1997 that have influenced parks and recreation services in the City. A summary of each of these is listed below.

Maple Valley Parks, Recreation, Arts, & Open Space (PRAOS) Plan (2020)

The 2020 PRAOS Plan built upon the 2014 Parks, Recreation, Cultural and Human Services Plan. It provides a vision for the City's park and recreation system; proposes updates to City service standards; and addresses departmental goals, objectives and other management considerations toward the continuation of quality recreation opportunities, programs and facility enhancements to benefit residents and visitors of Maple Valley.

Downtown Design Standards and Guidelines (2019-2023)

In May and June of 2019, the City held two visioning workshops to explore ideas and opportunities to create a future downtown with vitality, local scale, environmental integrity and sense of place that draws people to want to visit. City Council is collaborating with the Economic Development Commission and Planning Commission to develop a plan for the future of the downtown. This visioning work was codified with development of Design Standards which involved significant public involvement. The Design Standards require walkable mixed-use development in this currently underutilized area of the City.

Legacy Site Planning (2005 - 2022)

In 2022, a draft conceptual master plan report was prepared for the Legacy Site by a consultant team on behalf of the City of Maple Valley. This report built on previous studies and incorporated new work on site analysis, program considerations, conceptual site planning, and master plan scenarios. The draft report includes a suggested master plan concept and three execution scenarios for realizing this concept.

Prior studies for the Legacy Site were conducted from 2005-2018. The first site planning study was led by a project citizen advisory committee, which concluded in 2005. Their report provided a blueprint for the future use of this 54-acre site, and discussed the site's history, findings and conditions related to the potential development of the site. In early 2016, City Council established a new Legacy Site Task Force to research, study and make recommendations for the future use of the site. Additional studies were conducted by the Urban Lands Institute and the University of Washington.

At the November 2, 2019 City Council retreat, the Council prioritized a list of objectives for the Legacy Site based on the Legacy Site Task Force recommendations. The following program preferences were identified (in order of priority):



PARKS & RECREATION

1. Active forest with unique outdoor recreation activities
2. Indoor year-round Farmers'/Public Market
3. Civic Green for public gatherings
4. Water Feature (e.g. spray park that would draw children to the site)
5. Indoor Recreation Center

Additionally, the City Council indicated they would allow the following for-profit developments within the Legacy Site:

- Commercial spaces with unique retail establishments (no national chains)
- Destination “brew house” type restaurant
- Innovative offices and collaborative workspaces
- Small cabins for lodging

King County Open Space Plan (2016)

The 2016 King County Open Space Plan: Parks, Trails, and Natural Areas (2016 Open Space Plan), a functional plan of the King County Comprehensive Plan, provides the policy framework for the county’s acquisition, planning, development, stewardship, maintenance, management, and funding of its complex system of 200 parks, 175 miles of regional trails, and 28,000 acres of open space. The Open Space Plan reflects changes that King County’s Parks and Recreation Division (Parks) has undergone in recent years (since last 2010 plan). This 2016 plan addresses the King County Strategic Plan goals of achieving environmental and social justice, public engagement, sustainability and regional collaboration. The plan also incorporates the policy direction from the King County Strategic Climate Action Plan.

Maple Valley Non-Motorized Transportation Plan (2013)

This plan provides information and guidance on existing and planned pedestrian and bicycle facilities throughout Maple Valley. It addresses the non-motorized elements within the Maple Valley Comprehensive Plan and proposes projects and programs to enhance the system of alternative transportation within the City. The plan identifies three broad goals for the planning, design and coordination for pedestrian and bikeway connections across the City. This plan was utilized to help formulate the trail goals in the PRCHS Plan and this Element.

Green to Cedar Rivers Trail Feasibility Study (2012)

This feasibility study is a high level overview that is intended to identify key considerations for future development of two trail corridors. The Green to Cedar Rivers Trail and Covington Highlands Trail are proposed to connect from the Green River to the existing Cedar River Trail, and between the Soos Creek Trail and the Green to Cedar Rivers Trail.



PARKS & RECREATION

Summit Park Master Plan (2010)

The master plan established a design blueprint for the future development of the site which included ball fields, tennis courts, basketball court, playgrounds, skate spot and parking. The master planning process identified the challenges, opportunities, constraints and cost allowances for project implementation.

Lake Wilderness Park Master Plan (2007)

This site master plan provides a layout of the entire Lake Wilderness Park and the Lodge. Proposed improvements include a new dock and remodeled bathhouse at the swimming beach, new trails and waterfront promenade, amphitheater and band-shell, improvements to the Lodge rental facilities, shoreline enhancements and low impact development stormwater features.

Growth Management Act

The Growth Management Act (GMA) is intended to help communities deal efficiently with the challenges of growth to ensure their long-term sustainability and high quality of life. The Act identifies 15 broad planning goals to guide the development of comprehensive plans and development regulations (codified in RCW 36.70A). Four of these goals directly influence the development and implementation of the City's parks, recreation and cultural programs.

- Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. RCW 36.70A.020(9)
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. RCW 36.70A.020(10)
- Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance. RCW 36.70A.020(13)
- Adapt to climate change and become more resilient, advancing environmental justice and protecting the community's environment, economy, and human health and safety. RCW 36.70A.020(14)
- Carry-out the goals of the Shoreline Management Act with regards to shorelines and critical areas. RCW 36.70A.020(15)

PROAS Vision Statement

The vision statement from the PRAOS Plan is listed below. This vision has been carried forward from the 2014 park system plan and was developed based on community member feedback regarding their interests, needs, and preferences for parks and recreation services. This vision remains relevant today as a guiding force for City efforts.



PARKS & RECREATION

The Maple Valley Community will provide a carefully and progressively integrated range of parks, recreation, cultural, and human services. The City shall endeavor to foster creative partnerships and be responsible to the evolving needs of a growing community.

This vision provides the foundation for the City's parks policies and service standards.

CURRENT PARKS & RECREATION SERVICES

Park Classifications

Parkland is classified to assist in planning for the community's recreational needs. The Maple Valley park system is composed of a hierarchy of various park types, each offering recreation and/or natural area opportunities. Separately, each park type may serve only one function, but collectively the system serves the full range of community needs. Classifying parkland by function allows the City to evaluate its needs and plan for an efficient, cost effective, and usable park system that minimizes conflicts between park visitors and adjacent uses. The classification characteristics are meant as general guidelines addressing the intended size and use of each park type. The following four classifications are used by the City of Maple Valley and are defined as follows:

- Community Parks
- Neighborhood & Pocket Parks
- Special Facilities
- Greenways & Natural Areas

Community Parks

Community parks are larger sites developed for organized play, contain a wider array of facilities and, as a result, appeal to a more diverse group of users. Community parks are generally 15 to 80 acres in size, should meet a minimum size of 15 acres when possible and serve residents within a 1 - 2 mile drive, walk or bike ride from the site. In areas without neighborhood parks, community parks can also serve as local neighborhood parks.

In general, community park facilities are designed for organized or intensive recreational activities and sports, although passive components such as pathways, picnic areas and natural areas are highly encouraged and complementary to active use facilities. Developed community parks typically include amenities such as water access, court sports (e.g., basketball, tennis, pickleball), covered activity areas, multi-sport athletic fields, and bike and pedestrian trails. Since community parks serve a larger area and offer more facilities than neighborhood parks, parking and restroom facilities should be provided.

Neighborhood & Pocket Parks

Neighborhood and pocket parks are generally considered the basic unit of traditional park systems. Neighborhood parks are small park areas designed for unstructured, non-organized play and limited



PARKS & RECREATION

active and passive recreation. Pocket parks are smallest sites used to address limited or isolated recreational needs and typically only provide a small tot lot or other limited amenities. The primary distinction between these two park types is that of usable, functional recreation space. Maple Valley's standing policy is that these parks are provided for and maintained by private entities and homeowner associations as new residential construction occurs throughout the City.

They are generally 0.5 - 6 acres in size, depending on a variety of factors including neighborhood need, physical location and opportunity. These parks are intended to serve residential areas within close proximity (ranging from ¼- to ½-mile walking or biking distance) and should be geographically distributed throughout the community. Access to these parks is mostly pedestrian and bicycle, and they should be located such that people living within the service area can reach the park safely and conveniently. Park siting and design should ensure visitors do not have to cross a major arterial street or other significant natural or man-made barrier to get to the site, unless safe pedestrian crossings are provided. Neighborhood and pocket parks should be located along road frontages to improve visual access and community awareness of the sites. Connecting and frontage streets should include sidewalks with a safe crossing nearby. Additionally, street plans should encourage maximum connectivity and public access to park sites. Locating neighborhood and pocket parks adjacent to other park system components, such as recreational trails, is also desirable.

Generally, developed neighborhood and pocket parks may include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field for informal play, sport courts or multi-purpose paved areas and landscaping. Restrooms are not provided due to high construction and maintenance costs. Parking is also not usually provided; however, on-street, ADA-accessible parking stall(s) may be provided.

Maple Valley's standing policy is that neighborhood and pocket parks are provided for and maintained by private entities and homeowner associations as new residential construction occurs throughout the City. For these parks that are owned and maintained by homeowners associations, they may serve only the members of the respective homeowners association and may not be accessible and available to the general public. To address potential parkland distribution or equity concerns about private neighborhood parks, the City may choose to acquire additional land to provide the City's residents access to publicly-held land of this park type.

School grounds in Maple Valley play a limited role in its overall park system. While school sites may offer an open field or play equipment, daytime access is restricted by school use and limited for security concerns. School facilities do provide access to recreational opportunity, but that access is limited and priority is given to the student population.

Special Facilities

Special facilities include single-purpose recreational areas or stand-alone sites designed to support a specific, specialized use. This classification includes stand-alone sports field complexes, golf courses, recreation centers, sites of historical or cultural significance, such as museums, historical landmarks and structures, and public plazas in or near commercial centers. Specialized facilities may also be



PARKS & RECREATION

provided within a park of another classification. No standards exist or are proposed concerning special facilities, since facility size is a function of the specific use.

Greenways & Natural Areas

Greenways provide green connections between parks, schools, natural areas and other destinations. Greenways provide for connected or linked open space corridors that can support broader ecological functions than stand-alone properties. Greenways may serve as trail corridors, and provide for low-impact or passive activities, such as walking and nature observation.

Natural areas are individual tracts of open space that are not connected to a larger greenway network. These lands are usually owned or managed by a governmental agency, which may or may not have public access. This type of land often includes wetlands, steep hillsides or other similar spaces. In some cases, environmentally sensitive areas are considered as part of greenways or natural areas and can include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species.

Recreation Facilities

Please see the Capital Facilities Element for a description of Maple Valley's current parks and recreation facilities. A list summarizing City-owned facilities is provided below:

- Community Parks
 - Lake Wilderness Park
 - Summit Park
- Neighborhood Parks
 - Take-A-Break Park
- Special Facilities
 - Lake Wilderness Golf Course
 - Gaffney Gove Disc Golf Course
 - Skate parks at Summit Park and 22010 SE 248th St
 - Greater Maple Valley Community Center
- Greenways and Natural Areas
 - Elk Run Natural Area
 - Legacy Site
 - Henry's Switch Open Space
 - Fernwood Natural Area
 - Lake Wilderness Arboretum



PARKS & RECREATION

In addition to City-owned facilities, the following are an important part of the City's parks and recreation system:

- School fields and playgrounds that are open to the public
- Neighborhood parks owned and maintained by homeowner associations
- Regional trails

Recreation Programs

Existing Programs

Recreational programs are available to Maple Valley residents through a combination of public and private service providers. The City currently offers or promotes programming, including fitness, education and general interest classes, outdoor recreation, day camps and special events to reflect the wide ranging diversity of the Maple Valley community. Programs and classes are offered at existing, available locations, which include school gymnasiums, the Community Center and the Lake Wilderness Lodge, among others.

Aquatic facilities are accessible within a five to 25 minute drive at the Covington, Kent Meridian or Renton aquatic centers or several different YMCAs. Adult fitness opportunities range from private specialized women's and cross-training facilities to facilities and programs offered by YMCAs and public park and recreation providers. Boys and Girls clubs are known for their youth programming offered through a variety of schools and community centers to enhance learning, fitness and social development of school age children. Youth and adult sports leagues offer individual sport team experiences that require fields, courts or gyms that are distributed in various locations, mostly outside of Maple Valley. Senior programming and age-specific facilities are available, but they are dispersed across multiple locations and are often separated from intergenerational uses.

Types of programming offered by the City include youth, adult, special needs, and senior programming.

Youth Programs

Youth programs provide opportunities for recreation, socialization, community involvement, leadership development and education for youth 18 years and younger. These programs include fitness, school break day camps, sports, dance, art and enrichment programs.

Adults Programs

Maple Valley offers a variety of adult recreational programs, including sports, fitness and enrichment classes (e.g., music, art). The Department has expanded offerings to make use of and promote newer facilities, such as pickleball and disc golf, but the City is limited by available facilities.



PARKS & RECREATION

Special Needs Programs

Recreation departments often offer special needs programs in partnership with local or regional jurisdictions and service agencies in order to provide high-quality, cost-effective programs. The City's current programs offering inclusive recreation include dance, art and music. There is demand for additional special needs programming to serve the Maple Valley community.

Senior Programs

The Greater Maple Valley Community Center is the primary provider of programming specifically targeted toward adults over 50 and seniors, and the City offers additional programs to adults of all ages, ranging from sports to fitness to music. The Center offers a lunch program, Meal on Wheels, trips, events, exercise and activities, among others.

PARK SYSTEM NEEDS

Capital Facilities

Please see the Capital Facilities Element for a description of needed capital facility investments for Maple Valley's parks and recreation system. This includes needs for maintaining and improving existing parks and recreation facilities, as well as acquiring land and building new facilities. One key capital facility need for the City's parks system is a new indoor facility to support recreational programming, as discussed below.

Recreational Programs

The City began offering recreation programs in 2003, and the number of program options has increased substantially since inception. However, the City has reached its limit in its ability to offer new programs due to facility and staffing limitations. With the ability to search out, travel to and afford the desired recreation services, Maple Valley residents can find most of the opportunities they may need. However, no single facility within Maple Valley provides the full range of recreation and fitness opportunities, programs or facilities to accommodate the recreational needs of residents across all generations, income levels or for the entire family.

To continue to provide attractive, responsive and productive programs, the City should continue to:

- Enhance the diversity of programs offered, focusing on programs that are in high demand or serve a range of users;
- Meet the needs of diverse users, including at-risk communities or those with special needs;
- Improve the accessibility of programs, by holding classes and activities at locations throughout the community and maintaining affordable rates;
- Monitor local and regional recreation trends to ensure community needs and interests are addressed by available programming.



PARKS & RECREATION

Specific programming needs to better serve youth, adults, people with special needs, and seniors are identified in the PRAOS Plan.

The City's primary obstacle regarding the provision of recreation programming is the lack of centralized, indoor facility space. The City must secure additional indoor recreational space to be in a position to expand its offerings. The construction of a new, expanded community center to replace the facility that GMVCC is currently using has been a long-discussed potential. Expanding indoor recreation space is a high priority because of the community's need for additional human services and flexible indoor recreational space. The City should continue to explore the potential to site and finance an indoor facility and should consider conducting an indoor recreation feasibility study to explore the options of siting, sizing, programming needs and local partnerships.

In the meantime, the City should maintain and expand partnerships with the school district, community-based providers, private fitness clubs, and local businesses to provide recreation services. The City should also promote and coordinate recreational opportunities provided by its partners to help connect residents with options to learn and recreate.

IMPLEMENTATION STRATEGIES

Capital Facilities Planning

Capital facilities planning is one of the key methods for implementing the City's PRAOS Plan. Please see the Capital Facilities Element for a description of Maple Valley's parks and recreation capital facilities plans, including a list of projects planned in the next six years and anticipated costs and funding sources.

Securing Additional Funding

Parks operations and capital improvements are funded from a variety of sources including the general fund, park impact fees, real estate excise taxes, grants and user fees. A number of strategies exist to enhance and expand park and recreation service delivery for the City of Maple Valley; however, clear decisions must be made in an environment of competing interests and limited resources. A strong community willingness to offer financial support is necessary to bring many of the projects in the PRAOS Plan to life, especially longer-term projects not already planned in the next six years capital plan.

The recommendations for park and recreation services in the PRAOS Plan may trigger the need for funding beyond current allocations and for additional staffing, operations, and maintenance responsibilities. Given that the operating and capital budget of the Parks and Recreation Department is finite, additional resources may be needed to leverage, supplement, and support the implementation of proposed objectives, programs and projects. While grants and other efficiencies may help, these alone will not be enough to realize many ideas and projects in the PRAOS Plan. The



PARKS & RECREATION

following recommendations and strategies are presented to offer near-term direction to realize these projects and as a means to continue dialogue between City leadership, local residents and partners.

Partner Collaboration

Partnerships are a key part of implementing the City's vision for parks and recreation services. As noted earlier, the City should maintain and expand partnerships with the school district, community-based providers, private fitness clubs, and local businesses to provide recreation services. The City should also promote and coordinate recreational opportunities provided by its partners to help connect residents with options to learn and recreate.

Inter-Departmental Coordination

Internal coordination with the Public Works and Community Development Departments can increase the potential of discrete actions toward the implementation of the proposed recreational trail network, which relies in part on street right-of-way enhancements, and in the review of development applications with consideration toward potential parkland acquisition areas, planned trail corridors, and the need for easement or set-aside requests.

Volunteer & Community-based Action

Volunteers and community groups already contribute to the improvement of parks and recreation services in Maple Valley. Volunteer projects include tree planting and community event support, among others. Maple Valley should maintain and update a revolving list of potential small works or volunteer-appropriate projects for the website, while also reaching out to the high schools to encourage student projects. While supporting organized groups and community-minded individuals continues to add value to the Maple Valley parks and recreation system, volunteer coordination requires a substantial amount of staff time, and additional resources may be necessary to more fully take advantage of the community's willingness to support park and recreation efforts.

Enhanced Local Funding

According to the City budget, Maple Valley maintains reserve debt capacity for councilmanic bonds and voter approved debt. Community conversations regarding the need for a community recreation center and the potential to bundle several projects from the capital facilities plan warrant a review of debt implications for the City, along with the need to conduct polling of voter support for such projects.

Park Impact Fees

Park Impact Fees (PIF) are imposed on new development to meet the increased demand for parks resulting from the new growth. PIF can only be used for capacity projects, such as parkland acquisition, planning, and/or development. They cannot be used for operations, maintenance or repairs of parks and facilities. The City of Maple Valley currently assesses impact fees, but the City should review its PIF ordinance and update the methodology and rate structure as appropriate to be best positioned to



PARKS & RECREATION

obtain future acquisition and development financing from renewed residential development. The City should prioritize the usage of PIF to secure additional neighborhood parkland or development of a new indoor recreation facility and consider the potential to match PIF with a councilmanic or voter-approved bond to have the requisite capital to purchase key properties and/or develop new park amenities or indoor recreation facility.

Grants

Several grant programs are available on a competitive basis, including Washington State Recreation Conservation Office's WWRP and ALEA and federal USDA programs. Pursuing grants is not a panacea for park system funding, since grants are both competitive and often require a significant percentage of local funds to match the request to the granting agency, which depending on the grant program can be as much as 50% of the total project budget. Maple Valley should continue to leverage its local resources to the greatest extent by pursuing grants independently and in cooperation with other local partners.



PARKS & RECREATION

GOALS & POLICIES

The Parks and Recreation Element of Maple Valley’s Comprehensive Plan is the City’s most recently adopted Parks, Recreation, Arts, & Open Space (PRAOS) Plan. It is adopted by reference in this Comprehensive Plan. The following goals and policies are from the 2020 PRAOS Plan, with some recommended modifications to clarify the relationship between the Comprehensive Plan and the PRAOS Plan and to support greater equity in the City’s provision of parks and recreation services. When the City next updates its PRAOS Plan, it should consider adopting this policy language.

Planning & Community Involvement

Goal PR-1: Adopt the City’s PRAOS Plan as the Parks and Recreation Element of Maple Valley’s Comprehensive Plan, and ensure that members of the Maple Valley community are actively engaged in the planning, design and stewardship of the City’s parks, recreation facilities, and cultural and human services.

- Policies:**
- PR-P1.1** The City shall encourage and support active and ongoing participation by all community members in the planning and decision-making for parks and recreation through robust and culturally responsive community engagement.
 - PR-P1.2** The City shall develop and maintain system-wide and site-specific plans for the development and management of the park and recreation system to guide future actions.

Active Use Parks

Goal PR-2: Maple Valley’s park system meets local recreation and active transportation needs, supports the health and well-being of residents, and enhances the environmental and visual quality of the community.

- Policies:**
- PR-P2.1** The City shall encourage developers to provide public connections to existing and planned active transportation facilities and parks and recreation facilities, as part of site design.
 - PR-P2.2** The City shall strive to provide and maintain a developed community park within a 2-mile travelshed of all residents to provide multi-use recreation areas.
 - PR-P2.3** The City shall endeavor to provide special facilities and use areas to accommodate a variety of recreation uses, such as golf courses, sport field complexes, sites for community centers, etc.
 - PR-P2.4** The City shall support the preservation and improvement of state, county and municipal parks, trails, and facilities that provide park and recreational opportunities to City residents.



PARKS & RECREATION

- PR-P2.5** The City shall endeavor to continue providing and installing ADA play equipment at all City parks.

Natural Area Preservation and Restoration

Goal PR-3: Maple Valley's natural areas are protected, support healthy habitat and native wildlife, and provide opportunities for residents to experience nature.

Policies: **PR-P3.1** The City shall endeavor to preserve significant natural areas to provide opportunities for residents to recreate and connect with nature and to meet habitat protection needs, with a focus on areas with higher proportions of residents with low incomes.

PR-P3.2 The City shall strive to manage City-owned natural areas to protect and enhance their ecological health, sensitive habitats, and native species.

