CITY COUNCIL REGULAR MEETING

Monday, June 24, 2024 at 7:00 PM

City Hall

AGENDA

1. **Call to Order**
2. **Flag Salute**
3. **Roll Call**
4. **Presentation**
   A. Oath of Office - Officer Mozafri
5. **Approval of Agenda**
6. **Consent Agenda**
   A. Minutes
   B. Audit of Reports
      1. Claims #1203 - #1233 = $142,983.16
      June 13 - June 24, 2024
      2. Payroll # - # = $ 94,154.29
      June 21, 2024
      VOID #
7. **Reports**
8. **Audience Participation**
   The City Council encourages public participation during meetings of the City Council and welcomes your comments. This time is set-aside for you to speak to the City Council on any issue. The Council ordinarily takes non-agenda matters under advisement before taking action. You are also invited to comment on action items as they are considered during the meeting. Individual speakers will be limited to three (3) minutes each in addressing the City Council. When addressing the Council, please speak clearly and audibly and state your name and address for the record.
9. **Discussion**
   A. 2024 Algona Comprehensive Plan Update
   B. Resolution, Annual Sidewalk In Lieu Fee

10. New Business

11. Old Business

A. Gray & Osborn, Retention Pond Design Contract

12. Ordinances & Resolution

A. Resolution 1278-24, 6 Year Transportation Improvement Plan

B. Resolution 1279-24, King County Conservation Futures Grant Agreement, Amendments for Additional Funds and Updating Contract Language

13. Next Workshop

14. Adjournment

CITY COUNCIL WORKSHOP MEETING

Monday, June 10, 2024 at 6:00 PM

City Hall

MINUTES

1. Call to Order

Mayor Pro Tem Tim Fairley called the meeting to order at 6:02 PM

2. Roll Call

PRESENT
Council Member Gordon Cook
Mayor Pro Tem Timothy Fairley
Council Member Lynda Osborn
Council Member William Thomas
Council Member David White

City Staff Present: City Administrator, Jessica Griess, Chief Schrimpscher, City Clerk, Dana Parker

3. Approval of Agenda

Motion made by Council Member Cook to approve the agenda, Seconded by Council Member Osborn. Voting Yea: Council Member Cook, Mayor Pro Tem Fairley, Council Member Osborn, Council Member Thomas, Council Member White

4. Presentations

5. Discussion

A. Transportation Element v1, Appendix L, Appendix I, Appendix F

Cyrus Oswald with Atwell presented the council with the Transportation Element. He answered questions and advised the council if they wanted any changes to e-mail them to him.

B. Speed Reduction

Chief Schrimpscher briefed the council on speed reduction and E bikes in the city. He gave examples of other cities city codes and answered questions that the council members had.

6. Audience Participation

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meeting. Individual speakers will be limited to three (3) minutes each in addressing the City Council. When addressing the Council, please speak clearly and audibly and state your name and address for the record.

Rick Connell - 340 Milwaukee Blvd. - I would like to have a clear understanding on what direction the city is going with the speed limits in the city. Is there going to be public input? I think that it is fantastic what city council, the mayor and Chief Schrimpscher have done in a short amount of time.

7. Adjournment

Mayor Pro Tem Tim Fairley adjourned the meeting at 6:49 PM

ATTEST:

Dana Parker – City Clerk

Tim Fairley – Mayor Pro Tem

CITY COUNCIL REGULAR MEETING

Monday, June 10, 2024 at 7:00 PM
City Hall

MINUTES

1. Call to Order

Mayor Linnell called the meeting to order at 7:00

2. Flag Salute

3. Roll Call

PRESENT
Council Member Gordon Cook
Council Member Timothy Fairley
Council Member Lynda Osborn
Council Member William Thomas
Council Member David White

City Staff Present: City Administrator, Jessica Griess, Chief Schrimpscher, City Clerk, Dana Parker

4. Presentation

5. Approval of Agenda

Motion made by Council Member Fairley to approve the agenda, Seconded by Council Member Osborn. Voting Yea: Council Member Cook, Council Member Fairley, Council Member Osborn, Council Member Thomas, Council Member White

6. Consent Agenda

A. Minutes

Motion made by Council Member Thomas to approve the minutes, Seconded by Council Member Fairley. Voting Yea: Council Member Cook, Council Member Fairley, Council Member Osborn, Council Member Thomas, Council Member White

B. Audit of Reports

1. Claims #1167 - #1199 = $178,517.01

June 10, 2024

2. Payroll #1163 - #1166 = $125,715.50

June 7, 2024

VOID #

7. Reports

Council Member White - None

Council Member Cook - None

Council Member Fairley - Shout out to Public Works on getting the water leak fixed on Sunday.

Council Member Osborn - None

Concil Member Thomas - None

Chief Schrimpscher - In May the A-Team responded to a total of 605 calls for service of which 389 were for traffic stops. The annual bike rodeo held this past weekend was an overwhelming success. I would like to express my sincere appreciation to all city staff who participated, and extend a special thanks to Office Manager Sanford and Community Coordinator Klein for their hard work in organizing and promoting the event. We welcomed Officer Mozafari to the team and he has commenced his field training with Corporal Phan. We are looking forward to swearing him in at the next council meeting. Officer Hardnett continues to make progress in the field training process. We are looking ahead to the next event which will be 4th of July. We have plans in place for patrols to enforce firework regulations starting July 3rd and concluding on July 5th.