Trail and Pathway System

Goal PR-4: Maple Valley's system of interconnected shared-use paths, trails, sidewalks, and pedestrian and bicycle corridors connect residents to parks, schools, businesses, and key destinations throughout the city. The City's trail and pathway system builds upon the existing Cedar to Green River Trail and integrates with the city's active transportation network to ensure safe, convenient, and accessible transportation options for the community.

Policies: **PR-P4.1** The City shall develop a network of shared-use trails and neighborhood greenways that connect within and between parks, nearby neighborhoods, key community destinations, and major routes for pedestrians, bicyclists, and people who use wheelchairs or other mobility devices as identified in the Non-Motorized Transportation Plan.

PR-P4.2 The City shall develop and implement a network of neighborhood greenways that increase pedestrian, bicycle, and ADA access to parks and greenspace through the City's existing paved and unpaved facilities, greenways, forested paths, and facilities along the City's roadway network.

PR-P4.3 The City shall ensure the City's trail and pathway network is accessible, identifiable, convenient, and safe for users of all ages and abilities.

Site Design, Development, and Management

Goal PR-5: Maple Valley's park and recreation system is efficient to maintain and operate, and provides a high level of user comfort, safety, aesthetic quality and protects the public's capital investment.



PARKS & RECREATION

- Policies:**
- PR-P5.1** The City shall design, develop, and manage the City’s park sites and facilities to ensure the safety and enjoyment of users, maximize recreational experience, and minimize maintenance and operational costs.
 - PR-P5.2** The City shall strive to reduce barriers to participation and ensure facilities and programs are accessible and welcoming to all users.
 - PR-P5.3** The City shall provide informative, convenient, and consistent signage, communication, and informational materials to help residents fully utilize the City’s recreational resources.

Recreation Facilities and Programming

Goal PR-6: Maple Valley’s sports fields, courts and other recreation facilities provide high-quality places for children, teens, adults, and seniors to recreate and play.

- Policies:**
- PR-P6.1** The City shall provide a diversity of recreational facilities, including sports fields, courts (both indoor and outdoor) and specialized facilities (e.g. golf courses, skateparks, off-leash areas, disc golf) to meet a wide range of community needs, interests, and abilities.
 - PR-P6.2** The City shall endeavor to develop recreation facilities that provide maximum flexibility for current uses and can be adapted for emerging sports.
 - PR-P6.3** The City shall explore options with the community for developing enhanced facilities for all age groups and abilities.
 - PR-P6.4** The City shall collaborate with sport groups, the Tahoma School District, and other providers to facilitate the development of a variety of affordable recreation facilities and options for residents of all ages and abilities.
 - PR-P6.5** The City shall maintain and manage recreation facilities to ensure the safety and enjoyment of participants and protection of the City’s capital investment.

Recreation Facilities and Programming, Cont.

Goal PR-7: The City of Maple Valley offers residents a diverse array of recreational activities and programs that promote the health and well-being of residents of all ages, abilities, incomes, and interests.

- Policies:**
- PR-P7.1** Expand and promote inclusive programming.
 - PR-P7.2** The City shall foster positive, collaborative relationships with recognized athletic and recreational providers and organizations to provide recreational programs.



PARKS & RECREATION

PR-P7.3 Analyze equity impacts for online registration of recreational programming and consider offering differing registration methods or times of day to more equitably reach the whole community.

PR-P7.4 Develop a financial aid process including reserving space within all recreational programs for financial aid awardees.

Public Art, Cultural, and Heritage

Goal PR-8: Maple Valley's parks, recreation facilities, and community events bring residents together and foster community pride, identity, and livability.

Policies: **PR-P8.1** The City shall work with the community and recognized organizations to foster and support a greater number and variety of cultural events and community celebrations that are relevant to our diversifying community.

PR-P8.2 The City shall seek opportunities to support heritage facilities within City limits.

Funding

Goal PR-9: Maple Valley's park, recreation, natural areas, and cultural facilities and programs are supported by varied, dependable, and sustainable funding sources.

Policies: **PR-P9.1** The City shall use a variety of funding sources to adequately, equitably, and cost-effectively acquire, develop, and maintain park and open space land.

PR-P9.2 The City shall require dedication of parkland, recreational areas, and/or open space or a fee in lieu of dedication in conjunction with all new residential development, consistent with the requirements of the City's Development Regulations.

Administration

Goal PR-10: Maple Valley's Parks and Recreation Department coalesces the community and stewards its human, social, and physical capital and resources to expand recreational opportunities for City residents.

Policies: **PR-P10.1** The City shall provide clear leadership for the development and management of the park and recreation system.

PR-P10.2 The City shall strive to provide sufficient staff resources to maintain the overall parks and recreation system to the City's standards.

PR-P10.3 The City shall promote volunteerism to engage individuals, groups, organizations, and businesses in the planning, development, and stewardship of the park and recreation system.



PARKS & RECREATION

- PR-P10.4** The City shall continually advance its equity-focused work through internal trainings and regular review of equity-focused best practices.



PARKS & RECREATION

RELATED CLIMATE POLICIES

In addition to the goals and policies in the PRAOS Plan, the following policies from the City's 2023 Climate Action and Resiliency Plan help guide the City's parks and recreation services.

Policies:	CR-P7	Identify and protect environmentally critical areas.
	CR-P9	Develop an identification and monitoring program for urban trees to analyze risks or impacts of pests and disease.
	CA-P14	Promote and increase support for Maple Valley Farmer's Market.
	CA-P15	Develop a plan to increase tree canopy within the city.
	CA-P26	Increase tree canopy on city-owned properties.
	CA-P27	Transition to native and drought tolerant plantings and optimized irrigation.
	CA-P28	Work with City-owned golf course to reduce water use and utilize recycled water.



ENVIRONMENTAL QUALITY

ENVIRONMENTAL QUALITY TABLE OF CONTENTS

INTRODUCTION	2
CRITICAL AREAS	3
Wetlands	3
Fish and Wildlife Habitat Conservation Areas	5
Critical Aquifer Recharge Areas	7
Geologically Hazardous Areas	10
Frequently Flooded Areas	12
GOALS & POLICIES	13
RELATED CLIMATE POLICIES	22



ENVIRONMENTAL QUALITY

INTRODUCTION

The purpose of the Environmental Quality Element is to expand upon the community's commitment to the stewardship of the natural environment and to provide a basis for policies to guide City decisions that affect the natural environment. The residents of Maple Valley recognize that the quality of life they perceive is directly associated with the quality of the environment. This environment is a complex system of interrelated components that the City depends on, including air, water, wetlands, shorelines, soils, fish, wildlife and their habitats. Historically, people have come to Maple Valley because these components have remained relatively pristine. More recently, these components have become increasingly impacted by human activity. The value of understanding the relationship between Maple Valley residents and the natural environment is to realize the importance of maintaining it as a mutually supportive one and to balance competing objectives to the maximum extent possible.

The State Growth Management Act (GMA) contains the following goal: to “protect and enhance the environment and enhance the State’s high quality of life, including air and water quality, and the availability of water.” The GMA contains specific requirements for the designation and protection of “critical areas,” defined by the GMA as *wetlands, areas with critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.*

The GMA requires that the City “include the best available science in developing policies and development regulations to protect the functions and values of critical areas and must give ‘special consideration’ to conservation or protection measures necessary to preserve or enhance anadromous fisheries.” Best available science is defined in WAC 365-195.

Within the Maple Valley City limits, critical areas include wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas (including streams and lakes), and some types of geologically hazardous areas (erosion hazards, landslide hazards, seismic hazards, flood hazards). Frequently flooded areas, while not known within the city, are located adjacent to or just northeast of the City in the Cedar River Valley.

Shorelines are also an asset to the residents of Maple Valley. In accordance with the Shoreline Management Act (SMA), Maple Valley developed and adopted the Shoreline Master Program in 2021. The primary goal of the Act is “to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.”

The following areas are within SMA jurisdiction:

- Lake Wilderness.
- Pipe Lake.
- Lake Lucerne.



ENVIRONMENTAL QUALITY

- All lands within 200 feet of the ordinary high water mark of the lakes named above and wetlands associated with these lakes.

CRITICAL AREAS

Water is a powerful force that constantly shapes the form and function of the land. Stream channels, by their very nature, migrate to accommodate changes in the water, landscape and ecosystem. Heavy rains scour out channels and redeposit loose material downstream. Surface chemicals from one location are dissolved and carried to another, usually a wetland or lake where water is filtered. As urban development occurs, native vegetation and absorbent soils are removed, land becomes compacted and paved, existing site topography is changed, and natural water courses are often realigned. Such landscape changes alter the way water moves, add to the existing hazards associated with natural drainage systems, and affect the habitat, recreational, and scenic value of water resources.

The southern and western portion of Maple Valley is primarily within Big Soos Creek Subbasin of the Middle Green River. The northeastern portion, primarily east of SR 169, is within the Cedar River watershed. The watersheds comprise subbasins, streams, wetlands, lakes, and a dynamic exchange between the surface and groundwater flows. The primary sources of water for Maple Valley's lakes and wetlands are direct precipitation, surface water runoff, and subsurface flows of groundwater. The water leaves the lakes and wetlands primarily through direct evaporation, surface outflows, and seepage into groundwater.

The Big Soos Creek Basin includes the Upper Jenkins Creek Subbasin, the Lake Lucerne Subbasin (which includes the Lake Lucerne, Pipe Lake and Lake Wilderness drainage areas), and the Lake Sawyer Subbasin. The Covington Water District relies upon the Soos Creek Basin for their drinking water. The Lower Cedar River watershed is 66 square miles, encompassing 15 tributaries, from the Landsburg Dam just east of Maple Valley, to the lowland mouth at Lake Washington in Renton. The Cedar River Water and Sewer District relies on the Cedar River watershed for drinking water.

Wetlands

Wetlands are areas that are inundated or saturated by surface water or groundwater 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. Maple Valley's wetlands and associated buffer areas, perform valuable functions within the City's ecosystem. They receive surface water from the surrounding area and filter pollutants entering the system through a combination of physical, chemical and biological processes. They also provide drainage, flood storage, and wildlife habitat.

Maple Valley does not have its own critical areas inventory but relies on publicly available data, including King County iMap and the National Wetland Inventory (NWI). Both datasets are high level and do not capture all potential wetlands. Mapped wetlands in these datasets within the City are generally associated with streams and lakes. See Figure 6.1, which is from the City's 2022 Storm and



ENVIRONMENTAL QUALITY

Surface Water Comprehensive Plan. This figure shows general locations of lakes and streams in the City and possible locations of wetlands, based on King County iMap and National Wetland Inventory datasets.



Figure 6.1 - Wetlands and Streams



ENVIRONMENTAL QUALITY

Fish and Wildlife Habitat Conservation Areas

Maple Valley is known for its abundance of trees and freshwater lakes. Lake Wilderness, Pipe Lake, and Lake Lucerne provide habitat for a variety of fish and wildlife. Habitats are very important to the community and the future of fish and wildlife in the area. They are located throughout the community as pockets of open space, forested greenbelts, lakes, wetlands, trails, and stream corridors.

Fish and wildlife habitat conservation means land management for the purposes of 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 and isolated subpopulations are not created.

Fish and wildlife habitat conservation areas include:

- (a) Areas where endangered, threatened, and sensitive species have a primary association;
- (b) Habitats and species of local importance, as determined locally;
- (c) Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
- (d) Waters of the state (streams and lakes);
- (e) Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; and
- (f) State natural area preserves, natural resource conservation areas, and state wildlife areas.

Fish and wildlife habitat conservation areas do not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company. The GMA requires cities to give special consideration to measures necessary to preserve or enhance anadromous fisheries. Special consideration is defined in WAC 365-195-925.

There are several different species of salmonids that use the streams and lakes in the City at different times of the year. Winter steelhead and coho salmon are documented present. Fall Chinook and fall chum are assumed present in Rock Creek South in the Maple Ridge neighborhood and Cranmar Creek. Coastal cutthroat trout and coho are documented present and fall chinook and winter steelhead are assumed to be present in Jenkins Creek (NWIFC 2023). Additionally, there is a known resident coastal cutthroat trout spawning area in Lake Wilderness Park near the outlet to Jenkins Creek. Lake Wilderness is also stocked with rainbow trout and kokanee.

Located at the easternmost of King County's urban growth boundary, large mammals such as deer, elk and black bear are common. Small animals typically found in Maple Valley include opossum, skunk, rabbit, beaver, river otter, raccoon, muskrat and pond turtle.

Common bird species include passerines, or perching birds, woodpeckers, waterfowl, and raptors. These birds may be either year-round residents or present during specific breeding, nesting, or



ENVIRONMENTAL QUALITY

migratory seasons. Typical passerine species would include sparrows, finches, grosbeaks and warblers, among others. Cavity-nesting birds, such as woodpeckers, tree swallows and nuthatches, are typically present in the remaining forested tracts of land. Waterfowl include wood duck, common coot, Canada goose, mallard and mergansers. Other water- and wetland-dependent species include great blue heron, marsh hawk, and red-winged blackbird. The most common types of raptors include red-tailed hawk, osprey, bald eagle, and great horned owl.

The designation of open space, biodiversity areas and corridors are a successful way to help preserve, protect and perpetuate fish and wildlife species and ecosystems. Maintaining these areas in their natural state reduces the threat of human intrusion.

Streams and Lakes

A healthy stream network provides important and beneficial functions, including storing and regulating stormwater flow, purifying surface water, recharging groundwater, conveying water, providing important aquatic habitat and supporting important biological activities. Increases in water velocity, sedimentation, or contaminants can create serious adverse effects on fish and wildlife habitats.

Streams within the City include Jenkins Creek, South Fork Jenkins Creek, Cranmar Creek and Rock Creek South. Jenkins Creek and South Fork Jenkins Creek are salmonid "Type F Waters." Jenkins Creek drains Lake Wilderness, and South Fork Jenkins Creek drains Lake Lucerne and Pipe Lake. Jenkins Creek experiences issues with high temperatures and low dissolved oxygen and is on the Washington State Department of Ecology 303(d) list for Category 5 (impaired) pollutants because of fine sediment that impacts habitat. Two Total Maximum Daily Loads (TMDLs) are under development by the Washington State Department of Ecology for Soos Creek (including Jenkins Creek, South Fork Jenkins Creek, and Cranmar Creek) for temperature, dissolved oxygen bacteria, and fine sediment.

There are three lakes in the City: Lake Wilderness, Lake Lucerne, and Pipe Lake. As waters of the state, they are subject to the Shoreline Master Program. All three lakes have experienced harmful algae blooms. Lake Wilderness is a 67-acre lake with associated wetlands that flows to Jenkins Creek via open channel. It is used heavily for swimming and fishing in summer and has public access for non-motorized boats. Lake Wilderness is also on Ecology's 303(d) Category 4(c) list for invasive exotic plant species due to the presence of Eurasian water-milfoil. The lake supports rainbow trout (stocked), kokanee (stocked), and resident largemouth bass. The Integrated Aquatic Vegetation Management Plan for Lake Wilderness was developed in 2004 to target the eradication of noxious weeds in the lakes. The current Lake Wilderness Citizen Advisory Committee (LWCAC) references this document as a guideline for their suggested work plan. The LWCAC was created in 2006 by Council adoption of Resolution R-06-495, as amended by R-07-518, R-08-576, and R16-1073.

Lake Lucerne is 16 acres and flows to South Fork Jenkins Creek. It has limited, unimproved public access. Pipe Lake is a 52-acre lake and drains to Lake Lucerne. A privately owned park for the Cedar Downs neighborhood is at the northwest side of the lake, and a privately owned park for the Cherokee Bay Community Club is on the southeast side of the lake. The lake also has limited, unimproved public access through remnant rights-of-way. An Integrated Aquatic Vegetation Management Plan was



ENVIRONMENTAL QUALITY

developed for Pipe Lake and Lake Lucerne in 2004 to target the eradication of noxious weeds in the lakes. Both lakes were recently identified to have Eurasian water-milfoil, and a treatment was completed in 2022 that eradicated the milfoil.

Planning for of Fish and Wildlife Habitat Conservation Areas

Maple Valley's natural environment warrants close consideration as the City continues to urbanize. Critical area regulations will be particularly important in protecting their functions and values. All of the City's critical areas, whether mapped or determined in the future on a site-specific basis, should have their environmental functions protected from urban development and adverse impacts mitigated.

These mitigation measures should include, but not necessarily be limited to, residential and commercial design standards, vegetative protection requirements, land use and zoning restrictions, critical area regulations, incentives for open space and stream corridor preservation and revegetation projects, and public education and involvement programs.

Ground-disturbing projects require consultation with the City in order to reduce the cumulative impacts on natural resources.

Public and private landowners can achieve their common goal of open space, wildlife habitat and critical area preservation by working together to provide biodiversity areas and corridors to open space. The city can use a combination of incentives alongside regulations to promote conservation. Non-regulatory measures can include incentives, public education, public recognition, and innovative programs, such as transfer of development rights.

Critical Aquifer Recharge Areas

Much of Maple Valley and neighboring jurisdictions rely on groundwater for drinking water supply. Drinking water for Maple Valley is provided primarily by two independent water districts: the Covington Water District (CWD) and the Cedar River Water and Sewer District (CRWSD). One Group-A water system (private), Cherokee Bay Community Club, Inc., provides service to less than 1000 customers within the City. See Chapter 13 Utilities Element for more information.

Groundwater is recharged primarily by precipitation infiltrating into soils and deep percolation to aquifers. This occurs in all soil types and more rapidly in areas that have high permeability. Critical Aquifer Recharge Areas (CARAs) are defined by the Growth Management Act as "areas with a critical recharging effect on aquifers used for potable water. CARAs are areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, as defined by WAC 365-190-030(3)." The groundwater critical aquifer recharge areas that are of concern are those "areas highly susceptible to groundwater contamination, 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."



ENVIRONMENTAL QUALITY

Chapter 365-190-100 WAC requires local jurisdictions to determine classification and designation of CARAs. This is based on the following:

- Potable water is essential, and preventing contamination is necessary to avoid costs, hardships, and physical harm to people and ecosystems.
- The quality and quantity of groundwater is dependent upon its recharge area. Land use activities and their potential to lead to contamination should be evaluated to ensure this does not negatively impact current or future use.
- Vulnerability assessments should be based upon both land use and hydrogeologic properties to determine susceptibility of groundwater to contamination.

Classification is important to evaluate aquifer vulnerability, land use planning, future groundwater usage, and impacts on other critical areas.

For many areas in the Puget Sound, aquifer vulnerability and infiltration rates are determined by the geologic and hydrogeologic properties of soils. The most recent regional glacial sequence for the Maple Valley area is the Vashon Stade of the Fraser glaciation. As glaciers advanced into Puget Sound, waters from the glacial front deposited coarse-grained outwash sand and gravel, locally mapped as Quaternary Vashon Advance Outwash deposits (Qva). The outwash was overlain by glacial ice as the glaciers advanced southward forming the Vashon till unit composed of silt- and clay-bound sand and gravel, locally mapped Quaternary Vashon Till deposits (Qvt). As the glaciers retreated, again outwash sand and gravel were deposited, locally mapped as Quaternary Vashon Recessional Outwash deposits (Qvr). Rivers and streams have eroded these geologic deposits and further placed Quaternary Alluvium (Qal) in river valleys comprised of sand, gravel, and silt deposits.

Approximately 50 percent of Maple Valley is underlain by areas highly susceptible to groundwater contamination where the Vashon till is absent. The remainder is underlain by low or medium susceptible areas where till deposits are present at land surface or buried at depth. Urbanization of recharge areas typically reduces groundwater infiltration, due to conversion of permeable soils to pavement and other impervious surfaces and routing of stormwater directly to surface water. Almost half of Maple Valley's stormwater runoff is directed to infiltration facilities rather than discharging directly to surface waters.

Wellhead Protection Areas

Wellhead Protection Areas (WHPAs) are also points of susceptibility to groundwater contamination. Below is a summary of groundwater supply wells:

- Group A wells serve 15 or more service connections or 25 or more people at least 60 days per year.
- Group B wells serve fewer than 15 connections and fewer than 25 people per day.
- Group D, or domestic wells, serve only one household.



ENVIRONMENTAL QUALITY

The Covington Water District, a Group A public water system, gets a significant portion of its water supply from two well fields: at Lake Sawyer (just south of SE 288th Street) and at Witte Road (at the intersection with SE 264th Street). The District has adopted wellhead protection programs for these wells.

Planning for Critical Aquifer Recharge Areas

Policies and regulations that protect and promote groundwater recharge, including wellhead protection programs, should be implemented. Since aquifer recharge areas overlap jurisdictional boundaries local cities, water districts and King County must work together to protect these resources.

The City of Maple Valley has identified CARAs in locations shown in Figure 6.2. Figure 6.2 shows Category I and Category II CARAs. The difference between the two types is described below.

Category I CARA

This includes mapped areas that the City of Maple Valley has determined are:

- Highly susceptible to groundwater contamination and located within a sole source aquifer or a wellhead protection area, or
- In an area where hydrogeologic mapping or a numerical flow transport model in a Washington Department of Health approved wellhead protection plan demonstrate that the area is within the one year time of travel to a wellhead for a Group A water system.

Category II CARA

This includes mapped areas that the City of Maple Valley has determined are:

- Characterized by medium susceptibility to ground water contamination and located in a sole source aquifer or a wellhead protection area; or
- Highly susceptible to groundwater contamination and not located in a sole source aquifer or wellhead protection area.



ENVIRONMENTAL QUALITY

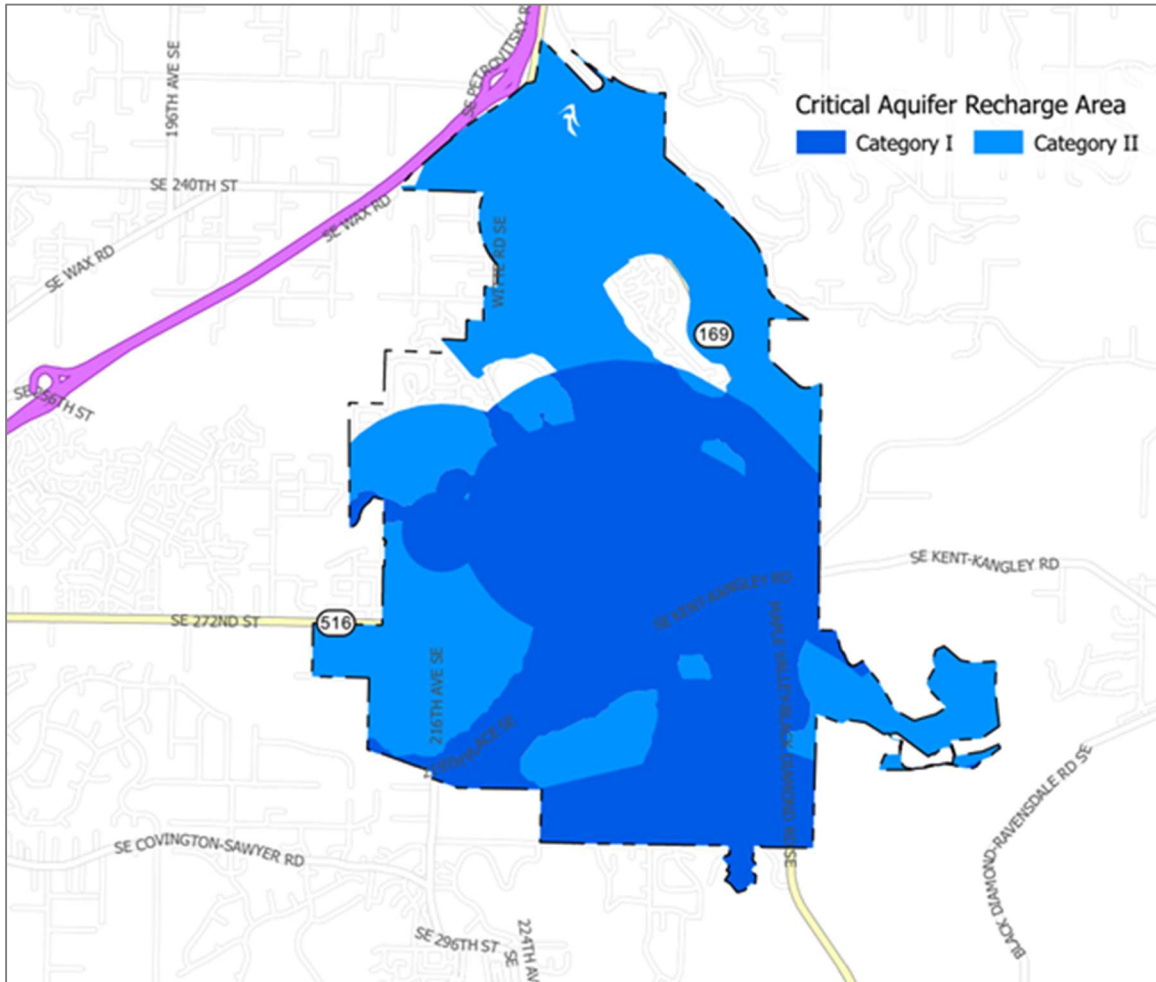


Figure 6.2 – Critical Aquifer Recharge Areas

Source: City of Maple Valley, 2024

Geologically Hazardous Areas

Geologically hazardous areas are areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to siting commercial, residential, or industrial development consistent with public health or safety concerns. Geologically hazardous areas in Maple Valley include erosion hazard areas, landslide hazard areas, and seismic hazard areas.

Soils and topography are important sources of information for determining the degree to which an area is susceptible to geologic hazards such as erosion hazard areas, landslide hazard areas, and seismic hazard areas. Steep slopes, coupled with certain soils and drainage characteristics, indicate potential areas of landslides and other geologic instability that can threaten public health and safety.



ENVIRONMENTAL QUALITY

The City lies in gently rolling terrain perched above the Cedar River Valley. Elevation ranges from 400 to 600 feet. Most of the geologically hazardous areas are associated with the bluffs and ravines within the City.

The geology of Maple Valley is largely the result of prehistoric glacial activity and subsequent ice retreats. The United States Department of Agriculture and the Soil Survey of King County mapped and analyzed the soils in the area. The most common soil type in the area is known as the Alderwood series, which includes moderately well drained, gravelly sandy loams that are 24 to 40 inches deep over consolidated glacial till. The next most common type is the Everett series. Everett soils are gravelly and are underlain by sand and gravel. In certain areas, principally basins and lowlands, organic materials, including peat, occur in depths up to 10 feet. In the areas of the large lakes, the surrounding surface geology is predominantly glacial till, a very hard, compacted mix of sediments that infiltrates slowly.

Erosion Hazard Areas

Erosion hazard areas are those areas containing soils that, according to the Natural Resources Conservation Service (NRCS) Soil Survey Program, may experience significant erosion. Generally, areas characterized by loose unconsolidated soils subject to scouring are the result of poor grading and construction practices. Bluffs are particularly prone to erosion; this includes the bluff along the Cedar River on the northwest side of Maple Valley and adjacent to Lake Wilderness. It is recommended that development in these areas be either clustered, kept at low density, or avoided.

Landslide Hazard Areas

Landslide hazard areas are areas at risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. They include any areas susceptible to landslide because of any combination of bedrock, soil, slope (gradient), slope aspect, structure, hydrology, or other factors (listed in the WAC 365-190-120). While there are no steep slopes or areas classified as landslide hazards in the City limits, there are active areas of slope instability that are problem areas identified by staff.

Seismic Hazard Areas

Seismic hazard areas are those areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement or subsidence, soil liquefaction, surface faulting, debris flows, lahars, or tsunamis. These conditions occur in areas underlain by “cohesionless” soils of low density, usually in association with a shallow groundwater table. The known seismic hazard area in Maple Valley is associated with the Cedar River Valley and extends into the northeastern portion of the City.

Planning for Geologic Hazard Areas

Mitigation measures available to prevent the degradation of the valley walls and greenbelts from clearing and development should include, but not necessarily be limited to, ordinances to protect vegetation and critical areas, mapping and protecting critical viewsheds, design standards for steep



ENVIRONMENTAL QUALITY

slopes and revegetation projects, and limitation of development in geologic hazard areas through land-use restrictions.

To be prepared for the hazards associated with severe seismic activity, Maple Valley should continue to update its Comprehensive Emergency Management Plan, which is adopted herein by reference. This plan should include an earthquake disaster response element that assigns specific responsibilities to City officials in a seismic event, and should define the relationship between Maple Valley and other jurisdictions and their plans, and between Maple Valley and the Federal Emergency Management Agency. This plan should also identify structures in the City, which are particularly hazardous in these situations.

Frequently Flooded Areas

Flooding is a natural geologic process that helped to shape Maple Valley. It occurs regularly, leaving some areas particularly unsafe for habitation and development. These Flood Hazard Areas are defined by the Federal Emergency Management Agency (FEMA) as those areas subject to inundation by the 100-year flood. A 100-year flood has at least a one percent probability of inundation in any given year. This percentage has measurably increased in recent years due to development rapidly reducing the storage capacity of floodplains and increasing the amount of surface runoff. FEMA has developed a program to assist homeowners in relocating their frequently flooded homes out of the floodplain.

The current city limits do not contain any designated 100-year floodplains. The Cedar River Valley is the nearest 100-year floodplain to Maple Valley. It runs just north of the City from southeast to northwest. During flooding, the river overflows its banks and spreads out over the valley floor. Within the City boundaries, streams, lakes, wetlands and closed depressions all have the potential to form floodplain conditions. These areas can overflow their banks during significant storm events. When they do, they usually drain into nearby wetland soils. These overflows can be managed by strategically protecting, as well as constructing, wetlands, which provide flood water reservoirs, storing surplus water as groundwater during wet periods and later discharging this stored water into streams to augment base stream flows.

In much of the City, gravelly, sandy soils allow stormwater to disperse and infiltrate quickly. However, areas of the City where there is a naturally high groundwater table or hard soils experience flooding during prolonged wet periods.

Planning for Frequently Flooded Areas

Policies and regulations should be developed to protect buildings, infrastructure, and people from flood risk.



ENVIRONMENTAL QUALITY

GOALS & POLICIES

The goals and policies in this section provide the basis for Maple Valley to protect critical areas and natural features. In the past several decades, the quality of the natural environment has become an increasingly important consideration in developing Comprehensive Plans. The constraints posed by the landscape for development, and the environmental impacts associated with proposed development, should be evaluated before land is allocated to specific uses. This allows more detailed information to be gathered and analyzed at the building construction or permit application stages, thus more effectively determining the compatibility of the proposed use with the natural environment, the probable environmental impacts, and measures that can be employed to mitigate or reduce such impacts.

The most effective way to plan for a healthy environment in Maple Valley is to coordinate the planning of its interrelated components. Planning for the provision of one feature will likely improve the provision of another. For example, increasing the amount of vegetation in the community improves air quality and improving air quality will encourage people to enjoy the parks and greenbelts which contain the increased vegetation.

Open Space

The main goal for open space planning is to create a Comprehensive Plan that links open space features of many kinds. Trail connections could wind through and between neighborhoods and commercial areas to link regional trails, habitat conservation areas, native growth protection easements, and vegetative buffers. (See the Capital Facilities element for a complete discussion of parks, trails and open space.)

Air Quality

Air quality is a problem in the Northwest. The automobile is a key contributor of air pollution, and Maple Valley is a growing automobile-dependent community. Other sources of air pollution are wood-burning stoves, wildfires, and certain commercial and industrial operations. The City should engage in efforts to reduce auto dependency by providing pedestrian trails, efficient public transportation, and education about carpools and trip efficiency.

GOALS

- EQ-G1** Protect and enhance Maple Valley's natural environment, including air quality, water resources, natural features that contribute to the City's scenic beauty, and critical areas as defined by the GMA.
- EQ-G2** Manage the natural and built environments to protect, enhance, and sustain environmental quality while minimizing public and private costs.



ENVIRONMENTAL QUALITY

- EQ-G3** Promote community-wide stewardship of the natural environment to preserve environmental quality for future generations, including environmentally friendly and energy-efficient buildings and projects that promote water conservation and reuse as well as alternative energy resources.
- EQ-G4** Preserve significant areas of native vegetation along major roadways.
- EQ-G5** Recognize the beneficial functions and values that critical areas provide.

POLICIES

CRITICAL AREAS

- EQ-P1** Designate and protect the critical areas as mapped and adopted in the Maple Valley Comprehensive Plan and listed under the Washington Department of Fish and Wildlife's Priority Habitats and Species database, as well as coordinate with King County and adjacent cities, state agencies, and tribes for the long-term preservation of surrounding natural areas, such as the Rock Creek Natural Area, Elk Run Open Space, Henry's Ridge Natural Area, Black Diamond Natural Area, and Cedar Creek Park. Public access to critical areas for scientific, educational, and recreational use is desirable, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.
- EQ-P2** Designate the following environmental features as "critical areas" in accordance with the State Growth Management Act:
- a. Wetlands
 - b. Fish and wildlife habitat conservation areas, including lakes and streams
 - c. Areas with a critical recharging effect on groundwater used for water supply
 - d. Frequently flooded areas
 - e. Geologically hazardous areas, including erosion hazard areas, landslide hazard areas, and seismic hazard areas
- EQ-P3** Include best available science in classifying and designating critical areas.



ENVIRONMENTAL QUALITY

INCENTIVES, EDUCATION, PLANNING AND REGULATIONS

- EQ-P4** Develop and use non-regulatory incentive-based programs to preserve critical areas. Non-regulatory measures can include incentives, public education, public recognition, and innovative programs, such as transfer of development rights.
- EQ-P5** Promote environmental stewardship by educating the community and establishing partnerships with other entities (e.g., the Tahoma School District) that share similar environmental concerns or stewardship opportunities.
- EQ-P6** Coordinate with the community and with other jurisdictions (federal, tribal, State, and local) in protecting and enhancing the natural environment.
- EQ-P7** Use acquisitions, enhancements, incentive programs, and appropriate regulations to preserve critical areas as permanent open space where development may pose hazards to health, property, important ecological functions, or environmental quality.
- EQ-P8** Include best available science in the development of critical areas protection regulations to ensure the protection of critical areas functions and values.
- EQ-P9** Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, flooding, or other environmental impacts.

AIR QUALITY

- EQ-P10** Reduce air pollution associated with land uses through the following actions:
- a. Require measures to minimize particulate emissions associated with land-clearing and construction activities.
 - b. Promote the use of clean-burning fuels.
 - c. Educate the community in the health risks and environmental effects of air pollutants and what each person can do to improve air quality.
 - d. Encourage the proper use of wood stoves and fireplaces.
 - e. Promote land use patterns and public facility siting that reduce the quantity and length of single-occupancy vehicle trips.

WATER RESOURCES – GENERAL WATER RESOURCES

- EQ-P11** Play a responsible role in the countywide effort to protect and enhance surface waters on a watershed basis by working with State agencies to analyze water quality and

**ENVIRONMENTAL QUALITY**

quantity problems, assess impacts on fish and wildlife habitat, and control stormwater runoff problems.

EQ-P12 Work cooperatively with King County Surface Water Management Division, the Washington Department of Ecology, other local municipalities, and tribes to implement water quality management strategies and to comply with the Western Washington Phase II Municipal Stormwater Permit to address non-point pollution.

EQ-P13 Use incentives, regulations, and programs to manage its groundwater, streams, lakes, and wetlands and to protect and enhance their multiple beneficial uses, including flood and erosion hazard reduction, aesthetics, recreation, water supply, and fish and wildlife habitat.

EQ-P14 Develop in a manner that maintains no net loss of ecological functions and values of water resources.

In addition to mitigation and management plans that exist, consider other mitigation measures that are effective in protecting watersheds, including but not limited to cooperating with other cities and King County, following the Maple Valley Storm and Surface Water Comprehensive Plan, enforcing critical areas ordinances, involving and educating the public, and using land use and zoning for protection.

EQ-P15 Actively promote conservation of water resources. To the maximum extent practicable, incorporate water conservation measures (e.g., low-flow shower heads, lawn watering schedules) in new development, including City parks and other public projects.

EQ-P16 Use erosion control measures for grading and any work in or adjacent to wetland, stream, or lake buffers. Include best management practices for erosion control measures as defined by the latest manual adopted by WSDOT and approved by Ecology.

EQ-P17 Permit development activity within and adjacent to water resources only when no suitable alternative site is available on the subject property and results in no net loss of ecological function. When development within these areas is unavoidable, design and locate projects to preclude the need for shoreline stabilization, flood control measures, native vegetation removal, or other possible impacts to ecological function. If impacts are unavoidable, require appropriate mitigation.

EQ-P18 Essential public facilities and utilities may cross lakes where no other feasible alternatives exist. Allow the minimum amount of intrusion necessary to complete the project.



ENVIRONMENTAL QUALITY

WATER RESOURCES – CRITICAL AQUIFER RECHARGE AREAS

- EQ-P19** Take measures to reduce the potential contamination risk of land use actions on CARAs. Coordinate with King County’s Water and Land Resources Divisions’ Clean Water Plan Water to determine contamination potential.
- EQ-P20** Protect aquifer recharge quantity by promoting land uses and development methods that limit impervious surfaces and utilize low-impact development practices.
- EQ-P21** Classify and map CARAs according to aquifer vulnerability, including consideration of drinking water usage and using publicly available information and best available science.

WATER RESOURCES – STREAMS

- EQ-P22** Protect and restore stream channels, where possible, for their hydraulic and ecological functions as well as their aesthetic value. Do not divert stream channels through culverts or underground them for excessive distances unless absolutely necessary and no other alternative can be reasonably implemented. Where culverts are used, allow passage to naturally occurring aquatic species by using the installation and type of culvert that would not be injurious. Use the Washington Department of Fish and Wildlife *Design of Road Culverts for Fish Passage, 2003*, as a reference for design criteria (as revised). Also consider culvert design to allow terrestrial species to pass.
- EQ-P23** Restore, daylight, or improve natural functions to the extent possible when development or redevelopment is proposed on property that contains streams that have been degraded, contained in culverts, channelized or undergrounded.
- EQ-P24** Promote, in partnership with King County and other jurisdictions, restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion. Encourage such restoration as a condition of development adjacent to streams and their buffers.
- EQ-P25** Require vegetative buffers of developments to protect the ecological functions and values associated with streams and adjacent riparian areas. Provide greater protection to streams that are used by salmon during any part of their life-cycle. Protect or plant native vegetation wherever possible. Protect the ecosystem services riparian areas provide – such as flood control, carbon sequestration, temperature reduction, and pollution removal.



ENVIRONMENTAL QUALITY

WATER RESOURCES – LAKES

- EQ-P26** Protect Lake Wilderness, Pipe Lake, and Lake Lucerne through management of their watersheds and shorelines, including management of nutrients that stimulate algae growth and aquatic plant growth. Work with King County, the Lake Wilderness Citizen Advisory Committee, adjacent jurisdictions, special purpose districts, and other interested community members in the preparation of management plans for the lakes, including the existing noxious weed eradication projects.
- EQ-P27** Use the Maple Valley Shoreline Master Program as one implementation measure for protecting the City's lakes.
- EQ-P28** Protect and enhance lakes through proper management of watersheds and shorelines, improvements in water quality, removal of invasive plant species, and restoration of fish and wildlife habitat.

WATER RESOURCES – WETLANDS

- EQ-P29** Work with King County, the State, and other jurisdictions, tribes and citizen groups to use the most current and appropriate wetlands policies and classification system. Use scientifically accepted technical criteria and field indicators to delineate wetlands, ensuring they meet, at a minimum, the guidelines of the most current *Washington State Wetlands Identification and Delineation Manual*.
- EQ-P30** The City's overall goal for the protection of wetlands is, by requirement, *no net loss of wetland functions or values within each drainage basin*. *Wetland functions* are natural processes performed by wetlands. Wetlands promote food chain production, provide fish and wildlife habitat, maintain and improve water quality, retain water for recharge and discharge into groundwater aquifers, and moderate surface water and storm water flows. *Wetland values* are estimates, usually subjective, of the benefits of wetlands to society, and include aesthetics, education, scientific research, and recreation.
- EQ-P31** Use acquisition, enhancement, and incentive programs independently or in combination to designate wetlands as permanent open space and to protect and enhance wetland functions.
- EQ-P32** Site development adjacent to wetlands such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented or mitigated.



ENVIRONMENTAL QUALITY

- EQ-P33** Public access to wetlands for scientific, educational, and recreational use is desirable, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.
- EQ-P34** Encourage the protection of vegetated corridors between wetlands and other habitats.
- EQ-P35** Mitigate for wetland impacts in a way that avoids net loss of functions and values. Locate mitigation sites strategically to alleviate habitat fragmentation.
- EQ-P36** Prioritize on-site mitigation projects or, if on-site is not feasible, contribute to an existing wetland system or restore an area that was historically a wetland. Where restoration or enhancement of an existing degraded wetland system is proposed, it must result in a net improvement to the functions of the wetland system.
- EQ-P37** Provide flexibility in wetland mitigation requirements to allow for protection of systems or corridors of connected wetlands.
- EQ-P38** Ensure that developers of projects for which mitigation is required provide monitoring and maintenance until the success of the site is established and land used for mitigation is preserved in perpetuity.

WATER RESOURCES – FLOOD HAZARDS

- EQ-P39** Continue to actively participate in developing and implementing regional flood hazard reduction efforts with King County Surface Water Management. Consider updating stormwater and flood hazard regulations and programs consistent with these efforts.

VEGETATION

- EQ-P40** Encourage the use of native plants and drought tolerant species in landscaping and erosion control projects and in the restoration of stream corridors, lakes, shorelines, and wetlands.
- EQ-P41** Adopt vegetation protection standards to implement the goals of preserving trees, native plant or drought tolerant species, forested greenbelts, and maintaining a healthy environment. Follow these guidelines and standards for the retention of trees, the preservation of forested areas, and incentives for implementation, especially along major roadways.



ENVIRONMENTAL QUALITY

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

- EQ-P42** Strive to maintain habitats that support the greatest diversity of fish and wildlife species consistent with the City's land use objectives. Maintain fish and wildlife habitat through conservation and enhancement of terrestrial, air, and aquatic habitats.
- EQ-P43** Preserve and do not reduce habitats for species identified as endangered, threatened, or sensitive by the State or federal government and habitats for species of local importance. When development is proposed that is adjacent to or likely to adversely impact habitat, require the proponent assess the impacts of the proposal on the habitat and provide measures necessary to avoid any adverse impacts on these areas. If avoidance is not feasible, take measures to minimize and provide mitigation for impacts that will result in no net loss of ecological function. Stream and wetland buffers may be widened to protect such habitats, as appropriate. Whenever possible, allow density transfers, and/or buffer averaging.
- EQ-P44** Protect salmonid habitats located in shoreline areas in accordance with the Maple Valley Shoreline Master Program.
- EQ-P45** Be a good steward of public lands and incorporate fish and wildlife habitats into capital improvement projects whenever feasible.
- EQ-P46** Include conservation or protection measures necessary to preserve or enhance anadromous fisheries, and include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream to the sea, and adult migration upstream to spawning areas. Give special consideration to habitat protection measures based on the best available science relevant to stream flows, water quality and temperature, spawning substrates, instream structural diversity, migratory access, estuary and nearshore marine habitat quality, and the maintenance of salmon prey species. Conservation or protection measures can include the adoption of interim actions and long-term strategies to protect and enhance fisheries resources.
- EQ-P47** Maintain a record showing that critical areas policies and regulations identify and address "conservation or protection measures necessary to preserve or enhance anadromous fisheries" that are grounded in the best available science.
- EQ-P48** Work cooperatively with King County, the State, and other jurisdictions, tribes and citizen groups to preserve or enhance fish and wildlife habitat conservation areas.
- EQ-P49** Work with local agencies, stakeholders, and tribes to establish biodiversity corridor connection throughout the region. Designate these areas as Fish and Wildlife Habitat



ENVIRONMENTAL QUALITY

Conservation Areas. Landscape connectivity helps preserve ecological processes and maintain the genetic and demographic health of wildlife populations.