City Administrator Jessica Griess - I wanted to kick off this month's report with informing you of an important step missed last year. We are required to perform annual THM and HAA5 water testing and it did not get done in 2023. Department of Health provided notice of this violation and we immediately ordered the test to be completed. The results came back already and submitted to DOH. Public notice of this violation is required so it will be added to our Consumer Confidence Report that will be mailed to residents in the July utility bills. David E. Hill Wetland Preserve The second call for bids has been posted as of June 7th and will be open until July 8th. The work has been broken into three phases: Phase 1 – Grading and wetland restoration, gravel and wood chip trail, and first round of planting; Phase 2 – Second round of planting in March 2025; Phase 3 – Boardwalk and overlook construction. This call for bids is for the first and second phases only. Another bid process will need to be done for Phase 3 this winter. Algona Village. The Parking Variance has been completed and now we are waiting for the CUP submittal from the applicant. There are also some outstanding invoices that need to be paid before proceeding. Hotel on West Valley. The second round of comments have been addressed by the applicant and now we are working on the third review. We're still hopeful for ground breaking this summer. New City Website Staff has been "handed over the keys" to the new website. We are still diligently working to put the final touches and expect to be live very shortly. Comprehensive Plan We are still on track with the comp plan work. The full Comprehensive Plan should be ready for Council's review at the June 24th meeting. Lead Service Inventory. The Department of Health is requiring an inventory of both public and private water service lines by October 16th, 2024. Gray & Osborn will begin the inventory this summer. Ellingson Overlay. Gray & Osborn is finalizing the bid documents and will have it posted June 13th –

27th. Algona Days, August 24th –There will be car display, vendors, food trucks, beer garden, and bands/entertainment is lined up. The newest addition is the Seattle Cossacks! The car display will run from 11 – 2 and the Cossacks will take their place for the rest of the event. This year is going to be our biggest yet and we can use all the help we can get. Please let Gary know if you can help out the day of. We could also use help manning the two city booths (we will have one in Matchett Park and one in Waffle New phone system will be installed June 17th and 19th. Public Works The crew continues to work on the storm system. Carlous is done with CDL school and will be taking his final test June 13th.

Mayor Linnell - I want to read a letter to you that was sent out to Mayor Bacus of Auburn regarding the flooding issues the city has been having. I also want to read a letter that was sent today to the owners of the Cherry Park Subdivision regarding the storm drainage system inspection and maintenance per resolution 750-04 which passed in 2004 . The City has invited the owners to an informal meeting at 9:00 AM on Saturday June 22nd to discuss. We have been working on an abatement on Tacoma Blvd. It went before the courts last thursday and the King County Superior Courts granted the city a judgment of abatement. The City and the agents can enter the property to abate. The city received 3 quotes and they ranged from $8,000.00 to 15,000.

8. Audience Participation

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Stacey Stippo - 1025 Celery Ave. My two daughters would like to join Jr. City Council. What do we need to do and how many people need to be on it. City Administrator Jessica Griess responded that they would need to fill out the application and we would need 3 for a quarum.

9. Discussion

A. Gray & Osborn, Retention Pond Design Contract

City Administrator, Jessica Griess went over the scope of work on the 11th avenue N water quality pond.

B. Resolution 1278-24, 6 Year Transportation Improvement Plan

City Administrator Jessica Griess went over the 6 year Transportation Improvement Plan.

C. King County Conservation Futures Grant Agreement, Amendments for Additional Funds and Updating Contract Language

City Administrator, Jessica Griess went over the King County Conservation Futures Grant Amendments.

10. New Business

11. Old Business

12. Ordinances & Resolution

13. Next Workshop

Speed Limits -

14. Adjournment

Mayor Linnell adjourned the meeting at 7:35 PM

ATTEST:

Dana Parker – City Clerk

Troy Linnell – Mayor

CHAPTER 1: INTRODUCTION

Preface

The City of Algona lies in King County and is part of the Puget Sound region. It is conveniently located about twenty miles southeast of Seattle and eight miles northeast of Tacoma. Algona is near the southeast interchange of State Route 18 and State Route 167 and shares borders with the City of Auburn to the north and east, the City of Pacific to the south, and the unincorporated area of King County, Lakeland South, to the west. Surrounding cities follow similar land use patterns that consist of residential, commercial, parks, and critical areas.

Over the next 20 years Algona, like many cities in the Puget Sound region, is projecting growth. The Puget Sound region, composed by King, Snohomish, Pierce, and Kitsap counties, is expecting approximately 1.6 million new residents by 2044. Without proactively considering the impact of population growth, cities will struggle to accommodate housing and job growth and the infrastructure necessary to support the community. Algona participates in growth planning activities and is projecting an increase of approximately 170 homes and 325 jobs by 2044, which is a proportional share of the region's overall anticipated growth.

The 2024 Algona Comprehensive Plan provides the guidance and roadmap for Algona's future, implementing a local vision that aligns with the regional vision. This plan was developed within the parameters and resources provided through the Growth Management Act (GMA), Department of Commerce, Puget Sound Regional Council's (PSRC) Vision 2050, and King County's Countywide Planning Policies. The vision and implementation actions reflect the input and feedback of the Algona community, including its elected leaders and city staff, through a robust public engagement process.

While Algona is one of the smallest cities in King County, staff recognizes that the City must collaborate with neighbors, partners, and leaders to find realistic solutions to national and regional problems and pinch points experienced in a smaller community setting. This edition of the comprehensive plan is a framework and guide to addressing growth as it is specific to Algona and its diverse residents.



COMPREHENSIVE PLANNING 101

What is a Comprehensive Plan?

The comprehensive plan (Plan) is a long-term planning document that identifies a multi-elemental planning and implementation strategy for at least 20 years into the future. The Plan is periodically revised to describe existing and projected community conditions, and actions to best meet the shifting needs of the community. The Plan establishes a vision, goals, policies, objectives, and implementation actions to guide the following:

1. Growth;
2. Development;
3. Community Character/Values; and
4. Quality of life.

Algona leaders adopt the Plan in 10-year intervals continuously informing local decision-makers on the projected changes in population, impact of growth, and the plan to maintain a high quality of life while accommodating more residents, businesses, and public uses. Algona has previously adopted two Plans, the first in 2005 and the second in 2015. Since the 2015 Plan, the population has grown by over 200 people[1]. As further described below, the Plan continues to be periodically updated as local and regional policies, demographics, development patterns, economies, and state laws change over time.