GEOLOGICALLY HAZARDOUS AREAS – STEEP SLOPES, EROSION AND LANDSLIDE HAZARD AREAS

- EQ-P50** Ensure that land uses and development on or near steep slopes are designed to prevent property damage and environmental degradation and enhance open space and wildlife habitat, consistent with adopted zoning and building regulations. In general, as slope increases, decrease development intensity, site coverage, and vegetation removal, thereby minimizing drainage problems, soil erosion, siltation, and landslides. Retain slopes of 40 percent or more in a natural state, free of structures and other land surface modifications.
- EQ-P51** Incorporate erosion control best management practices and other development controls into grading and construction activities, as necessary, to reduce sediment discharge from construction sites to minimal levels. Include seasonal restrictions on clearing and grading as development controls.
- EQ-P52** Minimize land uses permitted in Erosion and Landslide Hazard Areas to minimize soil disturbance and maximize retention and replacement of native vegetative cover.
- EQ-P53** Avoid developing Landslide Hazard Areas and areas with slopes of 40 percent or greater unless the risks and adverse impacts associated with such development can be reduced to a negligible level.

GEOLOGICALLY HAZARDOUS AREAS – SEISMIC HAZARD AREAS

- EQ-P54** In areas with severe seismic hazards, use special building design and construction measures to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse.



ENVIRONMENTAL QUALITY

RELATED CLIMATE POLICIES

The following policies from the City’s 2023 Climate Action and Resiliency Plan help guide the City’s environmental quality goals and policies.

- | | | |
|------------------|---------------|--|
| Policies: | CR-P7 | Identify and protect environmentally critical areas. |
| | CR-P8 | Protect wildlife corridors to minimize habitat fragmentation. |
| | CR-P9 | Develop an identification and monitoring program for urban trees to analyze risks or impacts of pests and disease. |
| | CR-P10 | Implement and encourage measures to reduce sedimentation in streams. |
| | CR-P11 | Remove and replace degraded creek culverts. |
| | CR-P12 | Assess stormwater runoff design standards. |
| | CA-P15 | Develop a plan to increase tree canopy within the City. |
| | CA-P16 | Educate on and incentivize smart irrigation management and technology. |
| | CA-P26 | Increase tree canopy on City-owned properties. |
| | CA-P27 | Transition to native and drought tolerant plantings and optimized irrigation. |
| | CA-P28 | Work with City-owned golf course to reduce water use and utilize recycled water. |

CAPITAL FACILITIES

**CAPITAL FACILITIES ELEMENT
TABLE OF CONTENTS**

INTRODUCTION2
 Requirements for Capital Facility Elements..... 2
 Human and Community Services..... 3
CITY CAPITAL FACILITIES.....3
 Municipal Buildings..... 4
 Parks & Recreation 8
 Police..... 13
 Transportation 14
 Stormwater 15
NON-CITY CAPITAL FACILITIES.....15
 Schools..... 15
 Fire and Emergency Medical Services 18
 Water and Sewer Utilities..... 21
 Human and Community Services..... 21
GOALS AND POLICIES26
RELATED CLIMATE POLICIES.....29

CAPITAL FACILITIES

INTRODUCTION

Requirements for Capital Facility Elements

The Washington State Growth Management Act (GMA) requires that the Capital Facilities Element provide an inventory of capital facilities provided by public entities, a forecast of future needs for capital facilities including consideration of locations for future facilities, and a financing plan for at least the next six years including funding sources for needed improvements. The GMA also requires the City to reassess the Land Use Element if probable funding falls short of meeting existing needs. This requirement helps ensure public services are available to serve existing and future households and businesses.

Capital facilities are buildings or infrastructure that the City and other entities use to provide services. There are many kinds of capital facilities. The GMA does not specifically define capital facilities. The Washington Administrative Code provides guidance for what to include in the capital facilities element of a comprehensive plan (WAC 365-196-415). It calls for including at least the following types of capital facilities in a comprehensive plan: schools, parks and recreational facilities, police and fire protection facilities, transportation facilities, water systems, sanitary sewer systems, stormwater facilities, and reclaimed water facilities. These facilities can be addressed in the capital facility element or in other elements such as transportation, parks, or utilities.

This Capital Facilities Element addresses municipal buildings, parks and recreation, schools, human and community services, police services, and fire and emergency medical services. Other plan elements and appendices also provide information about some of these types of capital facilities and are cross-referenced in this element. Capital facilities that provide transportation services are addressed in the Transportation Element. Capital facilities that provide utilities services are addressed in the Utilities Element, including water, sewer, and stormwater facilities.

Some capital facilities serving Maple Valley are owned or operated by the City, but many capital facilities serving the community are not City facilities. Non-City facilities are those public capital facilities that are not owned and operated by the City, are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to City residents through independent special purpose districts.

Many capital facilities serving Maple Valley will need to be replaced or upgraded, and new facilities constructed to meet the needs of existing and new residents over the next 20 years. There are limited resources available to fund capital projects. Community members have a role to play in helping the City and other service providers decide how to prioritize and finance projects.

CAPITAL FACILITIES

Human and Community Services

The King County Countywide Planning Policies call for providing human and community services to meet the needs of current and future community members through coordinated planning by the county, cities, and other agencies. This element includes a discussion of local organizations who provide human and community services to the Maple Valley community, including high-level considerations for the organizations' capital facilities. The City will continue to collaborate with partner organizations as it plans for the future.

CITY CAPITAL FACILITIES

This part of the Capital Facilities Element provides background information on capital facilities that are owned or occupied by the City of Maple Valley. It is divided into the following sections:

- Municipal Buildings
- Parks and Recreation
- Police
- Transportation
- Stormwater

Figure 7.1 provides a summary of key City-owned buildings discussed in this section. City Hall and the Police Annex are not included on this list, because they are not owned by the City. The City leases these facilities.

General Capital Improvement Project for the next six years are included in the City's Six Year General Capital Improvement Plan (GCIP). When adopted by the city, all Six Year GCIPs will be adopted by reference into this Comprehensive Plan.

CAPITAL FACILITIES

	Location	Year Built/ Renovated	Ownership	In Use By	Facility Needs
<i>In Use by City</i>					
Lake Wilderness Lodge	2500 SE 248th St	1950	City	City Parks	Improvements
Public Works Maintenance Facility	23713 SE 264th St	1994	City	City Public Works	Generator, HVAC upgrade, bathroom and offices remodel; electric vehicle charging infrastructure, power capacity infrastructure for electric equipment conversion
Parks Maintenance Building	23601 SE 248th St	1945	City	City Parks	Replacement
<i>In Use by Partner Organization</i>					
Lake Wilderness Golf Course Clubhouse	25400 Witte Road SE	1974	City	Lake Wilderness Golf Course	Remodel/Replacement
Lake Wilderness Arboretum Buildings	22520 SE 248th St	1970-2021 (multiple buildings)	City	Lake Wilderness Arboretum Foundation	Improvements
Gibbon/Mezzavilla General Store Museum	22024 SE 248th St	1894	City	Historical Society	NA
Fire Engine Museum	22024 SE 248th St	1985	City	Historical Society	NA
The Den	22010 SE 248th St	2007	City	Greater Maple Valley Community Center	Replace/provide increased indoor recreation space
Nexus Building	24930 224th Ave SE	1976	City	Vacant (formerly Nexus Youth and Families)	Needs Assessment

Figure 7.1 – Key City-owned Buildings in Maple Valley

Note: City Hall and the Police Annex are not included because they are not City-owned. The City has identified the need to formalize the City Hall location and to expand space for the Police Department.

Municipal Buildings

Municipal buildings are owned or leased by the City for the purposes of providing general City services. They provide office space for City staff or storage and maintenance space for City equipment and supplies. They also include City-owned buildings that are leased to community partners to provide

CAPITAL FACILITIES

public services. City buildings whose primary purpose is to provide parks and recreation services for the public are discussed later under parks and recreation facilities.

Existing Facilities

City Hall

City Hall is located at 22017 SE Wax Road. The City currently leases approximately 10,377 square feet. The lease has a 5 year term and will expire in December 2027. City Hall provides office and meeting space for City departments including the City Manager Office, Administrative Services, IT, Human Resources, Finance, Community Development, Public Works, and the Police Departments. The facility is currently in good condition.

The parking lot is used for both workforce and fleet vehicles. To meet climate action goals, upgrades will be needed to install electric vehicle charging infrastructure.

Lake Wilderness Lodge

Lake Wilderness Lodge is owned by the City and is located at 2500 SE 248th Street. It was originally built in the 1950s and is currently 18,581 square feet. In 1997 it was designated a King County landmark, cited as an excellent example of post-war, Northwest architecture. The Lodge has been remodeled to expand its use, making the facility more efficient, and adding accessibility options to make it ADA compliant. The City Parks Department offices are here. The City also hosts public meetings at the lodge and rents out the lodge for social and business events.

Public Works Maintenance Facility & Emergency Operations Center

The Public Works Maintenance Facility is located at 23713 SE 264th Street. This facility comprises 2.8 acres and includes a 5,000 square foot pre-fabricated steel building and miscellaneous out buildings. Also located at the maintenance facility is a 1,400 square foot modular building that houses the City's Emergency Operation Center (EOC). The public works and maintenance facility was purchased in 2011 and renovated in 2012. Maintaining the functionality and response capability of the Emergency Operations Center is required.

The PW Maintenance Facility needs a generator to power the facility during power outages. Heating system currently operates with commercial oil provided by an adjacent commercial property. Air conditioning is provided in the office spaces only. A new HVAC system is needed as well as a remodel of bathroom and offices.

To meet climate action goals, upgrades will be needed to install electric vehicle charging infrastructure, and to power conversion of equipment to electric charging.

CAPITAL FACILITIES

Four Corners Irrigation System

When the 4 Corners area was being re-developed, the irrigation system was damaged and never repaired. The City needs to repair and or upgrade the system in the 4 Corners area. The landscaping will remain as is until irrigation is repaired.

Parks Maintenance Building

The City's Parks Maintenance Building is located at 23601 SE 248th St. It is 3,075 square feet. This facility is used to repair equipment and store supplies. Full and limited time Parks Maintenance staff have offices in this building.

The Parks Maintenance Building is nearing the end of its lifespan. The City plans to replace/renovate the existing Maintenance building in the coming years.

Police Annex

In addition to the Police Department office space at City Hall, the City has a Police Annex that provides a small support office. This leased space is in the Ascend building which was built in 2019 and is located at 26900 242nd Ave SE.

City Buildings Leased to Community Partners

Maple Valley owns three properties next to Lake Wilderness Park. The City leases buildings on these properties to community partners who provide public services.

- **The Nexus Building.** Located at 24930 224th Avenue SE, this manufactured home was last used in 2023 as a satellite office for Nexus Youth and Families which provided counseling and substance use services. The City will need to determine next best use for the property.
- **The Den.** Located at 22010 SE 248th St, this building is leased by a community non-profit organization called the Greater Maple Valley Community Center (GMVCC). The Den was constructed from four portable structures in 2007. The Den is located next to the main community center building which is owned by GMVCC but is on City land.
- **Historical Society Buildings.** Located at 22024 SE 248th St, next to the community center, these buildings include two museums and a storage building managed by the Maple Valley Historical Society. The two museums are the Fire Engine Museum (housing a restored 1926 Howard Cooper Fire Engine), and the Gibbon/Mezzavilla General Store Museum. The Gibbon/Mezzavilla Store Museum is one of two historic landmarks within city limits that are designated by King County and Maple Valley. The other is the Lake Wilderness Lodge.

CAPITAL FACILITIES**Maple Valley Historical Society**

The Maple Valley Historical Society is a non-profit, all-volunteer organization. The goals of the organization are to teach people about the history of the greater Maple Valley area, provide a means for people to do research on their heritage, and to showcase the history of the area through its two museums. Founded in 1972, the Historical Society has preserved memories of the area's past through displays of pioneer life and a collection of community photographs in its museums. The Historical Society relies on funding from the City, grant funds from King County, independent fundraising activities, and yearly membership funds for their continued work.

The Historical Society maintains two museums that are clustered together next to the Greater Maple Valley Community Center, the library, Lake Wilderness Park, the Arboretum, and the King County Regional Trail System. In the future, the Historical Society is looking for the ability to showcase more of their collection that currently is not housed within the museums. They are interested in being involved in plans to develop a new community center for Maple Valley, and in incorporating Historical Society display space into the design.

Maple Valley Veteran's Memorial Foundation

Another local non-profit cultural organization that has an agreement to use City property is the Maple Valley Veteran's Memorial Foundation. This foundation is in the process of constructing a new Veteran's Memorial on the City property where the community center is located. The memorial is expected to be complete in 2024 and will be owned by the City and maintained by the foundation.

Projected Needs

The City assesses municipal building needs based on current capacity and projected demand. Between 2020 and 2023, the City made improvements to both City Hall and the Public Works Maintenance Facility. At City Hall, an emergency generator was installed and the Public Works Maintenance Facility added a new hooped storage building and expanded hooped storage for salt and sand. The City's 2023-2028 CIP, as adopted by the 2023-2024 budget, is provided in Appendix E. The City has budgeted \$660,000 to improve Lake Wilderness Lodge. The City's Parks Improvement Plan (PIP) also includes improvements to Lake Wilderness Lodge and informs the CIP. The City adopted a new PIP in the spring of 2024 which has current information on project needs, costs, and financing for municipal facilities that support parks services.

Looking longer term, within the next 20 years the City anticipates the need to formalize the location of City Hall. Options include staying in the current location and occupying more square footage or

CAPITAL FACILITIES

looking for opportunities to take ownership of a full building. This could potentially be constructed in or near the future Downtown. There is also a need to replace the Parks Maintenance Building with construction anticipated to begin in late 2024. The Public Works Maintenance building will need to a generator, HVAC upgrades, and remodels of bathroom and offices. Additionally, the GMVCC has communicated a need to replace the Den with new and improved facilities that provide indoor recreation space. The City is aware of a need for increased indoor recreational space and is looking to address this in the 2025-2030 PIP. Additionally, the City will need to upgrade municipal facilities to accommodate electric vehicles in the next 20 years.

Financing Plan

Funding sources for the Lake Wilderness Lodge improvements are identified in the CIP. They include the Real Estate Excise Tax 2 Fund and park impact fees. Financing plans for projects needed over the longer term have yet to be determined.

Parks & Recreation

The Parks and Recreation Element of this Plan is the City's most recently adopted Parks, Recreation, Arts, & Open Space (PRAOS) Plan. The PRAOS Plan describes the City's path forward for providing high quality, community-driven parks, trails, natural areas, and recreational opportunities throughout Maple Valley. It provides a vision for the City's park and recreation system, describes the City's inventory of parks and recreation facilities, discusses community demand and future needs, provides goals and policies, includes parks maps, and offers a capital facilities plan and implementation strategies to further enhance the City's parks system.

As of 2023, the City's 2020 PRAOS Plan is the most recently adopted PRAOS Plan. A copy is provided in Appendix D. Parks projects planned and funded for the next six years are included in the City's Six Year Parks Improvement Plan (PIP). When adopted by the city, all future PRAOS Plans and Six Year PIPs will be adopted by reference into this Comprehensive Plan. Following is a summary of capital facilities planning information from the 2020 PRAOS Plan.

Existing Facilities

Existing parks facilities are described and mapped in the 2020 PRAOS Plan. Short descriptions of parks facilities are included below.

Community Parks

The City of Maple Valley operates two large community parks. These parks have several amenities for all residents of Maple Valley including sports fields, courts, and special facilities that have community-wide interest. Each community park also has parking facilities and restrooms.

CAPITAL FACILITIES

- **Lake Wilderness Park.** This is a popular community park that includes a lakefront swimming area, a beach house, a boat launch, fishing, paved trails, a playground, tennis courts, ball fields, and picnic shelters. It also has Gaffney's Gove 18-hole Disc Golf course, Lake Wilderness 18-hole Golf Course, Lake Wilderness Park Arboretum, Lake Wilderness Lodge, and access to the King County Green to Cedar Rivers trail. This is the largest community park in Maple Valley and is 89.38 acres.
- **Summit Park.** This community park is located just East of Tahoma High School. It has the City's first fully accessible playground, compliant with standards of the American Disability Act (ADA). The park also includes sports fields, a sports court, a skate park, a dog park, a picnic shelter and restrooms, and access to the King County Green to Cedar Rivers Trail. It is approximately 16 acres.

Neighborhood Parks

Neighborhood parks are located within residential neighborhoods and provide fewer amenities than community parks. These parks are designed to be used by those who live within walking distance of the park. Take-A-Break Park is the only City operated neighborhood park, but other neighborhoods have parks that are owned, operated, and maintained by homeowner associations or other resident groups.

- **Take-A-Break Park.** This park includes a play structure, digger pit, an open lawn, a surface water pond, and other amenities such as trash receptacles and benches. It is 1.92 acres. New play equipment will be installed in 2024.

Special Facilities

Special facilities fall outside of the Maple Valley Parks Department's stated levels of service and operational needs but still provide recreational opportunities for residents of Maple Valley. The City manages the contract for the Lake Wilderness Golf Course and provides maintenance for the disc golf and skate parks.

- **Lake Wilderness Golf Course and Clubhouse.** This is an 18-hole golf course with a 16,000 square foot clubhouse that can be used for special events such as weddings. The Lake Wilderness Golf Course is 106.40 acres and includes a 16,652 square foot clubhouse facility which includes a Pro Shop, restaurant/bar, and rental space
- **Gaffney Grove Disc Golf Course.** This special facility is located within a section of Lake Wilderness Park and is a regional draw for disc golfers. It provides an 18-hole disc golf course as well as several nature trails.
- **Skate Parks.** The City of Maple Valley operates two skate parks. One is located within Summit Park and the other is located at 22010 SE 248th St near the Community Center.
- **Greater Maple Valley Community Center.** The Greater Maple Valley Community Center is a community center built in 1979. The facility is owned and maintained by a nonprofit with the same name: Greater Maple Valley Community Center. This facility provides some indoor

CAPITAL FACILITIES

recreation programming, in addition to other types of programming. The land the facility is located on is owned by the City.

- **Lake Wilderness Arboretum.** Located within Lake Wilderness Park, the Lake Wilderness Arboretum is a public garden supported by the non-profit organization Lake Wilderness Arboretum Foundation (LWAF). LWAF serves as steward for Lake Wilderness Arboretum. Under a joint user agreement with the City of Maple Valley, LWAF maintains the Arboretum in a way that preserves, protects and displays Northwest ecosystems and cultivated landscapes. Recent improvements include new irrigation and entrance kiosks. The Arboretum includes a number of buildings owned by the City including an office, gazebo, and nursery.

Natural Open Space Areas and Undeveloped Parks

These parks provide open space, trail access, and opportunities for habitat restoration and environmental resilience. Maple Valley operates three undeveloped parks and one natural open space that fall under this category. These also function as greenways in coordination with the King County Green to Cedar Rivers Trail and the BPA Trail.

- **Elk Run Natural Area.** Elk Run Natural Area is an undeveloped park that is part of the former Elk Run Golf Course. This natural area is 52 acres and has sections dedicated to Elk Run Farm and several trails. Elk Run Farms leases a small piece of the property from the City.
- **Legacy Site.** This 54-acre site is owned by the City of Maple Valley. It is currently mostly forested and undeveloped. It is the location of the farmer's market which includes a 30x60 ft covered pavilion that is owned by the City. Various trails, including the Gnome Trail, provide access to the King County Green to Cedar Rivers Trail. The City has developed a conceptual draft master plan for this site which includes an indoor public market, a natural playground, and civic plazas. The City of Maple Valley has developed a Legacy Site Master Plan; this Comprehensive Plan adopts the Legacy Site Master Plan by reference. See the Land Use and the Economic Development Elements for more information about the Legacy Site.
- **Henry's Switch Open Space.** Henry's Switch Open Space is the smallest of the undeveloped parks and encompasses 15.54 acres of Southeast Maple Valley. The PROAS Plan describes a future pump track and improved access to the King County Regional Trail.
- **Fernwood Natural Area.** This is a City owned natural open space area and serves as a "proxy" neighborhood park for surrounding residents. It is just under 6 acres and provides access to primitive trails.

Non-City Park Facilities

There are also non-City owned parks facilities in Maple Valley that play an important role in providing recreational services. The non-City facilities include parks, sports fields, and trails owned by homeowners associations (HOA)s, the Tahoma School District, and King County. There are approximately 50 acres of HOA parkland in the city. There are approximately 33 acres of school recreation areas in the city. The King County Green to Cedar Rivers Trail provides about 100 acres of greenway running north-south through the city.

CAPITAL FACILITIES

Projected Needs

Chapter 6 of the 2020 PRAOS Plan provides an assessment of parks system needs. The assessment considers multiple factors including public input, national and regional trends in parks and recreation demand, a review of the quality of existing facilities and programming, a parkland gap analysis to better understand where efforts for potential acquisition should be directed, and an assessment based on the City's existing level of service (LOS) standards and projected population growth through 2030. The PRAOS Plan notes that numeric LOS standards for the amount of park resources provided per person are a blunt and limited tool to assess how well the City is providing parks services. It recommends re-evaluating the City's parks service standards in the next PRAOS Plan and considering the City's capacity to expand the park system and more efficiently serve community members with existing properties as it nears build out of the urban area.

Based on this assessment, the City has identified the following needs for parks capital projects:

- Make improvements to increase the quality of existing parks and recreation services. Parks projects planned in the City's 2025-2030 PIP are listed in Figure 7.2.
- Develop the City's network of recreational trails and bikeways to provide greater opportunities for active transportation and connectivity between public spaces.
- Increase the amount of indoor recreation space in the city. Summit Place has been identified as a possible location for a future City indoor recreation center. While currently there is not a specific plan in place for any type of indoor recreational space, the 2025-2030 PIP includes funds for indoor recreational space. A new Lake Wilderness Community Clubhouse could provide for additional indoor recreation. Funding for such a facility will need to be determined throughout the formalization of the project.
- Acquire parkland in the four target acquisition areas identified in the gap assessment:
 - South of Tahoma High School
 - North of Lake Lucerne
 - North of Rock Creek Elementary School
 - Central area of the City near Fernwood Natural Area

CAPITAL FACILITIES

<u>Project Name</u>	<u>Total Cost</u> <i>(In Thousands)</i>
D08 – Summit Park Bond (20yr)	\$1,730
G06 – Lake Wilderness Golf Course Community Club House	\$22,765
P17 – Lake Wilderness Boat Launch	\$20
P22 – General Park Improvements	\$179
P24 – PRAOS Plan / Park Impact Fee Update	\$305
P30 - Lake Wilderness Lodge Improvements	\$500
P33 – Take a Break Park	\$49
P34 – Henry’s Switch Park	\$1,029
P35 – Park Property Acquisition	\$10,000
P36 – Summit Park	\$2,850
P40 – Lake Wilderness Park improvements	\$1,202
P41 – Arboretum Misc. Improvements	FUTURE
P42 – Historical Society Facilities	FUTURE
P43 – Den Facility Improvements	FUTURE
P45 – Trails and Connections	\$180
P46 – Capital Project Management	\$1,239
P47 – Maple Valley Indoor Recreation Facility	\$200
P48 – Gaffney’s Grove Disc Golf	\$90
TBD – Legacy Site	FUTURE
TBD – LWES Ballfield	FUTURE
Totals	\$42,337

Figure 7.2 – Parks Projects Planned in City’s 2025-2030 PIP

Financing Plan

Funding sources have been identified for the parks projects planned in the City’s 2023-2028 CIP. They include bonds, grants, King County Parks Levy, parks impact fee fund, and Real Estate Excise Tax (REET) fund. Estimated funding sources and amounts for each project are detailed in the CIP.

Financing plans for longer-term projects have yet to be finalized. Several funding options exist to improve parks and recreation service delivery in Maple Valley, but clear decisions must be made in an environment of competing interests and limited resources. Some key financing options identified in the 2020 PRAOS plan include park impact fees; local funding such as voted capital bonds, a levy, or levy lid lift; and grants, including competitive state and federal grant programs.

CAPITAL FACILITIES

Police

The City contracts with the King County Sheriff's Office (KCSO) to provide police services through the Maple Valley Police Department (MVPD). KCSO handles their facility planning. The City of Maple Valley is responsible for providing facilities for the MVPD. Information in this section was provided by MVPD in 2023 as part of the Comprehensive Plan update, or from their website.

Existing Facilities

MVPD is located in City Hall at 22017 SE Wax Road, Maple Valley, WA 98038. There is also an MVPD Annex with a small support office located in the storefront of the new Ascend building at 26900 242nd Ave SE, Maple Valley, WA 98038. The main office space at City Hall is in good condition but there is limited space for police staff. Work is also underway on a MVDP secure parking facility behind the post office. MVPD currently provides all basic police services to the City of Maple Valley. MVPD staff consists of 1 City employee (Executive Assistant to Police Chief), 20 KCSO Deputies assigned to MVPD (1 Chief, 2 Sergeants, 3 Detectives, 1 School Resource Officer, 1 Traffic Motor Officer, and 12 Patrol Officers. There are 3 Reserve Deputies also assigned to MVPD.

KCSO supports the Maple Valley Police Department with major crime investigations (such as robbery and homicide), specialized police services (such as SWAT, K-9, Bomb Squad, and Helicopter Services), and 911 Communications Services. When there is need for additional assistance due to call loads or a serious incident, KCSO will provide additional supervisors, detectives, deputies, and expertise to assist. The KCSO Precinct 3 Headquarters is located in Maple Valley at 22300 SE 231st Street. Emergency 911 calls are dispatched from the King County Communications Center in Renton.

CAPITAL FACILITIES

Projected Needs

MVPD has identified the following capital facility needs: expand office space for police staff, and complete work on the secure parking facility behind the post office. Expanding office space could potentially be accomplished by leasing additional space at City Hall. As discussed earlier under the Municipal Buildings section, the City of Maple Valley has identified a long term need to formalize the location of City Hall.

MVPD monitors crime trends and police response metrics quarterly and works with KCSO to plan for quality police services. Expanding MVPD office space is part of this planning effort. The existing space at City Hall is too small to accommodate all MVPD staff. Some staff currently work at the MVPD Annex but ideally all staff would be at the same facility. Additionally, MVPD anticipates hiring additional personnel over the coming years and will need space for them. The additional hires are planned in response to growth and service trends in Maple Valley. Maple Valley has gained new residents and businesses in recent years and is planning to grow more. This creates new demand for police services. Current average response times for 911 calls are higher than MVPD would like and hiring additional officers should help reduce response times.

Since incorporation the City has overall had a relatively low crime rate, and crimes against people are rare. Maple Valley has received several recognitions for being a safe city. Mostly recently, Maple Valley was recognized by the Safewise Blog in 2023 as the 11th safest city in Washington.

MVPD received more than 4,000 dispatch calls for service in 2022. The average response times for responding to different types of service calls are listed below.

- Priority X (Life Threatening): 6.02 min average response time
- Priority 1 (property crime in progress/injury accidents): 8.43 min average response time
- Priority 2 (property crime not in progress/domestic violence): 9.74 min average response time
- Priority 3 (routine/vandalism): 20.47 min average response time
- Priority 4 (nuisance): 39 min average response time

Financing Plan

The City is in the process of determining how to expand police office space. Financing for this expansion will be formalized once a decision is made.

Transportation

The Transportation Element of this Plan provides a description of transportation facilities in Maple Valley and a discussion of projected needs and financing. Transportation projects planned and funded for the next six years are included in the City's 2023-2028 CIP. When adopted by the city, all

CAPITAL FACILITIES

future Six Year Transportation Improvement Plans (TIPs) will be adopted by reference into this Comprehensive Plan.

Stormwater

The Utilities Element of this Plan provides a description of stormwater facilities in Maple Valley and a discussion of projected needs and financing. Stormwater projects planned and funded for the next six years are included in the City's 2023-2028 CIP found in the 2023-2024 adopted budget. The 2022 Storm and Surface Water Comprehensive Plan establishes Level of Service standards and is adopted by reference into this Comprehensive Plan. When adopted by the city, all updates to the Storm and Surface Water Comprehensive Plan and Six Year stormwater improvement plans will be adopted by reference into this Comprehensive Plan.

NON-CITY CAPITAL FACILITIES

This part of the Capital Facilities Element provides background information on capital facilities that are provided by entities other than the City. It is divided into the following sections:

- Schools
- Fire and Emergency Medical Services
- Water and Sewer Utilities
- Human and Community Services

Schools

Tahoma School District No. 409 provides school facilities and services for the entire City of Maple Valley. The District's Six-Year Capital Facilities Plan (CFP) is provided in Appendix F. This plan is the primary source for the school district information in this element.

In 2011 the Maple Valley City Council adopted Ordinance No. O-11-559 establishing a new chapter 16.15 to the Maple Valley Municipal Code, allowing for annual updates to the Capital Facilities Plan including adopting impact fees by reference. The District's 2023-2028 Capital Facilities Plan was adopted by the District on June 13th, 2023. It was adopted by reference into the Maple Valley Comprehensive Plan by the City on November 27, 2023. This adoption by the city is an annual requirement to require development to pay for school impact fees and adopts the District's Capital Facilities Plan by reference into the City's Comprehensive Plan. All future plans, when adopted by the city, will be adopted by reference into this Comprehensive Plan.

CAPITAL FACILITIES

Existing Facilities

The Tahoma School district operates nine schools which serve students grades K-12. This includes six elementary schools, two middle schools, and a high school. These schools are listed in Figure 7.3, as well as other district facilities that provide support services.

The District recently completed several capital projects that expanded the capacity of existing facilities. A new high school was built in 2017. This allowed the former high school to be converted into a middle school and two former middle schools to be converted to elementary schools. Other recent projects include construction of Lake Wilderness Elementary School and a new permanent addition to Cedar River Middle School.

Facility	Location	Grades	Permanent Sq. Ft.	Perm. Capacity	Temp. Capacity	2022 Enrollment
Cedar River ES	22516 Sweeney Rd SE, Maple Valley, 98038	K-5	64,485	782	92	602
Glacier Park ES	23700 Se 280 th St Maple Valley, 98038	K-5	63,969	598	230	769
Lake Wilderness ES	24216 Witte Rd SE, Maple Valley, 98038	K-5	71,000	759	92	707
Rock Creek ES	25700 Maple Valley – Black Diamond Rd SE Maple Valley, 98038	K-5	58,899	598	230	725
Shadow Lake ES	22620 Sweeney Rd SE, Maple Valley, 98038	K-5	51,294	529	92	497
Tahoma ES	24425 SE 216 th St Maple Valley, 98038	K-5	90,062	621	138	701
Maple View MS	18200 Se 240 th St Kent, 98042	6-8	184,346	1,247	0	1,014
Summit Trail MS	25600 Se Summit - Landsburg Rd Ravensdale, 98051	6-8	126,994	1,102	174	1,107
Tahoma HS	23499 SE Tahoma Way Maple Valley, 98038	9-12	316,190	2,693	138	2,707
Central Services Center	25700 Maple Valley – Black Diamond Rd SE Maple Valley, 98038	N/A	15,300	N/A	N/A	N/A
Transportation Center	22050 SE Petrovitsky Rd Maple Valley, 98038	N/A	13,138	N/A	N/A	N/A
Central Kitchen	25638 SR 169 Maple Valley, 98038	N/A	5,493	N/A	N/A	N/A
Technology and Maintenance Facility	18200 Se 240 th St Kent, 98042	N/A	5,600	N/A	N/A	N/A

Figure 7.3 – Tahoma School District Capital Facilities

CAPITAL FACILITIES

Projected Needs

Standards of Service

The District has established standards of service to help plan for capital facility needs. Class size standards are listed below, as well as summaries of other standards that influence facility capacity.

Elementary

- Grades K-3: 17 students per class on average.
- Grades 4-5: 26 students per class on average.
- Elementary schools provide classroom space for art, STEM, music, Future Ready Schools (FRS) curriculum, physical education, gifted education, and remedial services.

Middle and High

- Grades 6-8: 30 students per class on average.
- Grades 9-12: 32 students per class on average.
- Secondary schools also provide classroom space for special education, vocational classes, performing arts, health and fitness, drama, and band.

Enrollment Trends

The District worked with a demographer to project student enrollment and help plan for future capital facility needs. Total enrollment is expected to increase about 10% over the next six years. Elementary schools may see a slight overall decrease while middle and high schools are expected to experience growth. The District anticipates having enough combined permanent and temporary classroom space to accommodate projected enrollment within existing facilities, with the possible addition of some temporary classroom space at the high school level.

The demographer also provided a ten year forecast. While short-term forecasts are generally more accurate, long-term forecasts can be helpful for planning purposes. It should be noted however that more assumptions about economic conditions, land use, and demographics trends in the area affect the projection, and as such the projected enrollments for 2031-32 should be viewed through this lens. With this lens, the projected enrollment and capacity numbers show a potential need for additional capacity by 2031-32.

The District will continue to monitor trends and work with the Tahoma School Board to plan for long term capital facility needs. The District's Bond Advisory Committee is working to develop recommendations for the Board of Directors for a future bond to address capacity and facility needs. Potential projects that may be needed in the future are a new elementary school and additions at the high school and middle school.

CAPITAL FACILITIES

Summary of Projected Needs

Based on the District’s standards of service and enrollment trends, no major capital facility projects are needed in the next six years to provide student classroom capacity. The district has identified three small capital facilities projects in its 2023-2028 CFP. These include the addition of portable classrooms to add student capacity, and HVAC design and engineering for several schools (Figure 7.4).

<u>Project Name</u>	<u>Total Cost</u>
STMS Capacity Project	\$29,450,000
TSHS Capacity Project	\$31,000,000
HVAC Design & Engineering	\$20,748,000
Totals	\$81,198,000

Figure 7.4 – Projects Planned in School District’s 2023-2028 CFP

In the longer term, the District anticipates some enrollment growth and potentially may need a new elementary school and additions at existing middle and high schools to serve this growth. Additionally, the District will need to maintain and upgrade existing facilities over time.

Financing Plan

Funding for District capital facility projects generally comes from impact fees, bonds, the District’s capital funds, and other local funds depending on the size and scope of the capital project. Bonds are the anticipated sources of funding for the first two projects in Figure 7.3. The District’s capital funds are expected to be used for the third project.

Fire and Emergency Medical Services

The City of Maple Valley annexed into the King County Fire District #43 (FD43). The Puget Sound Regional Fire Authority (Puget Sound Fire) provides fire services and Emergency Medical Services (EMS) through a contract for service with FD43 that began in 2018. The information in this section is from Puget Sound Fire’s 2024-2029 City of Maple Valley FD43 Capital Improvement Plan, the Puget Sound Fire 2023-2028 Capital Improvement Plan, and other communications from Puget Sound Fire to the City in 2023. Puget Sound Fire’s City of Maple Valley FD43 2024-2029 Capital Improvement Plan is provided in Appendix G.

On July 23, 2012, the City Council adopted Ordinance No. O-12-508, establishing a new chapter 16.70 in the Maple Valley Municipal Code to create a fire impact fee program. Under this code, impact fees are collected based on the fire district’s capital facilities plan, and this plan is adopted annually by City Council. Puget Sound Fire provided its 2024-2029 City of Maple Valley FD43 Capital

CAPITAL FACILITIES

Improvement Plan to the City in late 2023. This new plan is anticipated to be adopted by the City in 2024. When the City adopts Puget Sound Fire’s capital facilities plan, it will be adopted by reference into this Comprehensive Plan. All future plans when adopted by the city will also be adopted by reference into this Comprehensive Plan.

Existing Facilities

Maple Valley is primarily served by the three fire stations within the city limits, and by two stations in nearby cities. Details about these facilities are shown in Figure 7.5.

Facility	Location	City, Zip	Property Acres	Building SF	Year Built	Age	Acquired	Capacity (Bays)	Condition	Dorm Beds
Station 80	23775 SE 264th St	Maple Valley, 98038	0.87	8,985	2001	20	N/A	3.5	Fair	6
Station 81	22225 SE 231st St	Maple Valley, 98038	1.78	10,821	1987	34	N/A	5	Fair	8
Station 83	27250 216th Ave SE	Maple Valley, 98038	0.91	2,852	1965	56	N/A	1.5	Fair	4
Station 78	17820 SE 256th St	Covington, 98042	3.10	17,685	2009	12	2010	4	Good	10
Station 75	15635 SE 272nd St	Kent, 98042	4.18	12,425	1990	31	Lease 2010	3	Good	14

Figure 7.5 – Fire Stations Serving Maple Valley

Projected Needs

Puget Sound Fire considers several factors in planning for capital facility improvements, including their level of service standards, response times, condition of facilities, and trends in fire service needs such as incidents per capita and demand for wildland urban interface response capabilities. Puget Sound Fire relies on nationally recognized standards published by the National Fire Protection Association (NFPA), consistent with state law. These are discussed in Puget Sound Fire’s 2024-2029 City of Maple Valley FD43 Capital Improvement Plan. This plan also recognizes the Puget Sound Regional Council Vision 2050 growth strategy and planned population and employment growth in the region and in Maple Valley.

Puget Sound Fire’s 2023-2028 Capital Improvement Plan lists the following capital facility improvements for the fire stations serving Maple Valley. These are all asset preservation projects that will improve the quality and longevity of the stations. Costs for each individual project are included in the Puget Sound Fire Capital Improvement Plan. Puget Sound Fire’s 2024-2029 City of Maple Valley FD43 Capital Improvement Plan references the improvements needed for the three stations located within Maple Valley.

- **Station 80:** Interior and exterior painting, flooring replacement, parking lot repair, exhaust extraction system buildout, card access system installation, GearGrid installation, fuel dispensing/tracking system, kitchen countertop replacement, sound wall/window upgrades

CAPITAL FACILITIES

- **Station 81:** Apparatus bay door replacement, interior and exterior painting, flooring replacement, HVAC replacement, parking lot repair, roof replacement, decontamination washer and dryer replacement, exhaust extraction system buildout, card access system installation, GearGrid installation, fuel dispensing/tracking system, concrete aprons, kitchen countertop replacement, security fence and gate, carport, air compressor installation
- **Station 83:** Apparatus bay door replacement, interior and exterior painting, flooring replacement, HVAC replacement, parking lot repair, roof replacement, exhaust extraction system buildout, card access system installation, kitchen countertop replacement, security fence and gate
- **Station 78:** Interior and exterior painting, flooring replacement, parking lot repair, card access system installation
- **Station 75:** Apparatus bay door replacement, interior and exterior painting, flooring replacement, card access system installation, card access system installation

Looking 6-20 years in the future, Puget Sound Fire has identified additional capital facility needs relevant to Maple Valley. Station 80 and Station 83 are not in ideal locations for response times, and Station 83 will need to be replaced due to age and condition. Potential capital facility projects to address these needs could include:

- **Station 83 Relocation.** Station 83 could be relocated towards 228th Ave SE and SE 272nd St and rebuilt with expanded capacity to house some resources currently at Station 80. The estimated cost of building this project is \$17 million.
- **Future Station 87.** Puget Sound Fire has sited a future station at 24416 SE 216th St in unincorporated King County north of Maple Valley. This future station could house some resources currently assigned to Station 80. The estimated cost to build this station is \$13 million.

Financing Plan

The Puget Sound Fire 2023-2028 Capital Improvement Plan lists costs and revenue sources for capital projects planned in the next six years, including the asset preservation projects mentioned above. Revenue sources include state owned enterprise (SOE) taxes, sale of surplus property/equipment, impact fees, and apparatus shop overhead fees. Puget Sound Fire's 2024-2029 City of Maple Valley FD43 Capital Improvement Plan includes higher-level information on financing plans, including a discussion of fees and Puget Sound Fire funding share.

Puget Sound Fire's General Fund would be a primary funding source for longer term projects such as construction of a new Station 83 and future Station 87. A levy lid lift is expected to be required to build new Station 83. Maple Valley fire impact fees could also potentially help fund future fire capital facility improvements.

CAPITAL FACILITIES

Water and Sewer Utilities

The Utilities Element of this Plan provides a description of water and sewer utility facilities in Maple Valley and a discussion of projected needs and financing. These utilities are provided by non-City utility districts which have their capital improvement plans. Future comprehensive and utility capital improvement plans, when adopted by the city, will also be adopted by reference into this Comprehensive Plan.

Human and Community Services

The GMA does not require information on human and community services to be included in the capital facilities elements of comprehensive plans. The City has chosen to include this section because it values its partnerships with local human and community services providers and is coordinating with them on plans for the future. This section includes descriptions of local service providers and high-level capital facility considerations.

Human and community services are services provided to people having difficulty meeting their basic needs, as well as services that offer opportunities for people to gather and make connections with other community members. The King County Countywide Planning Policies (CPP) recognize the importance of human and community services in sustaining health and quality of life. King County CCP PF-18 calls for providing human and community services to meet the needs of current and future community members through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.

The City of Maple Valley provides some of these services. The City also relies on government partners and other agencies to help provide needed human and community services in Maple Valley. One way Maple Valley supports these partners is by contributing funding for programming. The City also leases facilities to partner agencies, as discussed earlier in this element.

Some of the partners who provide human and community services in Maple Valley are the Greater Maple Valley Community Center (GMVCC), the Maple Valley Food Bank, the King County Public Library System, and Vine Maple Place. A brief description of these organizations and their facility considerations are provided below. This information was provided to the City by these organizations in 2023, or from their websites.

Greater Maple Valley Community Center

The GMVCC serves the residents of Maple Valley as well as those living in the surrounding communities of Hobart, Ravensdale, and the unincorporated areas near Covington and Renton. The GMVCC currently leases land and facility space from the City of Maple Valley at 22010 SE 248th St. As discussed in the Municipal Buildings section of this element, the GMVCC owns the main community center building while the City owns the land and the Den facility next to the main building. The GMVCC leases

CAPITAL FACILITIES

the land and the Den facility from the City. While its programs are building-centered, they are not building bound.

The GMVCC is designated as a 501(c)(3) organization by the Internal Revenue Service. It is staffed by four full-time staff (Executive Director, Finance Director, and two Program Directors) and seven part-time staff. Since the start of COVID-19 Pandemic, more than 70 community members contribute nearly 4,000 hours of volunteer service every year.

The GMVCC operates on a yearly budget of approximately \$1.1 million which comes from both public and private sources. Approximately twenty-five percent (25%) of GMVCC funding is allocated by the City of Maple Valley. These funds are leveraged to bring in over \$800,000 in county, corporate and foundation, and private philanthropic dollars.

Services

GMVCC provides services that support its mission statement. The GMVCC's mission statement that was adopted in 2023 is as follows:

The Greater Maple Valley Community Center provides an enduring facility that serves as an inclusive community hub, hosting programs and services that increase the opportunity for connections, engagement, and growth for greater Maple Valley.

All GMVCC programs and activities revolve around the "Four Pillars of Service." These pillars are Health & Wellness, Prevention & Intervention, Community Connections, and the Emergency Resource Center. Many GMVCC programs and activities overlap into two or more areas:

- **Health & Wellness** programs help people to be active participants in managing their health and lifestyle. GMVCC promotes independent living and aging in place by focusing on the mental, physical, emotional and social components of everyday life.
- **Prevention & Intervention** programs provide activities and/or guidance that seek to reduce or deter specific or predictable problems. GMVCC's goal is to protect the current state of well-being and/or promote desired outcomes or behaviors.
- **Community Connections** programs serve as the hub, or gathering place, for the varied and diverse elements of the local society. GMVCC enriches the neighborhoods by providing support for groups to develop kinship, positive growth and a cooperative spirit.
- **Emergency Resource Center:** GMVCC is dedicated to assisting the community to prepare for natural and/or human-caused emergencies. GMVCC can offer shelter, warmth and sustenance to those who need us the most in the event of a disaster. Perhaps more importantly, GMVCC believes that it can better serve the community by helping people be prepared at home and work during an emergency.