Per the schedule provided in RCW 36.70A.130, the Plan is updated and revised on an annual and periodic schedule. Both update schedules provide assurance that the Plan remains relevant and useful for the next 20-years, and that best available science, public engagement, state legislation, and community conditions remain up to date within the Plan. The City may adopt amendments once per year as determined necessary by city staff or as requested by members of the public. These amendments are usually the result of permit approvals, such a zoning amendment or other project related land use decisions and emergency actions.

The City is required under the Growth Management Act (GMA) to periodically review and update its Comprehensive Plan and municipal development regulations every 10 years. This is also known as the *periodic update* which examines the City's overall programs, infrastructure, and capacity more closely as PSRC and King County update their policies, growth assumptions, and vision for the future of the overall region under the GMA. The requirements from the GMA and PSRC are further below.

KEY TERMS

Vision:
A vision statement captures what community members most value about their community, and the shared image of what they want their community to become (MRSC, 2023).

Goal:
A general statement of a future condition towards which actions are aimed (Gary D. Taylor, 2019).

Objective:
An objective is a statement of measurable activity, a benchmark, to be reached in pursuit of the goal (Gary D. Taylor, 2019).

Policy:
A statement of intent or definite course guiding the legislative or administrative body while making a new decision or evaluating a new project.

Implementation Action:
Steps required to achieve a specific goal. Actions breakdown the metrics required to achieve a goal, such as individual tasks, timeframes, resources, management, and implementation.

[1] OFM, 2023.

Why do we plan for growth?

Growth is an integral part of every community, as places change and fluctuate over time. Implementing the GMA provides every local government baseline guidance to understand the shifting conditions of their community, and subsequently the changing needs of their community. Efficient planning for future growth allows local governments to acquire the resources and infrastructure required to adhere to those needs. In other words, the comprehensive planning process provides the local government both a snapshot of their community in time, as well as a projection into the future, allowing them to make informed decisions on how to improve the resources and infrastructure that sustains their community in the short and long term.

The overall purpose of the GMA is to ensure Algona's elected officials and local government staff have access to relevant local guidance on long range planning initiatives, legislation directives, and demonstrate consistency with the GMA. Planning for growth in a Comprehensive Plan allows local governments to plan and make decisions that are uniform, consistent, strategic, and equitable. These efforts allow Algona to continue the community values and character that make Algona a safe, healthy, and vibrant place to live.

Growth Management Act (GMA)

Relationship to the GMA

Washington State adopted the GMA in 1990[2] as a more proactive planning approach was necessary to address and accommodate increasingly impactful population growth. The City of Algona maintains their Comprehensive Plan in accordance with Section 36.70A.070 of the GMA. The GMA is a series of state statutes[3] that requires fast-growing cities and counties to develop a Comprehensive Plan to manage their population growth. Algona is located in King County and is required to conduct the comprehensive planning process fully as shown in **Figure 2**.

To further help guide development of a Comprehensive Plan, the GMA establishes fifteen primary goals for each local government to consider and address when planning for their population growth. These goals are meant to guide development of both the Comprehensive Plan and municipal development regulations and are not prioritized in a specific order. See **Figure 1** below. In addition to the fifteen primary goals, local governments are directed by the GMA (under RCW 36.070A.070) to include mandatory elements in their Comprehensive Plans, including but not limited to, **land use, transportation, housing, utilities,** and **capital facilities**. The *Algona 2024 Comprehensive Plan* is therefore required to identify and describe these elements as they pertain to the City of Algona.

The Plan provides local governments a consistent framework for addressing jurisdictional needs and challenges. It represents the community's overall vision for the future, with goals and policies that outline community priorities to strategically distribute growth in all city sectors. The Plan directly impacts the built environment through planning the locations of future businesses, homes, and public facilities and evaluates the quality, accessibility, and service potential of local infrastructure, programs, and facilities.

[2] MSRC, 2023.
[3] "Statues": Laws passed by a legislature (Library of Congress, 2023).

Figure 1: Goals of the GMA (RCW 36.70A.020)

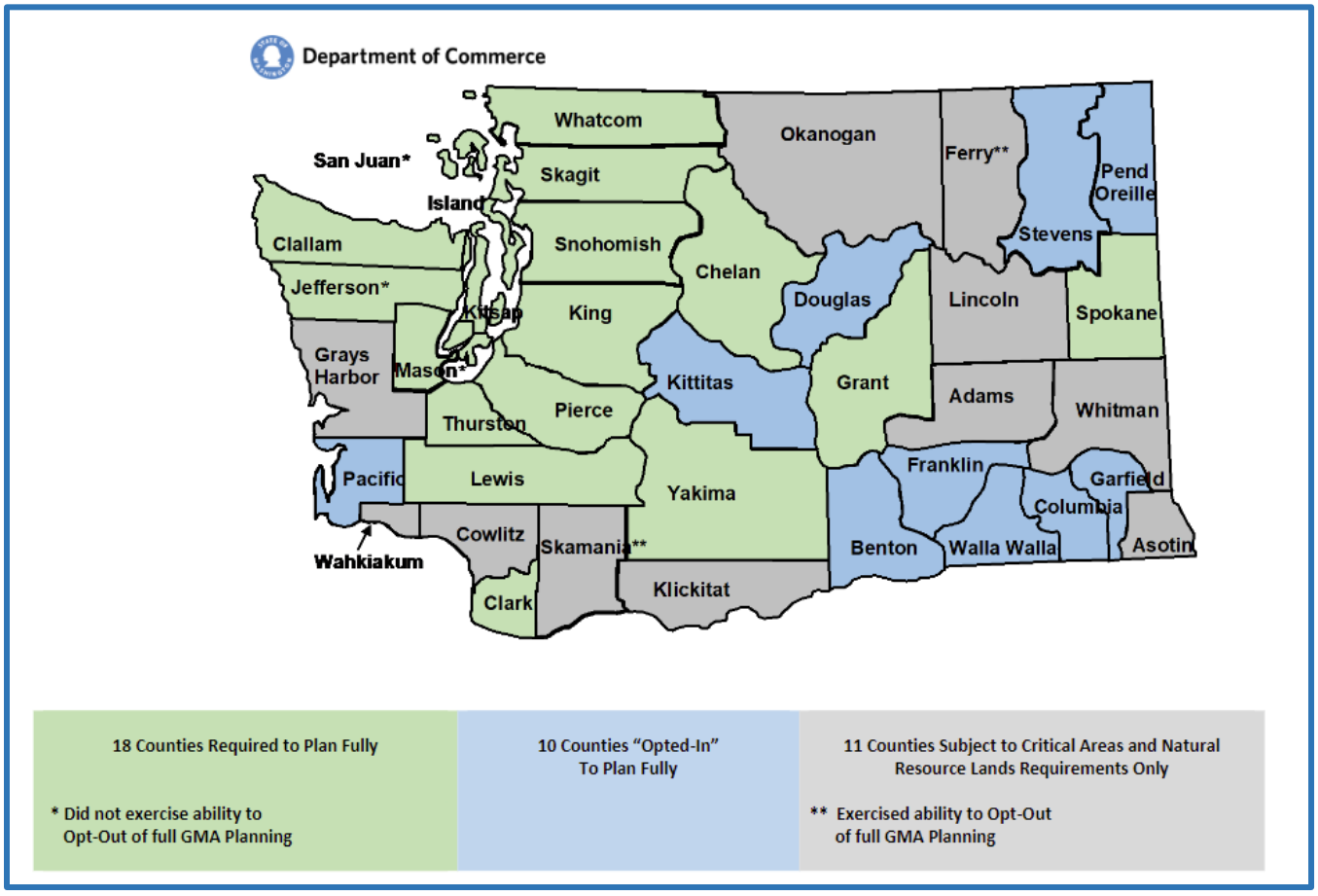
Urban Growth	Encourage development in urbanized areas where public facilities and services exist.
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land into low density, sprawling development.
Transportation	Encourage efficient multimodal transportation systems that reduce greenhouse gas emissions and vehicle miles traveled.
Housing	Plan for and accommodate housing that is affordable to every economic segment of the population by promoting a variety of housing types and densities and encouraging preservation of the existing housing stock.
Economic Development	Encourage economic development throughout the state by promoting economic opportunities for all citizens, supporting retention and expansion of local businesses, and encourage growth in areas experiencing insufficient economic growth.
Property Rights	Private property shall not be taken for public use without just compensation having been made.
Permits	Applications should be processed in a timely and fair manner to ensure predictability.
Natural Resource Industries	Maintain and enhance natural resource-based industries, such as fishing, timber, or agriculture.
Open Space and Recreation	Retain open space, enhance recreational opportunities and accessibility, and preserve fish and wildlife habitats.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participate and Coordination	Encourage the involvement of citizens in planning activities, including the Comprehensive Plan. Coordinate with adjacent jurisdictions and agencies to reconcile shared issues or conflicts.
Public Facilities and Services	Ensure that those public facilities and services necessary to support concurrent development shall be adequate.
Historic Preservation	Identify and encourage preservation of lands, sites, and structures with archeological or historic significance.
Climate Change and Resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
Shoreline Management	Maintain alignment between the Comprehensive Plan and the Shoreline Management Plan.

Who implements the GMA?

The Washington State Department of Commerce (Commerce) implements the GMA and is the primary contact for all local governments required to “fully plan” under the GMA. "Fully planning" counties make up about 95% of the state's population[4]. Based on the requirements in RCW 36.70A.040, the City of Algona is required to “fully plan” under the GMA, meaning the City is required to develop and maintain a Comprehensive Plan that meets the requirements of RCW 36.70A.070.

In accordance with the GMA, the City of Algona implements and utilizes the Comprehensive Plan as its focal point for local long-range planning. The GMA requires that the Plan contains a vision statement, goals, objectives, policies, and implementation actions for the purpose of strategic decision-making in the short term and into the future.[5]

Figure 2: GMA Planning Counties and Cities



[4] MSRC, 2023.
[5] MSRC, 2023.

Implementation is a key component of the GMA because it provides the methodological steps to achieve the goals and polices of the plan. The goals, policies, and overall objectives of the Comprehensive Plan cannot be achieved without a thorough and realistic implementation plan. Implementation plans consider how a community's current or projected zoning, development regulations, capital spending, and non-capital spending should be adjusted to administer goals and policies successfully.

For example, policies towards affordable housing and accessible transportation should be aligned with the Capital Improvement Plan and municipal development regulations to ensure adequate budget is available to build new accessible infrastructure, and that development regulations allow enough flexibility to facilitate high-density development near that accessible infrastructure.

Successful implementation of the Comprehensive Plan relies on the conformity of a local government's regulations, procedures, and capital budget decisions for the purpose of consistent decision-making (RCW 36.70A.120)[6].

Regional Planning

PSRC Planning Requirements

Algona is located within the jurisdiction of a regional planning organization, known as Puget Sound Regional Council (PSRC). The PSRC is a regional planning organization with the goal of ensuring regional consistency in infrastructural investments, policies, and major economic and political decision making. PSRC develops regional plans, goals, and policies that are intended to meet a regional vision for the future.