CAPITAL FACILITIES

GMVCC partners with a variety of community-based organizations that provide services to the community. The GMVCC provides space and overhead costs to these groups at no or reduced cost. These organizations include:

- Aging & Disability Services
- Alcoholics Anonymous
- Art for All
- Boy & Girls Scout
- The Bloodmobile
- Cancer Survivor Support Group
- Covington Quilters
- Friends N' Fun (developmentally disabled adults)
- King County Juvenile Probation
- LGBTQ Support Group
- Maple Valley Family Circle (Toddler Time)
- Foster Champs of Washington
- Maple Valley Home School Support
- The Maple Valley Library Guild
- Maple Valley Rotary Club
- Meals on Wheels
- Seattle – King County Humane Society

Facility Considerations

The main GMVCC community center facility is over 45 years old and has undergone several renovations and upgrades. Despite these modifications, the facility is undersized and not able to meet many of the needs of today's requirements. A general lack of program space results in a lower than optimum level of service for all target populations.

The Den space that the GMVCC leases from the City is also limited. GMVCC has used the Den as an interim teen center but the facility is undersized and does not include many of the amenities normally associated with a teen center and has outlived its 10-year life expectancy. The most pressing need is a gymnasium or other indoor, active recreational facility that can be used during the cold and rainy seasons.

CAPITAL FACILITIES

Access to both the community center and Den is hindered by a lack of reliable mass transit. Non-driving seniors, low-income residents, students, the disabled, and others without access to cars are often not able to get to and from the GMVCC in a reasonable time frame. This challenge is compounded by program participants who live in the more rural parts of the GMVCC service area.

Maple Valley Food Bank and Emergency Services

Maple Valley Food Bank and Emergency Services is a community food bank that began operating in 1989. It provides necessary groceries and other services to Maple Valley residents of many different walks of life. Most of the Food Bank's clients are employed and housed, and nearly 70% reside within Maple Valley city limits.

Services

The Food Bank operates a grocery style food bank that provides well balanced nutritious meals to hundreds of Maple Valley residents annually. In 2022, there were 59,817 individual visits to this grocery store.

The Food Bank offers additional human services programming beyond the grocery store. This includes a schools supply program, a Christmas gifts and holiday meals program, a gardening program, a baby supply program, a homebound grocery delivery program, direct financial assistance for emergency needs such as eviction prevention and utility disconnection prevention, and other wrap around social services like employment assistance, food stamps, and health care assistance.

Facility Considerations

The Food Bank's facility is currently located at 21415 Renton-Maple Valley Road in unincorporated King County. The Food Bank has identified the following needed capital improvements between 2023 and 2027: replace four HVAC units and replace the roof on the main structure and the addition.

In the longer term, the Food Bank has identified a need for a centrally located, new, and permanent facility that can better serve the community as it continues to grow over time. Finding a location is identified as a top priority in the Food Bank's five year plan. As part of this work the Food Bank plans to conduct a needs assessment to determine the scope of the project. The Food Bank is interested in the possibility of locating in Maple Valley's Downtown and would like to be involved in conversations for redevelopment of the area.

Library System

The Maple Valley Library is part of the King County Library System, an independent library district. When the City of Maple Valley was incorporated, the community chose to be considered an "annex" of the district rather than start its own library program.

CAPITAL FACILITIES

Services

The Maple Valley Library provides community members with access to King County Library System's extensive collection of reading materials, videos, recordings, magazines, and periodicals. In addition to these materials, the library provides public access to computers, printers, the internet, and meeting rooms. The library also hosts a wide range of educational, recreational, and community programming.

Facility Needs and Plans

The library is located across from the Maple Valley Community Center at the intersection of Witte Road and SE 248th. This facility was built in 2000 and is approximately 10,000 square feet. This is considered a "large-sized" library by County standards.

King County Library System's current Capital Improvement Plan has no identified needs for improvements to the Maple Valley Library at the time this document was prepared. There are no planned capital projects for the next six years. Library staff are monitoring state and federal climate action that may result in future energy conservation grant opportunities for capital improvements throughout the library system.

Vine Maple Place

Vine Maple Place is a non-profit organization that provides emergency shelter and related support services in the greater Maple Valley area. Vine Maple Place was formed in 2000 when nine churches in Maple Valley joined together to help homeless single mothers with children have a place to live and recover from homelessness. The City of Maple Valley regularly provides funding to Vine Maple Place, to support them in providing emergency shelter and support services in the community.

Services

Vine Maple Place currently offers services through their Stable Families model which was launched in 2012 and today serves 524 families annually. The Stable Families model serves families who are homeless, or days away from eviction. The model has a client-focused, integrated approach that's evidence-based, and assessed for effectiveness. After exiting the program, 91% are still housed one year later.

Facility Considerations

Vine Maple Place owns several facilities in and near Maple Valley. This includes facilities that house the organization's offices and that provide shelter for families. Vine Maple Place plans for capital projects as needs come up and does not have a master facilities plan. Current plans for the next six years include remodeling and upgrading existing buildings.

CAPITAL FACILITIES

GOALS & POLICIES

Goals

- CF-G1** Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area consistent with future land use plans described in this Comprehensive Plan, in coordination with other public service providers.
- CF-G2** Maintain and improve capital facilities to enhance quality of life and support a positive economic climate for all community members.
- CF-G3** Promote affordable and equitable access to capital facilities and public services, investing in communities where there are lower levels of service or where there are populations with limited incomes or disparities such as higher risk factors for poor health outcomes.
- CF-G4** Locate capital facilities with consideration for climate change, economic, social, and health impacts.
- CF-G5** Ensure that public facilities necessary to support new development are adequate at the time the development is available for occupancy.
- CF-G6** Ensure that new growth and development pay a proportionate share of the cost of new facilities needed to serve such growth and development.

Policies

Financing and Fundraising Priorities

- CF-P1** Capital facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.
- CF-P2** Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, debt financing, special assessment, special purpose districts, and local improvement districts for funding capital facilities.
- CF-P3** Strive for economical service provision while maintaining quality service.
- CF-P4** Provide opportunities for public participation in the development or improvement of capital facilities.
- CF-P5** Solicit and encourage citizen input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.

CAPITAL FACILITIES

- CF-P6** The City will establish and maintain transportation, park, fire and school impact fees to help ensure that new growth pays for the impacts it generates.
- CF-P7** Update the City's six-year Capital Improvement Plan on a bi-annual basis with adoption of the City's biennial budget.

Coordination with Non-City Providers

- CF-P8** Encourage the shared use and co-location of public capital facilities.
- CF-P9** Work with the Tahoma School District to site schools within the City's UGA to serve the City's population growth targets, and to support safe, walkable access to schools.
- CF-P10** Provide the most economical public safety and police protection services available that meets the needs of the City. This may include contracting services.
- CF-P11** Work cooperatively with the Puget Sound Regional Fire Authority to plan for future fire and emergency medical services and facility needs.
- CF-P12** Partner with public agencies and community organizations to provide human and community services and cultural resources services within Maple Valley. This may include providing financial support, sharing facility space, helping to raise public awareness of programming, and providing input on programming needs based on the cultural, economic, and social character of the community.
- CF-P13** Ensure that human service needs and impacts are considered in all land use, capital improvement and transportation project actions.
- CF-P14** Coordinate with public service providers on emergency management planning, incorporating considerations for disaster resiliency and public service recovery into capital facility plans.

Concurrency Management

- CF-P15** The following Level Of Service (LOS) guidelines should be used to evaluate whether existing public facilities are adequate to accommodate the demands of existing and future development:

City-Provided Services

- Parks and Recreation: LOS standards established in the City's most current PRAOS Plan.
- Transportation: LOS standards established in the Transportation Element of this Comprehensive Plan.

CAPITAL FACILITIES

- Stormwater: as discussed in the Utilities Element, the City has adopted the 2022 Storm and Surface Water Comprehensive Plan which provides LOS standards.

Non-City Provided Services

- Police Protection: the City recognizes the LOS standards of their service provider, and any additional standards set forth in the service contract.
- Fire Protection: the City recognizes the LOS standards of their service provider, and any additional standards set forth in the service contract.
- Schools: the City recognizes the LOS standards of the Tahoma School District.
- Water: The City recognizes the LOS standards of its service providers, and any additional standards set forth in the service contracts. Water LOS standards are discussed in the Utilities Element.
- Sewer: The City recognizes the LOS standards of its service providers, and any additional standards set forth in the service contracts. Sewer LOS standards are discussed in the Utilities Element.

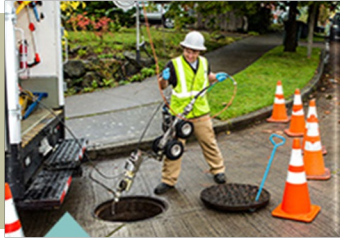
- CF-P16** A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in Policy CF-P15, unless capital improvements or a strategy to accommodate the impacts are made concurrent with the development. For the purposes of this policy, “concurrent with the development” means that improvements or strategies are in place at the time of the development or that a financial commitment is in place to complete the improvements or strategies within six years of the date the development is approved.
- CF-P17** If adequate facilities are currently unavailable and public funds are not committed to provide such facilities to serve proposed new developments, developers must provide such facilities at their own expense.
- CF-P18** Share information about development proposals with capital facility providers and work together to identify needed system improvements to serve planned growth.
- CF-P19** If there is not sufficient funding for capital facility projects to provide necessary public services to existing or planned development, reassess the Land Use Element of this plan.

CAPITAL FACILITIES

RELATED CLIMATE POLICIES

The following policies from the City's 2023 Climate Action and Resiliency Plan (CARP) help guide the City's capital facilities planning. Policies from the CARP specifically related to transportation facilities and utility facilities are not included on this list.

Policies:	CA-P9	Provide education and outreach on existing incentive programs (C-PACER, PSE Rebates, etc.).
	CA-P18	Prioritize purchase of electric vehicles for new or replacement vehicles in the city fleet.
	CA-P19	Optimize energy use in City-owned buildings.
	CA-P22	The design of all new city government buildings must maximize the use of all electric appliances and strive towards meeting highly efficient standards.
	CA-P23	Identify processes needed to reduce City-generated waste.
	CA-P24	Identify partners that will purchase or receive salvaged materials, furniture, and equipment from renovated buildings.



Element 8
UTILITIES

**UTILITIES ELEMENT
TABLE OF CONTENTS**

INTRODUCTION 2
POTABLE WATER SERVICE 2
SANITARY SEWER SERVICE 10
ELECTRICAL AND NATURAL GAS..... 13
TELECOMMUNICATIONS 16
SOLID WASTE SERVICE..... 18
STORM AND SURFACE WATER MANAGEMENT 20
GOALS & POLICIES 23
REALTED CLIMATE POLICIES 26



INTRODUCTION

The Growth Management Act (GMA) requires the Utilities Element of the Comprehensive Plan to consist of *“the general location, proposed location and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines and natural gas lines.”* Accordingly, the following utilities providing service to Maple Valley are addressed in the Utilities Element of the Comprehensive Plan:

- Potable Water
- Sanitary Sewer
- Electricity
- Natural Gas
- Telecommunications
- Solid Waste Service
- Storm and Surface Water Management

The City of Maple Valley does not own or manage most of its public utilities. The only City-owned utility is Storm and Surface Water Management, which is discussed at the end of this element.

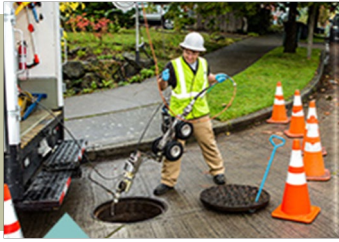
The Utilities Element gauges the ability of existing and planned utility facilities to meet future demand. Generally, the current provision of utility services and the ability to meet future population demand in Maple Valley are not hindered by any serious constraints. However, access to readily available sewer connection seems to be a large constraint to development. This Support Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, cable, surface water, solid waste, and water and wastewater utilities. It should be noted that where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary and are therefore not disclosed. Further, information is available from individual utilities, or in the planning documents of the various service providers.

The City maintains a number of franchise agreements with utility providers, which allow for the existence of support facilities, such as water and sewer mains and appurtenances, cable, electrical, and natural gas facilities within the City’s rights-of-way (streets). The status of the franchise agreements are noted in the listing of current providers.

POTABLE WATER SERVICE

Drinking water for Maple Valley is provided primarily by two independent water districts: the Covington Water District (CWD), which provides water to the southernmost half of the City; and the Cedar River Water and Sewer District (CRWSD), which provides water to roughly the northernmost third of the City. CWD’s twenty-year franchise agreement with the City of Maple Valley is expired

Element 8
UTILITIES



(Resolution No. R-00-127) and is operating under an annual automatic renewal. The City is currently working on an updated franchise agreement with CWD. CRWSD also has a twenty-year franchise agreement with the City of Maple Valley that will expire in January 1, 2026 (Ordinance O-06-327). Figure 8.1 depicts the franchise service area of each water district.

One Group-A water system (private), Cherokee Bay Community Club, provides service to approximately 860 customers within the City to isolated areas within the Covington Water District franchise boundary. Additionally, in November 2021, the City accepted the transfer of 4-acre feet of water rights associated with a well located adjacent to the Elk Run Farm from R.L.H.-N.P., LLC, formerly the Covington Golf Course, Inc. (Resolution No. R-21-1581). Upon acceptance of the water rights and well, the City also assumed responsibility to continue maintenance of the wetland buffer planting area along the western side of Cranmar Creek. Currently, the City uses the water from the well to irrigate Elk Run Farm and the surrounding area.

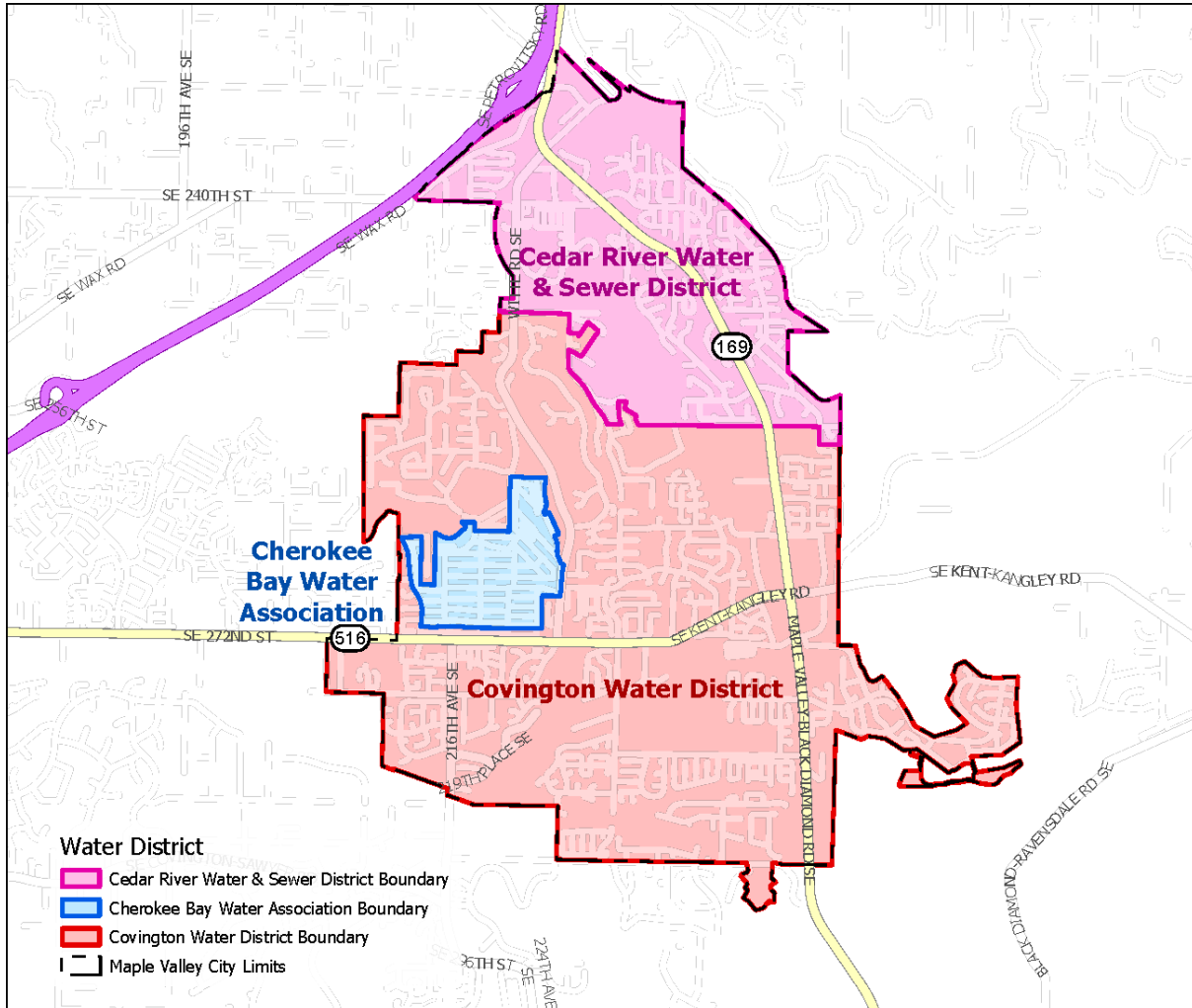
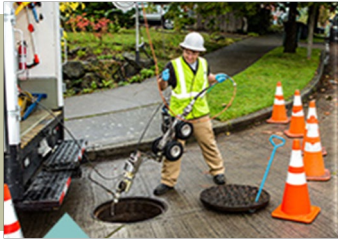


Figure 8.1 – Water Districts in the City of Maple Valley

Covington Water District

The CWD is located in southeast King County on a plateau to the east of the cities of Auburn and Kent. The District is roughly bounded by Soos Creek on the northwest, State Route 18 on the southwest, the Ravensdale area on the northeast, and the Green River on the south. The District’s service area boundary encompasses approximately 55-square miles that includes portions of the cities of Covington, Maple Valley and Black Diamond as well as unincorporated King County. Maple Valley is located in the northern portion of the District. The District also owns and operates the Sugarloaf Water System as a satellite water system.

CWD utilizes a combination of water supplied from the Regional Water Supply System (RWSS) and groundwater supplies. RWSS is the District’s primary source and provides water supply from filtered



surface water and groundwater originating from the Green River. The District also uses groundwater wells as a secondary source of water supply provided by production wells within the District’s service boundaries.

Cedar River Water and Sewer District

The CRWSD covers an area of approximately 36-square-miles south and east of Renton, in the vicinity of the City of Seattle’s Lake Youngs watershed. Lake Youngs receives potable water from the Cedar River Watershed. The watershed is a closed area of approximately 96,000 acres lying between Hobart and the Crest of the Cascade Mountains.

Supply to CRWSD’s system is primarily provided by the City of Seattle by contract with support from a ground water well. The City of Seattle’s source of water is the Cedar River watershed. CRWSD operates facilities for the supply, storage, and distribution of water and the retail service area is divided into three areas (West, Central, and East) based on the facilities that serve them. Maple Valley is located in the southern end of the District’s East water service area.

Level of Service Standards

Minimum Level of Service (LOS) standards for water and sewer facilities are recommended by State and Federal agencies. All water purveyors are required to comply with these standards, as well as minimum design standards for water systems in accordance with the U.S. Environmental Protection Agency, Washington State Department of Health (DOH) and the King County Coordinated Water System Plan.

DOH’s “Sizing Guidelines for Public Water Supplies” is the primary document governing the sizing and design of public water systems in the State of Washington. These standards are included in Figure 8.2. Potable Drinking Water Level of Service Standards as follows:

Item	Standard
Minimum Source Requirement	800 gallons per day (gpd)/connection
Storage Replenishment	72 hours
Standby Storage	200 gallons/equivalent residential unit (ERU)
Fire Flow	Urban residences – 1,500 gallons per minute (gpm); Maple Valley Commercial – 3,000 gpm
Fire Suppression Storage	fire flow @ 20 pounds per square inch (psi)
Minimum Pressure	20 psi under max day flow demands plus fire flow 30 psi under peak hour demand
Normal Working System Pressure	50 – 80 psi (not less than 35 psi and not greater than 125 psi)
Duration of Fire Flow	1 hour/1,000 gpm (depends on Fire Marshal determinations)
Flow Velocities	Not to exceed 8 feet per second (fps) – highest demand and fire flow

Figure 8.2 – Potable Drinking Water Level of Service Standards



Water districts measure their level of service in terms of supply as well as flow. Each water district has its own level of service that meets or exceeds DOH requirements. Supply is measured in gallons per day (gpd) or in millions of gallons per day (mgd). Metering is reported in ccf (hundreds of cubic feet). Water flow (and fire flow) is measured in terms of gallons per minute (gpm).

Existing Level of Service

The current level of demand for residences being served by CWD and CRWSD is an average of 175 gpd, measured in terms of Equivalent Residential Units (ERU's). With an average of 2.6 residents per household, and an average demand of 175 gallons of water per connection, each resident is using approximately 67 gallons per day, which is less than the estimated 82 gallons of water a day each American uses a day at home. Consumption regionally and nationwide has dropped considerably due to conservation and fear of shortages.

Covington Water District

The CWD completed a Water System Plan (WSP) in accordance with the State Department of Health Drinking Water Regulations (WAC 246-290), the requirements of King County, and the State's Public Water System Coordination Act of 1977 (RCW 70.116). The CWD WSP was finalized in May 2016. The District anticipates updating their WSP by the end of 2026. This update will incorporate a climate change analysis and revised population and demand projections. The City intends to review the WSPs as they are finalized by the District.