The GMA requires counties with populations of 450,000 or greater with contiguous urban areas to adopt Multi-County Planning Policies (MPPs) (RCW 36.70A.210(7)). Multi-county planning coordinates growth strategies both laterally (between local jurisdictions) and vertically (in conjunction with county, tribal, regional, and state bodies). This coordination ensures regulatory consistency between local and county plans (as required in RCW 36.71A.100) and ultimately brings jurisdictions together to simultaneously implement directed regulations across the state. The PSRC is the regulatory body that administers MPP's that Algona's local comprehensive plan must align with as shown in **Figure 3**.



Shown Left: The PSRC in 2023 developed a series of webinars titled Passport to 2044, which was aimed to help jurisdictions within the regional planning area prepare for the 2024 Comprehensive Plan periodic update process policies. Graphic by: PSRC.

[6] MSRC, 2023.

PSRC VISION 2050

In 2020, PSRC adopted VISION 2050, which is a long-range plan that provides multi-county planning policies, actions, and a regional growth strategy for the Central Puget Sound Region including King, Kitsap, Pierce, and Snohomish County. VISION 2050 articulates the region's vision for accommodating growth while aligning with regionally shared values of environmental sustainability, social equity, and efficient growth management that maximizes economic strength and mobility. By the year 2050, it is projected that an additional 1.5 million people will call the Central Puget Sound Region their home, raising the total population to 5.8 million people. Additionally, 1.1 million more jobs are anticipated by 2050. Ultimately, VISION 2050 will help navigate this region's cities through planning for and accommodating this shared vision. More information on PSRC regional plans is located below, under *Regional Considerations and Certification.*

Policies and strategies outlined in the plan were selected based on these shared goals:

1. Increase housing choices and affordability;
2. Provide opportunities for all;
3. Sustain a strong economy;
4. Significantly reduce greenhouse gas emissions;
5. Keep the region moving;
6. Restore Puget Sound health;
7. Protect a network of open space;
8. Growth in centers and near transit; and
9. Act collaboratively and support local efforts.

Figure 3: Regional Policy Consistency



Figure 3 is a graphic prepared by PSRC that describes how state and regional agencies influence Algona's Comprehensive Plan goals and policies.

King County's Countywide Planning Policies

In addition to MPPs developed by PSRC, Countywide Planning Policies (CPPs) are also required by the GMA. Intended to share a similar purpose to MPPs, CPPs establish a shared approach between local, tribal, and transit agencies within a singular county. The most recent major update to King County's Countywide Planning Policies took place in 2021 in advance of the 2024 periodic update. The CPP's were then amended again in 2022 and 2023. The newest updates for the 2021 CPPs reflect new priorities in addressing equity and social justice.

The King County CPPs are intended to create a coordinated approach for growth management planning for King County jurisdictions in accordance with RCW 36.70A.210. The CPPs were established with oversight of the Growth Management Planning Council, a body composed of elected county and city officials. This body makes recommendations which are then voted on for adoption by the King County Council.

Separately from Washington State and the PSRC, King County also prepares regional economic planning goals and works collaboratively with Algona for implementation. As described above, the PSRC crafts economic goals and policies that Snohomish, King, Kitsap, and Pierce Counties must align with in order to achieve the regional vision for the interconnected economy of the Puget Sound. King County, on the other hand, creates goals and policies that align with PSRC but are more specific to the needs of the county as depicted in **Figure 3**. Algona must also ensure that adopted economic goals align with the vision for King County's economy.

While PSRC and King County play a role in how Algona determines its goals and policies, the City is encouraged to tailor Algona's economic policies to meet the unique needs and appropriately leverage public interests and investments.

The Plan's Structure

In accordance with the requirements of the RCW 36.70A.070, the City of Algona Comprehensive Plan is composed of six primary elemental chapters as shown in **Figure 4** and described in **Figure 5**.

Goals and policies for each element are located at the end of each chapter. Appendices and supporting documents are included at the end of the Comprehensive Plan.

Figure 4: Algona's Elemental Chapters

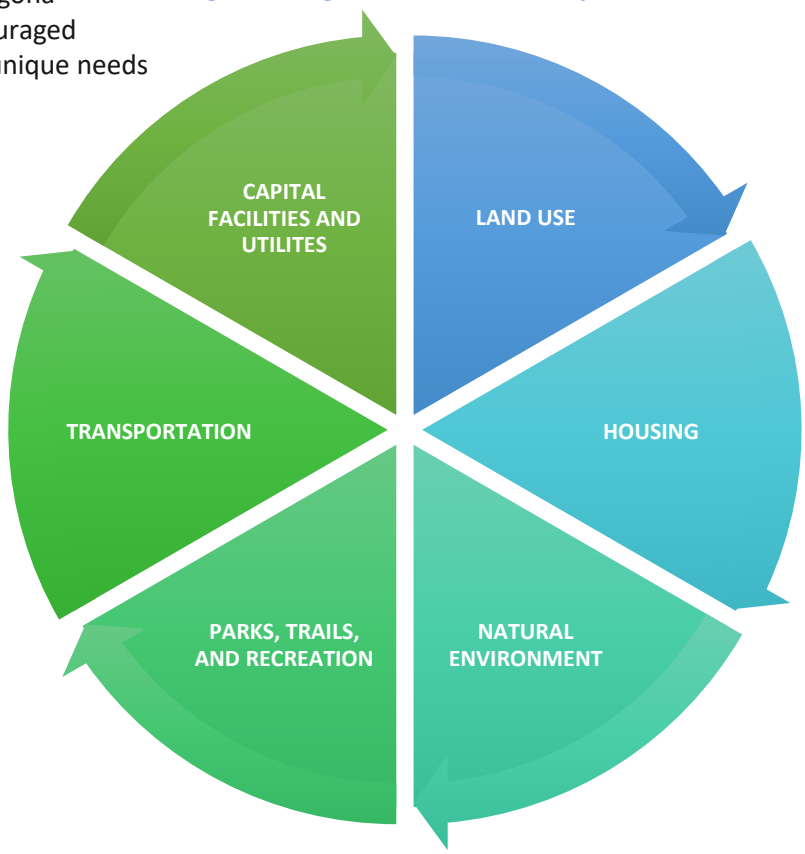


Figure 5: Comprehensive Plan Elements

1. LAND USE: Designates the distribution and extent of uses throughout the planning area, including housing, business, industrial, parks, natural enviornment, and natural resources lands.