Per the District's current WSP, the overall supply of the CWD's system in 2012 was 12.6 mgd. The average daily demand is 3.6 mgd. During peak flows demand reaches about 7.4 mgd. By 2035, the average and maximum day water demand for CWD is forecast to be 6.1 mgd and 13.3 mgd, respectively.

The CWD relies upon County and City land use designations to forecast future water supply requirements. Demand for CWD services is affected by increasing urbanization. As of 2023, there were 17,130 service connections and the service population is approximately 87.0% residential and 13.0% non-residential. CWD has a distribution capacity of 21.5 million gallons of water.

Supply to the system is provided primarily by the Second Supply Pipeline of Tacoma through three interties, an interconnection between public water systems that allows exchange or delivery of water. CWD's supply is also supported by nine production wells from two well fields located at the 222nd Place and Witte sites, a single well at a site located off of 264th Street, and a single well at the Sugarloaf satellite site. The District receives water from the RWSS through a partnership arrangement with Tacoma, City of Kent, and Lakehaven Utility District. The District also maintains operational connections with the CRWSD at four locations, two of them within the City, and an emergency intertie with King County Water District No. 111.



CWD has potential to use water from the sources supplying CRWSD. The CRWSD also has the potential to use water from CWD. All water balanced between the two districts is transferred through interties. A Joint Agreement between CWD and CRWSD calls for joint ownership, operation of water storage and transmission facilities between the two districts to facilitate the balancing of water. The agreement has been supported by the City of Seattle and the Seattle Public Utilities. Water balancing between the two districts must be achieved with no net flow on an annual basis.

CWD operates several facilities for the supply, storage, and distribution of water, including a joint use water storage tank with CRWSD. CWD owns and operates nine water storage facilities that range from 18,500 gallons to 4.1 million gallons. CWD's water system also consists of six pump stations, 15 pressure-reducing valves (PRVs), and a transmission and distribution system that joins nine distinct pressure zones.

Cedar River Water and Sewer District

The CRWSD completed a Comprehensive Plan Update (Comprehensive Plan) for their Water and Sewer Systems in accordance with the State Department of Health Drinking Water Regulations (WAC 246-290), the requirements of King County, and the State's Public Water System Coordination Act of 1977 (RCW 70.116). The CRWSD Comprehensive Plan was finalized in October 2016. CRWSD anticipates updating their next plan in 2026 and the City intends to review the WSPs as they are finalized by the District.

CRWSD's overall supply according to the District 2014 Water Comprehensive Plan, is approximately 626 million gallons and the average daily demand is 1.7 mgd. Peak flow demand reaches about 3.7 mgd. By 2034, the average and maximum day water demand, without water use efficiency, is forecast to be approximately 2.5 and 5.1 mgd, respectively, for CRWSD.

CRWSD is a fully metered Group A water system. As of 2024, CRWSD is currently serving 8,353 connections and has a service population that is approximately 95.5% residential and 4.5% non-residential. CRWSD has a storage capacity of 8.1 million gallons of water.

Supply to CRWSD is provided primarily by the City of Seattle Public Utilities (SPU) through a long-term water sales agreement. The current agreements regarding water supply run to January 1, 2062. CRWSD also owns water rights to its East Area deep well and improvements to the well have allowed CRWSD to reduce their dependence on SPU's regional water source. CRWSD is in the process of transferring additional water rights to this facility as part of its long-range water supply strategy. As noted earlier, four operational connections are maintained with CWD and CRWSD maintains an emergency intertie with SPU.

CRWSD owns and operates six separate water storage facilities and jointly maintains a water storage reservoir with CWD. The reservoirs were built between 1966 and 2004 and range between 0.5 and 2.0 million gallons not including the joint reservoir with CWD discussed earlier. The water system comprises of 11 pump stations, 27 PRV stations, and a network of transmission and distribution pipelines that connect 23 separate pressure zones.



Needs and Plans

Covington Water District

CWD uses two different methods to forecast future capital needs based on project type. Capital Improvement Program (CIP) projects are developed to meet changing demands of regulatory impacts, population growth, and aging infrastructure through an engineering analysis and hydraulic modeling of CWD’s water system in the District’s 2016 WSP. Capital Costs, in the form of asset rehabilitation or replacement, are developed to ensure the District can cost-effectively manage its assets. The CWD completed its Strategic Asset Management Plan in 2022, which included an engineering analysis, condition assessment of the District’s assets, and a risk assessment to forecast future capital rehabilitation or replacement requirements.

The CWD’s future improvement projects are selected based on their effectiveness to eliminate deficiencies in the water system. To budget for the identified improvements, projects are assigned a planning-level cost and placed on a year-by-year schedule. Projects that are high priority, and have an associated high degree of implementation certainty, are slated for implementation within the six-year planning period. Projects that are given a moderate or low priority, and/or for which the implementation schedule is unknown (e.g., projects funded in part by developers), are placed on a schedule for implementation within the twenty-year horizon.

A long-term CIP was provided in CWD’s 2016 WSP, but CWD revisits its CIP schedule on an annual basis. This is done to confirm project priorities and to coordinate schedules with the transportation improvement plans of the local jurisdictions. Figure 8.3 summarizes CWD’s 2023-2032 CIP projects grouped based on type of infrastructure. Between 2023-2032, CWD has approximately 60 various CIP projects planned.

CIP Projects 2023-2032	Estimated Costs
Water Source Improvements	\$4,200,000
System Pumps and Motors	\$600,000
Storage	\$9,300,000
Distribution System, Control Valves and Metering	\$8,600,000
General/Others	\$3,200,000
TOTAL	\$25,900,000

Figure 8.3 – Covington Water District 2023-2032 CIP Project Costs

Cedar River Water and Sewer District



CRWSD updated their Comprehensive Plan in 2016 and developed a CIP concentrated on projected growth and the evaluation of their existing facilities to forecast future capital needs. An engineering analysis and hydraulic modeling of the District’s system was completed as part of the Comprehensive Plan, and CIP projects were developed based on their effectiveness to improve deficiencies in the water system. Planning-level costs were assigned for each project and placed on a year-by-year schedule. Priority projects, particularly those with a higher criticality and higher risk, were scheduled for implementation within the six-year planning period. Projects that are given a moderate or lower priority, and/or for which the implementation schedule is unknown, are placed on a schedule for implementation within the twenty-year horizon. CRWSD’s 2016 Comprehensive Plan included a combined water and sewer long-term CIP.

CRWSD has since revisited its CIP and updated its CIP in 2022. Figure 8.4 provides a summary of CRWSD’s 2022 – 2042 Water CIP projects grouped based on type of infrastructure.

CIP Projects 2022-2042	Estimated Costs
System Pumps and Motors	\$1,645,900
Storage	\$12,432,600
Distribution System, Control Valves and Metering	\$18,946,000
TOTAL	\$33,024,500

Figure 8.4 – Cedar River Water and Sewer District 2022-2042 CIP Project Costs

Financing

Covington Water District

CWD has a CIP budget for 37 separate projects valued at \$26,014,200 based on 2023 dollars over the 2023-2027 planning horizon. Significant project during this planning period include the Sugarloaf Tank Study (\$2.0M), 164th 16-inch Extension for Tank 3 (\$1.8M), and RWSS Additional Storage Project (\$1.2M)

CWD annually develops a long-range financial planning model to determine total projected resources available to meet CIP needs, as well as determine if new debt financing will be required. CWD’s financial plan includes operating revenues and additional financial support from low-interest loans, revenue bonds, and system connection charges. Federal and state grant programs were historically available to local utilities for capital funding assistance, but have mostly been eliminated, substantially reduced in scope and amount, or replaced by loan programs. However, the benefit of low-interest loans has made the effort of applying worthwhile given the interest and issuance costs typically associated with a revenue bond. The District has been awarded several low-interest public works trust fund loans and drinking water revolving fund loans and continues to pursue this funding source. Revenue Bonds are secured solely on the revenue developed by the District, do not require an election, and may result in higher water rates. System connection charges are one-time fees imposed on new



customers to promote equity in shared capital costs incurred in added connected services to the system, as well as providing a source of revenue to fund capital projects.

Cedar River Water and Sewer District

As summarized in CRWSD's 2016 Comprehensive Plan, CRWSD has a total CIP budget valued at \$51,332,000 based on 2015 dollars for 45 separate water projects over the 2016-2035 planning horizon. A few significant projects (presented in 2015 dollars) during this planning period included the Northeast Loop Water Main Extension Project, Phases I to IV (\$11.8M), East Area Well Site Improvements (\$7M), and the 284th Ave Southeast/Southeast 208th Street Transmission Water Main Project (\$5M). The Cedar River Water and Sewer District anticipated only moderate water system improvements inside the City of Maple Valley within the ten-year planning horizon of their 2016 Comprehensive Plan.

CRWSD has several available financing options and may depend on project costs, user and beneficiaries, and statutory requirements and limits of the public agency. Primary funding options include water rates, connections charges, developer and combination developer/District financing, utility local improvement districts (ULIDs), and bond financing. The District's primary source of revenue is the amount they collect from monthly base (meter) charges and consumption charges to its customers. Revenues are intended to cover all District costs. CRWSD annually reviews its revenues and expenses to analyze the adequacy of its water rates and adjusts rates based upon the budget review. Connection charges are fees assessed to a newly developing or re-developing property so that these property owners share equitable costs of connection to the water system. Developers improving or redeveloping properties within the District may be required to finance all costs and fees associated with the construction of facilities to serve the property. In some cases, it may be necessary to enter into a combined developer/District financing agreement with the developer to increase facilities sizes to provide for the comprehensive development of the District's water system. Water and sewer districts have authority to establish ULIDs and initial funding for ULID projects are often provided by bond sales or loans. CIP projects may be financed by the sale of general obligation or revenue bonds.

SANITARY SEWER SERVICE

Nearly all of the City of Maple Valley is served by the Soos Creek Water and Sewer District (SCWSD). Sewage is conveyed through a system of gravity sewer mains which drain to interceptors or lift stations. Pumped systems are used when it is not feasible to convey flows through gravity only. The lift stations discharge sewage through pressurized force mains to a downstream system which is conveyed by gravity. The entire District consists of approximately 480 miles of gravity sewer, 32 miles of force mains, and 29 functioning lift stations, as provided in the District's 2014 Sewer Comprehensive Plan.

The SCWSD's sewer mains follow public rights-of-way as much as possible. SCWSD's fifteen-year franchise agreement with the City of Maple Valley expired on June 21, 2021 and is operating under an

Element 8
UTILITIES



annual automatic renewal (Resolution No. R-06-476). The City and Soos Creek are working to adopt a new franchise agreement. A map of the SCWSD is shown on Figure 8.5.

Maple Valley is located within the Southeast Service Area of the SCWSD, which comprises of seven sub-basins, the boundaries of which are determined by topography and thus, the direction of gravitational flow. Maple Valley's boundaries lie in portions of the Upper Jenkins Creek Sub-basin, the Lake Lucerne Sub-basin, which serves Lake Lucerne, Pipe Lake, and Lake Wilderness drainage areas, and the Lake Sawyer Sub-basin. Most of this area contributes wastewater to the Jenkins Creek drainage area through lift stations (pumping stations) which connect to trunk sewers that discharge into the County's Regional Wastewater Treatment Plant in Renton.

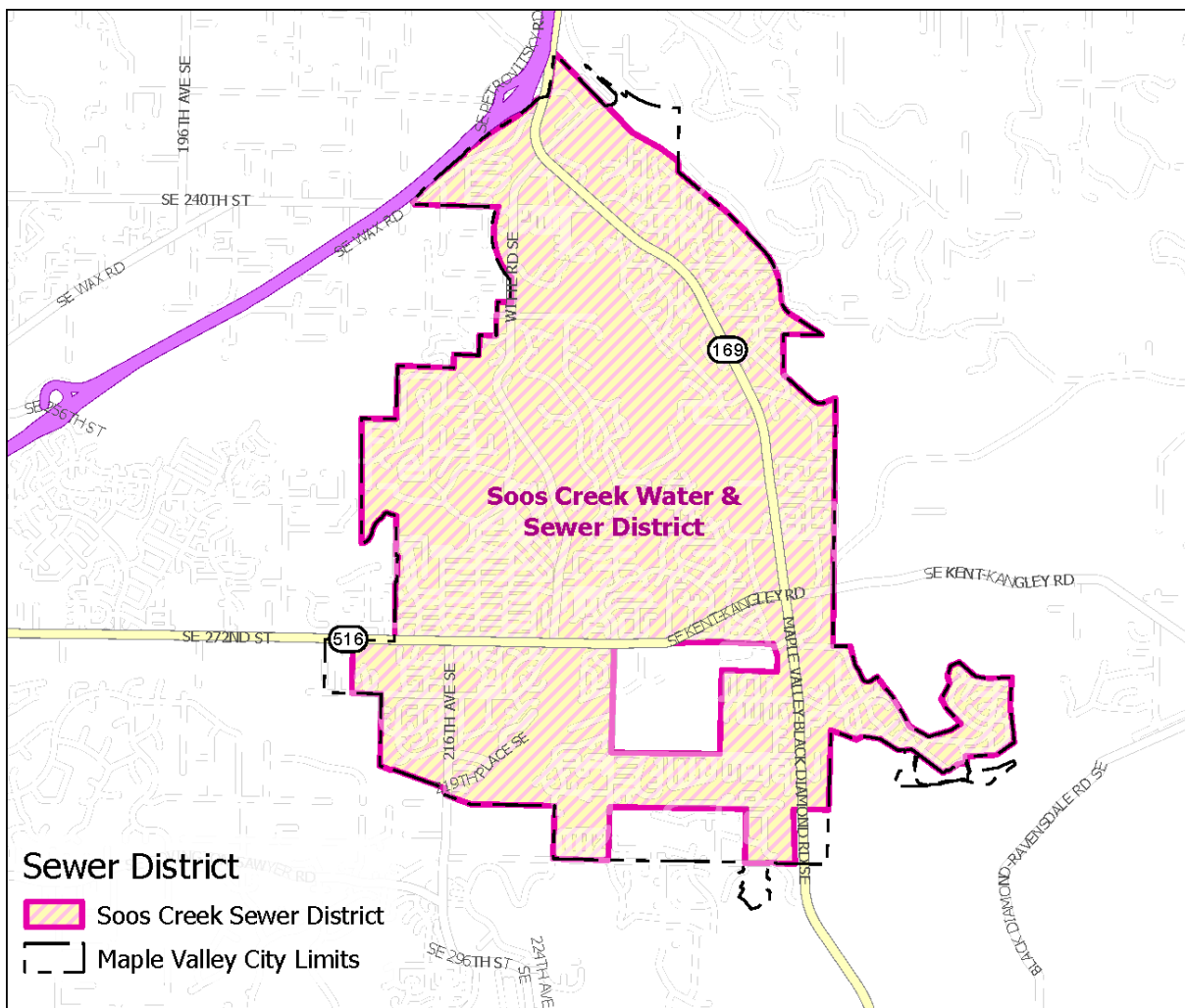


Figure 8.5 –Sewer Districts in Maple Valley

Level of Service Standards

COMPREHENSIVE PLAN U-11



The level of service standards most relevant to this sewer system are those that determine the condition of the lines, lift stations, and sewer mains rather than the capacity of the system. Wastewater treatment capacity is largely the responsibility of King County Metro which receives and treats the SCWSD's waste. SCWSD's design standards are contained in the SCWSD Sewer Comprehensive Plan, which was approved and finalized in July 2014.

Existing Level of Service

The SCWSD system has been expanding to meet the demands of its rapidly growing communities, including Maple Valley. Per the SCWSD's existing Sewer Comprehensive Plan, the District serves approximately 91,800 persons in a 35 square mile service area. This service amounts to 29,500 single family residential sewer connections and an additional 5,800 customer equivalents for a total of approximately 35,300 ERU's.

SCWSD does not currently provide service to all of the City's residents. Some, especially in less-developed areas, are served by on-site septic systems. Due to the high permeability of Puget Sound glacial soil, it is King County's policy to encourage replacement of on-site septic systems in urban areas with public sewer unless certain environmental constraints exist in order to lower the risk of groundwater contamination, particularly in areas with denser development and years of septic use. The King County Health Department regulates the use of septic systems in King County, including the City. SCWSD plans to provide sewer service to all its customers within its sewer service area as identified in its current Sewer Comprehensive Plan.

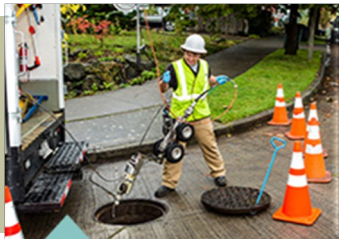
The GMA and King County regulations do not allow the SCWSD to provide sewer expansions outside the Urban Growth Area, except where needed to address specific health and safety problems or sewer facilities, such as pump stations, force mains, and trunk lines that do not provide connections to the rural area or other exceptions as identified in the King County Comprehensive Plan.

Needs and Plans

SCWSD uses the Washington State Department of Ecology criteria for determining design flows. The predicted design flow may be calculated by hand or with the aid of a computer hydraulic model. Collection facilities are designed to handle predicted flows for a minimum five-year design life and conveyance systems are designed to handle predicted flows for minimum periods of 20 years, subject to changes in land use and growth projections.

SCWSD updated their Sewer Comprehensive Plan in 2014 and established a CIP based on projected growth and an analysis subject to changes in land use. As part of the Sewer Comprehensive Plan, engineering analysis and hydraulic modeling of the District's system was completed, and CIP projects were developed based on their effectiveness to improve deficiencies in the sewer system. Planning-level costs were assigned for each recommended project and placed on a year-by-year schedule. Projects identified to be constructed over a ten-year period were classified as short-term projects and

Element 8
UTILITIES



recommended projects not anticipated to be constructed within the ten-year period were classified as long-term projects. Figure 8.6 provides a summary of SCWSD 2012-2032 Sewer CIP project costs. Costs are in 2012 dollars and categorized by the type of infrastructure from their Sewer Comprehensive Plan; dollars have been rounded to the whole number for informational purposes.

CIP Projects 2023-2032	Estimated Costs
Pipe Replacements/Upgrades	\$56,790,000
Lift Station Abandonment/Upgrades	\$27,750,000
General Facilities	\$1,680,000
TOTAL	\$86,220,000

Figure 8.6 – Soos Creek Water and Sewer District 2012-2032 Sewer CIP Project Costs

SCWSD’s 2014 Sewer Comprehensive Plan included a long-term sewer CIP, but SCWSD updated their CIP in 2024. Major projects planned within Maple Valley and their anticipated year of completion, based on information in the CIP, are summarized in Figure 8.7 below.

Project	Location	Anticipated Year of Completion
LIFT STATION 15B FM UPGRADE	24006 215TH AVE SE	FUTURE (after 2031)
LIFT STATION 48 DOWNSTREAM SYSTEM CAPACITY STUDY	TBD	2024
SEWER MAIN REHABILITATION PROJECT - NOT FULLY DEFINED - 5,000 LF TARGET	LAKE WILDERNESS TRAIL	2026
WITTE ROAD MAIN UPGRADE (PHASE A) (P17-10) *	WITTE RD	FUTURE (after 2031)
WITTE ROAD MAIN UPGRADE (PHASE B) (P17-19) *	WITTE RD	FUTURE (after 2031)
ROCK CREEK CULVERT REPLACEMENT	ROCK CREEK	2024

Figure 8.7 –Major Projects Planned within Maple Valley from SCWSD’s CIP

Financing

SCWSD employs a 6-year financial planning model which serves as the primary instrument for financing considerations. The model is updated on an annual basis.

The planning horizon considers all revenue and expense elements of District operations and maintenance, debt service obligations, and capital improvement plan projects. The financing of capital projects may come in the form of utility rates, revenue bonds, low interest public works trust fund loans, or formation of a utility local improvement district.

ELECTRICAL AND NATURAL GAS

Electrical and natural gas services are provided within the City of Maple Valley by Puget Sound Energy, Inc. (PSE). The City has franchise agreements with PSE that ran through May 21, 2021 (Ordinance No. O-06-323) and May 7, 2021 (Ordinance No. O-06-324) for electricity and natural gas service.



respectively. The City is currently operating on an annual renewable of the franchise agreement until both parties are able to agree on a new agreement.

PSE (formerly Puget Sound Power and Light Company [Puget Power] and Washington Natural Gas Company) provides electrical and gas service within the entire City of Maple Valley. PSE is an investor-owned private utility company headquartered in Bellevue, Washington. It is regulated by the Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission.

PSE builds, operates, and maintains an extensive electric and gas distribution system consisting of generating plants, electric transmission lines, gas supply mains, distribution system substations and pressure regulating stations. This system provides gas and electricity to over one million residential, commercial, and industrial customers in portions of western and central Washington.

PSE's sources of energy include natural gas/diesel, hydropower, wind/solar/biomass/battery and coal and aims to stop relying on coal-generated electricity to serve customers after 2025. PSE owns nine natural gas-fired power plants and is the largest utility producer of renewable energy in the Pacific Northwest. PSE also owns and operates two hydropower projects in Western Washington.

Fossil natural gas is purchased by PSE from Western Canada and the Rocky Mountain States. PSE obtains renewable natural gas (RNG) produced by Klickitat Public Utility District at the H.W. Hill Renewable Natural Gas facility in Roosevelt, WA and co-owns a liquefied natural gas (LNG) facility at the Port of Tacoma. PSE owns over 25,000 miles of gas mains and service lines to distribute natural gas and co-owns and operates the Jackson Prairie Underground Natural Gas Storage Facility, the largest natural gas storage depot in the Pacific Northwest.

Electrical System

PSE locates and operates electric facilities within public rights-of-way in accordance with State law and a franchise agreement with King County. Maple Valley adopted this franchise agreement upon incorporation in 1997. Facilities are also located on property owned by Puget Sound Energy and easements across private properties.

The transmission system that covers Maple Valley is a grid which provides a link between the *Bulk Transmission System* and the local distribution system, which connects with customers. The *Bulk Transmission System* is operated by the BPA, which operates a region wide, interconnecting transmission system that supplies electric power to utilities from federal hydroelectric projects throughout the Northwest.