2. HOUSING: Planning for housing ensures the vitality and character of residential areas.

3. NATURAL ENVIRONMENT: Inventories critical areas and identities actions to protect and preserve natural resources and the environment.

4. PARKS, TRAILS, AND RECREATION: Parks planning requires a facilities inventory, demand prediction, and strategy to meet future parks needs. Recreation planning evaluates recreational needs.

5. TRANSPORTATION: Transportation planning evaluates the impacts of future land use goals on transportation facilities and creates future transportation strategies.

6. CAPITAL FACILITIES AND UTILITIES: This element plans to address the gap in capital facilities between present conditions and anticipated future demand. Additionally, the chapter consists of the location and capacity of existing and needed utility locations.

The Comprehensive Planning Process

The Algona Comprehensive Plan update began in mid-2021 and was adopted on XXX ___, 2024. This multi-year effort consisted of public engagement, local stakeholder engagement, and workshops with the Planning Commission, the Mayor, and City Council. The Plan is implemented as a 20-year guide to direct and accommodate growth until the next periodic update is due in 2034. **Figure 6** describes the general comprehensive planning process taken for the 2024 periodic update, which includes four primary phases of the project. Details on each step of the process are described further below.

Figure 6: Planning Process



Step 1: Public Engagement

The Comprehensive Plan Planning Process began with public outreach, visioning, and engagement. Public input and engagement are vital to the achieving an inclusive planning process. The City launched a focused outreach campaign to understand current priorities and needs for the community between mid-2021 through early 2024. Public feedback influenced Algona's selection and prioritization of goals, policies, and actions. Community feedback generated within the survey, stakeholder meeting, and community events, and the Planning Cafe is located within *Appendix J: Public Engagement Summary*. Several outreach methods were utilized to maximize engagement in the Comprehensive Plan process, including:

- An online community survey, open from July 1, 2023 to February 20, 2024
- A supplementary youth survey, distributed at 2023 Algona Days and 2023 Pumpkin Launch
- Community Newsletters
- Informational displays and planning activity booth at five (5) local civic events
    - 2022 Algona Days
    - 2023 Algona Days
    - 2023 Pumpkin Launch
    - 2023 Tree Lighting
    - 2024 Adults Night Out for Valentine's Day
- One (1) stakeholder meeting with local developers
- One (1) public Planning Café
- Planning Commission
- City Council Public Hearings
- City Website and Facebook Group updates on the planning process

Step 2: Technical Review

While the public engagement process is a critical component of the comprehensive planning process, it is one side of the coin used to evaluate how growth should be accommodated. The City performs a series of technical analyses to understand the current needs of residents while estimating the future demand on services, infrastructure, and uses based on anticipated population, housing, and job growth.

City staff take on a portion of the technical analysis required to update each element. The City hires some consultants to help with more precise analytics, such as the *Traffic Demand Report* in *Appendix F* and the *Housing Needs Assessment* in *Appendix H*.

Additionally, the Plan must be aligned with the GMA and policies from PSRC and King County, which require an assessment of the 2015 Algona Comprehensive Plan policies to identify changes or policy gaps that must be addressed in the 2024 periodic update. The appendix contains a number of consistency documentation, including *Appendix B: Commerce Periodic Checklist*, *Appendix C: Policy Gap Analysis,* and *Appendix M: PSRC Certification Checklist* documenting how this Plan meets state and regional planning requirements.

Step 3: Evaluation

Key city stakeholders in the Comprehensive Planning process include the Planning Commission, City Council, and the Mayor. These members of City Staff are responsible for evaluating community feedback, implementing community-identified priorities, and amending existing Comprehensive Plan goals and policies with new goals and policies that meet the current and projected needs of the community.

The internal city evaluation process is conducted throughout the Comprehensive Plan update and is repeated to ensure sufficient review of technical plans, chapter updates, and proposed actions. The primary goal of City Staff Comprehensive Plan evaluation is to ensure legislative decisions are aligned with overall community goals:

1. Staff Collaboration with the Mayor

City Staff will collaborate with the City Mayor to drive the process of the Comprehensive Plan update. The Mayor will work alongside City Council to review technical reviews, citizen comments, and proposed Plan or code updates. The Mayor and City Council are responsible for approving or declining proposed amendments to the Comprehensive Plan during annual or periodic update schedules.

2. Community Survey/Engagement Results

An online and in-person survey was made available to the public to comment on various comprehensive planning topics. The City used this survey to inform community prioritized amendments to the 2024 Comprehensive Plan.

3. Planning Commission

The Planning Commission manages the City's open dialogue with public participants and leads community workshops related to the Comprehensive Plan. The Planning Commission will organize all community feedback and present community identified priorities and concerns to the City Council.

4. City Council Review/Adoption

The City Council is composed of a City Mayor and City Council members, elected by City residents, to conduct legislative decision making on behalf of the community. The City Council is responsible for making decisions on policies that will ultimately shape the outcomes of the community. City Council will hold a Public Hearing to review all findings and recommendations submitted by the Planning Commission to make a final decision on adoption of the Comprehensive Plan.

Step 4: Implementation

The City of Algona will be implementing the goals and policies of the Comprehensive Plan through a package of technical, specialized plans and updates. These plans and updates are as follows:

1. Transportation Improvement Plan

Each metropolitan planning jurisdiction is required to develop a Transportation Improvement Plan (TIP). The TIP includes a list of projected transportation projects aimed to improve transportation infrastructure, such as public roadways, sidewalks, and bicycle lanes. The TIP is required to include capital and non-capital surface transportation projects, bicycle, and pedestrian facilities (multi-modal plan), freight system improvements, and Level of Service standards for all inventoried infrastructure. The Algona Transportation Improvement Plan is available in *Appendix N.*

2. Capital Improvement Plan

A Capital Improvement Plan (CIP) identifies funding, descriptions, timelines, and locations for capital improvement projects over a 6-year and 20-year period. Capital improvement projects are generally listed by priority and sector and are financed through the jurisdiction's capital budget. The primary purpose of a CIP is to establish a financial plan for preserving and improving

community's major infrastructure (i.e. roads, stormwater, utilities, and other facilities). The Algona Capital Improvement Plan is available in *Appendix D*.

3. Implementation Plan

An Implementation Plan identifies strategic steps to execute an action, or a series of actions and projects. The Implementation Plan breaks down project logistics, including but not limited to (1) timeline, (2) level of effort, (3) team responsibilities, (4) success criteria, and (5) performance measures. Implementation Plans are often informed by the results of technical plans, such as the TIP and CIP. Overall, Implementation Plans allow jurisdictions to strategically plan for and allocate required resources ahead of time to achieve desired goals. The Implementation Plan is available in *Appendix K.*

4. Code Updates

As discussed throughout varies chapters of the Comprehensive Plan, the City will perform a series of municipal code updates between 2024 and the first half of 2025 in order to meet GMA requirements, legislative changes, and changes driven by analysis. Code updates triggered through the Comprehensive Plan update are required to be adopted by June, 2025 and are detailed in the implementation plan, in *Appendix K.*

Algona's Vision for 2044

What is a Vision Statement?

The vision statement (Vision) of a Comprehensive Plan is a set of community-identified values that represent the aspirations, priorities, and improvements to be implemented in city planning. It is both a continuous process and a declaration. The Vision ensures decision-making remains consistent with the broader long-range goals of the community, and changes to community Vision are subsequently trickled down into annual and periodic amendments of the Plan's goals and policies, as the City deems appropriate.

The Algona vision statement is a combination of results from the visioning exercise completed by the Planning Commission and the City Council. The City identified what values were elemental in founding every goal, policy, and implementation action included in the Comprehensive Plan. These values are more cross-connected than a regulatory element and are intended to be implemented across the Plan to foster community-oriented neighborhoods, a balanced economy and housing market, and accessible, clean, and green environments. A visual copy of the Vision is located in **Figure 7**.

2044 Algona Vision Statement

Algona is committed to positive community changes that promote livability, quality development, and convenience within a rural, small-town setting. Algona values providing a high-quality lifestyle within a rural atmosphere where homeowners know their neighbors, support local businesses, and are in touch with the built and natural community.

Community Oriented

The City recognizes the rich social connections sustaining the community and its quality of life. The City of Algona should continue to foster social opportunities through community events and will create more opportunities for active recreation by developing public spaces and parks. The enjoyment and educational value of such activities is enhanced by a diversity of activities suitable to variety of ages, abilities, and identities.

Efficient Algona

A livable community is a thoughtful and functional community. Algona will continue to work with local, regional, and state agencies to provide excellence in services, infrastructure, and problem solving. Algona will utilize available funding and grant programs to enhance key issues important to the community, such as flooding, sidewalks, and the natural environment.

Blossoming Economy

Citizens cherish local businesses that provide services and goods that enhance the convenience of living in a small town and support the growth of the community. Algona strives for a vibrantly healthy local economy by providing a predictable development atmosphere, emphasize diversity in the range of goods and services and ensure that as the economy changes, employment opportunities are balanced with a range of housing opportunities.

Equity and Inclusion

Community is built by people, and Algona will work in tandem with citizens to assemble a city that people of all background that can thrive in. Algona shall provide ample opportunities for public engagement of public and private involvement in development, city operations, and community traditions or celebrations.

One Community

The city will provide clear communication on a variety of platforms to encourage participation, volunteerism, and activism. The city will continue to practice mindful policy making, enhancing the quality and availability infrastructure for all abilities, and listening to the needs of our citizens.

Environmental Stewardship

Algona supports implementing a culture of environmental advocacy through education, volunteerism, conservation, and preservation. The city is committed to preserving natural open space and conserving parks and trails for the public's enjoyment. The city is dedicated to conserving resources to curb Algona's environmental impacts.

Figure 7: Algona 2024 Vision Statement Graphic



An Overview of Algona

Indigenous Peoples and Colonization

The Puyallup, Muckleshoot, Duwamish, Cayuse, Umatilla, and Walla Walla nations inhabited the area where Algona now sits for at least twelve thousand years, also referred to as time immemorial. Nations of this land, now known as the Puget Sound region, held unique and extensive economic and cultural networks and spoke dialects of the Puget Sound Salish language.[7]After European colonization, the United States Homestead Act of 1862 permitted settlers to claim land throughout the Western United States, which brought settlers to the northwest area throughout the second half of the 1800s.[8] Disease, violence, and war was brought by colonization and settler inhabitation devastating the sovereign nations, displacing communities, and suppressing cultural practices. Some sovereign nation peoples remain in the Pacific Northwest as does their culture and the lingering generational impacts of colonization. The City of Algona acknowledges that it is built on the native land of sovereign nations.





Shown above are some of the earliest photographs available of Algona's early days as an agricultural-based community. Photos from the King County Library Digital Historic Archives.