All major transmission lines supplying electricity to Maple Valley are energized at 230 kilovolts (kV). These lines supply power into the Maple Valley distribution system and provide connections to Black Diamond, Covington, and King and Pierce Counties. Power is transferred from the transmission system to Maple Valley's local distribution system at three distribution substations located at Pipe



Lake, Lake Wilderness, and by the high school. There are three circuits out of each distribution substation.

Existing Level of Service

PSE must file reliability reports at least once a year to the Washington Utilities and Transportation Commission and the report must distinguish between sustained interruptions and power quality. PSE uses two main metrics to describe reliability of service, the System Average Interruption Duration Index (SAIDI) and the System Average Interruption Frequency Index (SAIFI). SAIDI describes the average length of a power outage in minutes and SAIFI describes the average number of outages a customer experiences.

PSE continues to plan and assess development and demand requirements within Maple Valley, but foresees no immediate energy issues and will continue to be able to supply energy to Maple Valley as the City grows. Additionally, as electric vehicle (EV) adoption in Washington State increases, charging infrastructure is a great consideration for those considering purchasing zero-emission vehicles. PSE currently provides programs to Transportation Electrification Programs to reduce EV adoption barriers and boost charging infrastructure within the state.

Needs and Plans

The existing transmission lines are meeting the current loads. As local demand grows, additional distribution and transmission capacity will be needed. To meet future population demand within Maple Valley, there may be a need for new transmission lines and conversion of existing transmission lines to higher load.

Natural Gas

PSE provides natural gas to Maple Valley and surrounding communities through a network of interconnecting high-pressure mains and distribution mains. PSE currently has approximately 22 miles of distribution mains serving Maple Valley within the City limits. One 6-inch main runs alongside Kent-Kangley Road, and another 6-inch main runs along Maple Valley Highway - Distribution mains are fed from District regulators. These are typically 6-inch or smaller diameter lines constructed of polyethylene. Gas supply mains are larger in diameter (6-inch and over) and designed to operate at higher pressure to deliver natural gas from the supply source to pressure reducing stations. PSE has no supply mains in Maple Valley. PSE has no pressure reducing stations in Maple Valley.

Level of Service Standards

The capacity of the system is primarily constrained by the volume of gas entering the network. The minimum pressure at which gas can be delivered is 15 psi. According to PSE, the average house using natural gas for both heat and hot water consumes about 1,000 therms per year. Given that 10 therms



equal approximately one “mcf” of gas (or one thousand cubic feet), then 1,000 therms per house equals approximately 100,000 cubic feet of gas per year per house.

When planning the size of new gas mains, PSE uses a model which assumes all new households will use natural gas. This is because a majority of houses constructed, where builders have the choice, use natural gas. Extension of service, typically conversion, is based on request and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. However, HB 1589 passed by Washington State during the 2023 legislative session, does not allow PSE to provide new natural gas service commercial or residential structures. Existing natural gas customers would continue to be served.

Needs and Plans

PSE had over 2,000 gas customers in the City of Maple Valley in 1998. Based on growth trends, PSE anticipates in excess of 3,000 customers in the future. The existing system is capable of supplying approximately 8,000 natural gas customers in the Maple Valley area.

Gas availability does not appear to be an issue over the next 20 years and PSE does not anticipate new facilities within the City of Maple Valley over the next 20 years.

Potential methods for increasing supply to a particular area include replacement of the lines, looping, installing parallel lines, and inserting higher pressure lines into greater diameter but lower pressure mains. Three types of construction anticipated in the Maple Valley area include:

- New installation to increase capacity of existing customers or conversions from an alternate fuel.
- Main replacement projects to improve maintenance and system reliability.
- Replacement or relocation of facilities due to municipal and State projects.

Changes to federal law over the last two decades were designed to increase competition among energy sources by encouraging the development of new natural gas resources and the development of nationwide transmission pipelines. Facility technology for electricity transmission may change in the future in response to the need to create more efficient facilities and in response to various electromagnetic field and health concerns. Utility policies should be updated in the future to take into consideration changes in technology, facilities, and services.

TELECOMMUNICATIONS



As telecommunication technologies have evolved, convergence of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the convergence of previously distinct media, such as internet, telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Maple Valley, as well as future services and facilities, as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated.

Existing Level of Service

Internet services are widely available throughout Maple Valley. Providers include Xfinity, CenturyLink, Viasat, AT&T Internet Air, and T-Mobile Home Internet, among others. Internet is provided via cable, which is provided using the same cables used for cable television, satellite, which offers internet via communication satellites, and fiber-optic, which relies on glass strands to relay digital code.

Local telephone service in Maple Valley, i.e. Public Switched Telephone Network (PSTN), is provided by CenturyLink. Lumen is the parent company of US West and Qwest where US West was merged with Qwest in 2000. Qwest is doing business as Centurylink QC. Representatives from Lumen have asserted that because Qwest Corporation pre-dates statehood, a franchise agreement is not required for Qwest to do business in Maple Valley or the State of Washington. The City Attorney is currently investigating the validity of their position under RCW § 35.99.030(1). In addition to the PSTN telephone service provided in Maple Valley, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. VoIP telephone uses technology that allows phone calls to be made over an IP network, such as the Internet. VoIP is often offered as part of a bundle of services from an internet provider but is commercially available as a stand-alone service and is provided by Comcast, CenturyLink, and AT&T.

Mobile (cellular) telephone phone services are widely available in Maple Valley and are operated by many different cellular networks, including Verizon Wireless, AT&T Wireless, and T-Mobile US. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network. All of Maple Valley is serviced by multiple cellular networks, although some areas may not have reliable cellular network service.

Land-line Cable Television service is provided in the entire city by Comcast. The City maintains two franchise agreements with Comcast for use of the City's rights-of-way to maintain and operate the cable network. Comcast's franchises for Maple Valley expired on May 31, 2021 (Ordinance No. O-20-699) and February 28, 2016 (Ordinance No. O-11-448 for the Maple Ridge Annexation area). The City is served by several satellite television/internet providers, including DISH Network and DirecTV.

Fiber Optic Facilities

UTILITIES

The City maintained several franchise agreements with fiber optic service providers to operate and maintain the fiber optic data network in Maple Valley. A franchise agreement with Electric Lightwave (Resolution No. R-98-064) and Verizon Access Transmission Services (Ordinance No. O-18-652) for fiber optic services are set to expire on April 20, 2028 and November 19, 2023, respectively. The franchise agreement with Astound Broadband (Ordinance No. O-15-574) for fiber optic services expired on April 27, 2020.

Needs and Plans

Washington Utilities and Transportation Commission (WUTC) regulations require CenturyLink to provide adequate PTSN telecommunications service on-demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink provides service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Maple Valley is pervasive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content becomes accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks or DSL telephone networks.

SOLID WASTE SERVICE

The City's solid waste, recycling, and yard waste collection services are provided by Recology (Recology) CleanScapes and Republic Services. Recology provides collection services to Maple Valley households, multi-family establishments, and commercial businesses through a majority of Maple Valley. Recology began collection services in 2014 and has a contract with the City that is set to expire in August 2025. Republic Services provides collection services in the annexed areas of Rainier Ridge and the Deyerin Lot through a franchise agreement with the City that is set to expire in March 2024 and November 2024, respectively.

Solid waste transfer stations are provided by King County. King County operates eight transfer stations, two drop box facilities, and the Cedar Hills Regional Landfill. The Cedar Hills Regional Landfill is the only remaining active landfill in King County and is located in unincorporated King County. Currently, 31 acres of the landfill is active with the remaining approximately 890 acres is closed landfill space and natural area.

Level of Service Standards



King County will comply with the standards outlined in the King County Code Title 10 Solid Waste. Additionally, appropriate standards of performance for urban transfer facilities were developed by local commercial collection companies and other experts, established using national environmental and transportation standards, and outlined in the King County Department of Natural Resources and Parks Solid Waste Division 2019 Comprehensive Solid Waste Management Plan.

Existing Level of Service

Recology is the primary solid waste service provider for the City's customers and transports the majority of collected waste from Maple Valley directly to the Cedar Hills Regional Landfill. The recycling and yard waste/organics collected by Recology are transported to separate facilities. Recology built a material recovery facility in 2014 in Seattle to process both commercial and residential commingled recyclable materials. The facility has a capacity to process 120,000 tons annually and processed approximately 56,000 tons of recycling in 2022. Yard waste/organics are hauled to Cedar Grove and is located in Maple Valley. The facility was built in 1989 and has a capacity of 250,000 tons.

Republic Services serves a portion of the City's customers and transports the majority of waste from Maple Valley to the Factoria Recycling and Enumclaw Recycling Transfer Stations. From these transfer stations, the waste is then trucked to Cedar Hills Regional Landfill for final disposal. The Factoria Recycling Transfer Station is located in Bellevue and processed approximately 137,000 tons of solid waste and approximately 5,000 tons of recycling in 2021. The Enumclaw Recycling Transfer Stations processed approximately 24,000 tons of solid waste and approximately 2,500 tons of recycling in 2021.

Needs and Plans

Currently, the Cedar Hills Regional Landfill receives over 800,000 tons of solid waste a year. The King County Solid Waste Division is working on the Cedar Hills Regional Landfill Development Project to ensure the landfill has adequate capacity to accept waste beyond 2028. Additional planning efforts have been taken to reduce waste and meet waste diversion goals within King County.

The Comprehensive Solid Waste Management Plan was finalized in 2019 by the King County Department of Natural Resources and Parks Solid Waste Division. This plan outlines strategies for King County, Cities, and private companies to manage solid waste within King County over a planning period of six to 20 years. Efforts are currently underway to update this plan, particularly on identifying long-term disposal methods once the Cedar Hills Landfill closes.

The King County Department of Natural Resources and Parks, Solid Waste Division also finalized the Re+ Strategic Plan in November 2022. The Re+ Strategic Plan summarizes the approach Cities and communities within King County will take to minimize environmental footprints, create more green jobs, ensure equitable access to efficient waste services, and divert waste from the Cedar Hills Landfill.



As part of the Cedar Hill Regional Landfill Development Project, King County Solid Waste Division conducted a technical Alternatives Analysis to determine a new area for disposal. Careful consideration of environmental, cost, and policy considerations, as well as operational benefits, were taken. In November 2022, a preferred alternative was identified that will extend the landfill life to early 2038.

STORM AND SURFACE WATER MANAGEMENT

The City's storm and surface water management program focuses on water quality and flood control within the City guided by administrative, physical, and biological influences. Land use and zoning impact development and required stormwater facilities, as well as potential impacts on natural systems. Geologic and hydrologic conditions influence how surface water can be managed by stormwater facilities to avoid potential drainage or flooding impacts. Fish, wildlife presence, and vegetation are significant considerations in surface water management, as the surrounding waterbodies and environment can be impacted by program management decisions.

There are five primary drainage basins located within the City, as defined by the Washington State Department of Ecology Watershed Characterization Assessment Units and Waterbodies: Peterson Creek, Walsh Creek, Jenkins Creek, Rock Creek (Cedar), and Rock Creek South 2.

The City is required to comply with the Western Washington Phase II Permit National Pollutant Discharge Elimination System Municipal Stormwater Permit (NPDES Permit). The Washington State Department of Ecology (DOE) is the regulatory authority for the NPDES Permit. The current permit will be in effect from August 2024 through 2029.

Level of Service Standards

The City has adopted the 2021 King County Surface Water Design Manual (2021 KCSWDM) to be in compliance with the NPDES Permit. The City has issued a Surface Water Design Manual Addendum to tailor the 2021 KCSWDM to meet unique needs of the City while still aligning with the City's codes, organization, and processes. Changes within the Addendum are not substantial enough to impact equivalency in requirements or level of protection provided by the 2021 KCSWDM.

Existing Level of Service

The City owns and maintains a majority of the infrastructure responsible for storm and surface water management. However, since private infrastructure can impact the City's system, the City is also responsible for inspecting and regulating maintenance of private stormwater flow control and treatment facilities. Public and privately owned conveyance systems consist primarily of pipes and ditches, and connection and collection points, such as catch basins and manholes. Flow control and treatment of stormwater is provided through a variety of storage and treatment facilities designed for detention, infiltration, or bioretention of stormwater. Within the City, there are approximately 46 miles of pipes, 5.5 miles of ditches, and 5,700 catch basins, both publicly and privately owned. The City owns and maintains approximately 137 stormwater ponds, totaling approximately 150 acres, and



within the City, there are about 42 privately owned and maintained stormwater ponds, totaling approximately 13 acres.

Needs and Plans

The City updated their Storm and Surface Water Comprehensive Plan in 2022. Their CIP was established based on identification of needs to replace inadequate infrastructure or construct new stormwater infrastructure to better control flooding and/or treat stormwater to protect surface and groundwaters. Capital projects were identified by conducting a survey for Staff, City Council, and residents where issues and opportunities were suggested. The City developed a simple prioritization approach to provide a consistent method for allocating resources that reflects the City’s values and City Council goals. Prioritization Criteria factors included safety/public impacts, environmental impacts, maintenance, fiscal impact, public support, project mandate, and extensive permitting. 15 high priority projects were identified, and most of the recommended CIP projects address on-going flooding problems, while others address water quality, fish passage, or maintenance solutions. Projects are scheduled for implementation based on priority and anticipated available annual funding. Figure 8.8 summarizes the City’s top 3 high priority stormwater CIP projects.

Name	Watershed (Ecology Assessment Unit)	Estimated Cost	
		Design	Construction (2023 dollars)
Witte Road Driveway Culvert Replacement	Jenkins Creek	\$650,000	\$3,900,000
Mainstem Jenkins Creek Culvert Replacement and Wetland Rehabilitation	Jenkins Creek	\$500,000	\$2,500,000
Cedar Downs Water Quality Improvement Project	Jenkins Creek	\$90,000	\$1,900,000

Figure 8.8 – Maple Valley High Priority Stormwater CIP Projects

Financing

The City has a total CIP budget for 15 separate projects valued at \$13,041,000 based on 2022 dollars. The largest source of revenue for the City’s Storm and Surface Water Management Program is stormwater rates. In 2019, a rate study was conducted and that year, approximately 52% of the capital spending was for surface water projects and 48% was for surface water components of transportation projects. Most financing was from reserves and rate revenues. At the time of the rate study, a revenue increase was found to be needed to meet financial obligations and a rate structure was also recommended to recover more revenue from residential parcels and begin charging fees based on equivalent service units rather than tiers of impervious surface. Also, \$0.9 million of the \$10.5 million was estimated to come from grants in 2019. The City has more recently been successful in being

UTILITIES



awarded grants to support funding storm and surface water projects, including culvert replacements and stormwater pond retrofits, and almost all of the City's CIP projects are grant-eligible.



GOALS & POLICIES

The Utilities Element of the Comprehensive Plan provides Maple Valley an opportunity to coordinate with utility companies in meeting future service needs efficiently, while minimizing negative impacts on the natural and built environment. This section sets forth goals and policies to maximize this process of coordination between the provision of utilities and the City's Plans for future growth. The goals and policies below help the City to balance the needs of the industry with other responsibilities, including bringing the providers into compliance with due process, ensuring consistency with this Comprehensive Plan, addressing aesthetic impacts, protecting the natural environment, providing energy conservation measures and alternatives, and controlling the disruption of installations through Plan schedule coordination.

Goal UT-1: The City of Maple Valley provides residents citywide utility services that are consistent and reliable, managed to balance the health and safety of the City's communities and potential impacts on the natural environment, and accessible and sustainable for the community.

Goal UT-2: The City promotes incentive programs, strategies, and appropriate regulations to provide equitable access of utility services to underserved areas, with particular priority investments to address disparities in historic access to utilities.

- Policies:**
- UT-P1.1** Prioritize development of franchise agreements or interlocal agreements with public and private utilities to operate within the City of Maple Valley.
 - UT-P1.2** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses and prioritizes actions to protect vulnerable populations.
 - UT-P1.3** Require the undergrounding of utility distribution lines, with the exception of high voltage electrical transmission lines, in accordance with approved franchise agreements and tariffs approved by the Washington State Utilities and Transportation Commission.
 - UT-P1.4** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community or service delivery.
 - UT-P1.5** The City promotes open space preservation or recreational use of utility corridors, such as for trails, sport courts and similar activities, where found to be safe.

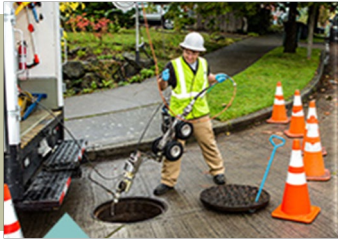


- UT-P1.6** Seek cooperative planning approaches among jurisdictions, agencies, federally recognized tribes, and adjacent regions to address regional issues of water, sanitary sewer, telecommunications, solid waste, and storm water management and emergency response.
- UT-P1.7** Encourage utility providers to provide programs, incentives, or opportunities for greater affordability for low income individuals and families as well as seniors.
- UT-P1.8** Encourage utility providers to provide programs, incentives, or opportunities for low income housing developers.
- UT-P1.9** Identify underserved areas and neighborhoods with disparities in historic access to utility services, and work with utility providers to develop strategies to improve access.

POTABLE WATER AND SANITARY SEWER

- Policies:**
- UT-P1.10** Coordinates with potable water and sanitary sewer providers when extensions are needed for sewer and water utility services to meet future land use and development needs, as well as GMA concurrency requirements.
 - UT-P1.11** Require all new development to reasonably connect to public water and sewer systems, unless otherwise allowed by state or county regulations.
 - UT-P1.12** Require all new development to avoid or mitigate adverse impacts to functioning potable water or septic systems.
 - UT-P1.13** Ensure existing on-site wells and septic systems may continue to serve existing residents as long as they are properly functioning, well maintained, and meet King County Health Department requirements.
 - UT-P1.14** Coordinate with potable water and sanitary sewer providers to construct main lines to existing unserved areas of the city for future water and sanitary sewer connections or extensions which could be accomplished and funded by the City through a developer extension or ULID process.
 - UT-P1.15** Support the efforts of applicable agencies and special purpose water district programs to conserve and minimize water usage.

ELECTRICAL AND NATURAL GAS



- Policies:** **UT-P1.16** Coordinate with electrical and natural gas providers to ensure planning for system growth is consistent with the City’s growth forecasts and GMA concurrency requirements.
- UT-P1.17** Support coordination of land use and facility planning with electrical and natural gas service providers to accommodate the extension of distribution lines and facilities to and within the City’s Urban Growth Area.
- UT-P1.18** Encourage utility providers to comply with applicable state regulations for tree trimming and planting, such as the planting of appropriate varieties of trees in the vicinity of power lines.
- UT-P1.19** Support ongoing vegetation management in order to maintain system reliability.

TELECOMMUNICATIONS

- Policies:** **UT-P1.20** Encourage multi-family, commercial, and industrial developers to provide for common telecommunication facilities, e.g., cable or satellite, as a part of an initial building and site design to explore joint use among neighboring properties.
- UT-P1.21** Encourage telecommunication service providers to co-locate facilities, such as monopoles or towers, to explore joint use of facilities in order to reflect sensitivity to neighborhood character and reduce potential aesthetic impacts.
- UT-P1.22** Encourage widespread, affordable telecommunication services to supply the most current technologies and provide the community increased equity access to options and reliable service.

SOLID WASTE

- Policies:** **UT-P1.23** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- UT-P1.24** Seek cooperative planning approaches to address regional recycling and waste reduction efforts throughout the community, and an effective regional approach to solid waste management.
- UT-P1.25** Work with King County to maintain a balanced solid waste and disposal facility system to minimize or avoid disproportionate impacts to the City’s vulnerable communities. For example, when new waste facilities are sited, locate them away from overburdened communities.

STORM AND SURFACE WATER

Element 8
UTILITIES



- Policies:**
- UT-P1.26** Strive to provide, maintain, and improve a storm and surface water system that protects surface water and groundwater quality, controls damage from rain events, protects the environment, and serves the community.
 - UT-P1.27** Participate in regional watershed-based efforts and decision-making with goal of improving regional drainage basin health.
 - UT-P1.28** Support development of strategies to enhance existing public education and outreach campaigns to address specific surface and stormwater concerns.
 - UT-P1.29** Support development of strategies and a plan for habitat restoration on City-owned land.
 - UT-P1.30** Continue to develop new design and development review standards to meet City's goals to improve water quality and reduce flooding.
 - UT-P1.31** Strive to maximize the addition and retention of healthy tree cover and native vegetation and encourage restoration, replacement, and enhancement of unhealthy vegetation to reduce storm and surface water effects.



RELATED CLIMATE POLICIES

The following policies from the City’s 2023 Climate Action and Resiliency Plan help guide the City’s utility services.

Policies:	CR-P7	Identify and protect environmentally critical areas.
	CR-P10	Implement and encourage measures to reduce sediment in streams.
	CR-P11	Remove and replace degraded creek culverts.
	CR-P12	Assess stormwater runoff design standards.
	CA-P10	Encourage enrollment in Puget Sound Energy’s (PSE) Green Power Program.
	CA-P11	Support Development of community solar projects.
	CA-P12	Help residents reduce impact of waste.
	CA-P13	Partner with schools to develop curriculum around sustainable practices.
	CA-P15	Develop a plan to increase tree canopy within the city.
	CA-P16	Educate on and incentivize smart irrigation management and technology.
	CA-P19	Optimize energy use in City-owned buildings
	CA-P20	Change out City streetlights to LED and use LED on all new projects.
	CA-P21	Enroll in Puget Sound Energy’s (PSE) Green Power Program.
	CA-P23	Identify processes needed to reduce City-generated waste.
	CA-P24	Identify partners that will purchase or receive salvaged materials, furniture, and equipment from renovated buildings.
	CA-P26	Increase tree canopy on City-owned properties.
	CA-P27	Transition to native and drought tolerant plantings and optimized irrigation.