A Valley of Flowers

Algona was originally called Valley City in 1907. After notification from Washington D.C. that there was already a city in eastern Washington called Valley City, a town resident, Mr. Petrie, suggested the name "Algoma", which refers to an indigenous name meaning "Valley of Flowers"[9]. The name Algoma was submitted to the Post Office, but somehow the name "Algona" was substituted. The name Algona was thereafter adopted by the community's residents. It was around this time that Algona experienced changes from national events, regional patterns, and local trends. **Figure 8** visually describes the City's timeline and history of the area that is now called Algona.

A Diverse Community

Agriculture and a strong sense of community considerably influenced Algona's formation. The early community was settled by a mix of predominantly Euro-American, Japanese, and Filipino settlers. William Hart is one of the first recorded Euro-American settlers to buy land in the White River Valley area. Hart and his father homesteaded 600 acres in 1872.[4] His description of the land, "tall timber and

[7] "Native Americans of Puget Sound — A Brief History of the First People and Their Cultures". History Link. Watson, Kenneth (1999).

[8] Center for the Study of the Pacific Northwest. (n.d.). Introduction. The University of Washington.

[9] "Algona History": City of Algona Website (2023)

lots of bears", describes the natural resources attractive to settlers at the time. Many other early Euro-American families owned multiacre homesteads to sustain private farms. Some of the families found in early land purchase and sale records include the following.[4]

- William H. Wood (August 10, 1874)
- L. S. Rogers (March 1, 1875)
- Lynus J. Burr (October 20, 1882)
- Thomas J. Lenover (October 20, 1882)
- Gideon A. Weed (May 25, 1883)
- Lieutenant William Guthrie Latimer (May 25, 1883)
- Dayton and Bessie Hillmann (1906)

By 1900 there were more than 5,000 people of Japanese ancestry living in the state, with some settling in the White River Valley area beginning around 1892. [4] Japanese settlers in the region worked as laborers on railroads, sawmills, and canneries. Many worked as farmers in Algona. Some of the first known Japanese settlers in Algona include the following families:

- Toichi and Mitsuno Okura (1907)
- Tomota and Jho Namba (1909)
- Fukutaro and Toku Norikane (1930)

Filipinos began moving to the White River Valley area to pursue education and employment opportunities in the late 1920s and early 1930s.[10] Dionicio J. Cristobal is described in a 1976 interview as being the first Filipino to buy land in Algona. Cristobal paid in installments for 18 acres of land in 1943 and operated a farm during WWII. Cristobal later served on the Algona City Council in 1965 and 1966, marking one of the first Filipino Americans to hold such a position in Washington State[4]. Some of the first known Filipino settlers in Algona also include the following families (settlement dates unknown):

- Eulalia M. Augustus
- Fidel Askacio
- Y. De La Cruz
- Alyandro Glava
- F. Raquarin
- Thomas P. Respicio

Large farming operations, often owned and operated by Filipino and Japanese residents, grew fields of beans, peas, rhubarb, celery, lettuce, cabbage, raspberries, and strawberries[11]. Cultivated produce was sold in markets in Seattle and Tacoma. Fruits and vegetables were also hauled to a processing plant in Kent where vegetables were canned and cabbage was turned into Kraut[5]. While farming operations were mostly successful, these racial groups often faced additional hardships such as discrimination, prejudice, not being eligible for citizenship, and being barred from owning property by alien land laws[12]. In the face of these challenges, these families still married, started families, and continued their businesses.

[10] "Algona — Thumbnail History". History Link. Givens, Linda (2015).
[11] "Algona History": City of Algona Website (2023).
[12] "Algona — Thumbnail History". History Link. Givens, Linda (2015).

During WWII, President Franklin D. Roosevelt passed Executive Order 9066. which incarcerated people of Japanese descent in isolated camps from 1942 to 1945[13]. Japanese Americans in Algona were sent to detention camps and lost their farms and constitutional rights as a result. Attitudes toward local Filipino residents also changed due to national misinformation, discrimination, and fearmongering towards non-white people. Algona acknowledges the injustice of historic actions and strives to create and sustain an equitable, anti-racist community.

Infrastructure and Economic Development

Development of the City's economic base and public infrastructure stems from a series of events occurring over the 20th century. The following events are recognized as key components of establishing the foundation for today's city facilities and services:

Plats: The area was platted in 1906 by C.D. Hillmann in 40' by 200' lots, providing pioneers and settlers with an organized land purchase system[5]. The development of neighborhoods encouraged the establishment of more families, workers, and their associated trades.

Interurban Railway: A recorded easement in 1901 for right-of-way serving the Interurban Railway between Seattle and Tacoma was the first indicator of the community's connection to the increasingly growing outer region of greater Seattle[14].

Community Club*:* The population of Algona reached 1,000 by 1925 when the town formally established a school and multiple small businesses. The Community Club was later in the 1920s formed to help support public facilities and social activities, bring business owners together, and encourage building community identity[15].

Water System and District: Temporary wooden pipes installed by the Inter-City Water District of Tacoma in the 1940s provided the first water system in Algona. Due to poor water protection and no fire protection, an official Water District was formed in 1959 with an arrangement to get water from the City of Auburn.[9]

Algona Boulevard and State Route 167: In 1965, local roadways became congested after a Boeing Company fabrication plant opened in Auburn. In response, Algona Boulevard was developed and State Route 167, the state highway traversing Algona, was extended to Tacoma.[9]

Public Facilities*:* In 1973, AlPac Elementary was built on Milwaukee Boulevard after the closure of the historic Algona Elementary School. In 1975, the old school building was renovated to house the Algona City Hall, Police Department, and Public Library. During this time, the Algona City Park was renamed John Matchett Memorial Park in honor of the long-standing Mayor[9].

[13] "Japanese Internment Camps". History.com Editors (Updated 2021).

[14] "Algona History": City of Algona Website (2023).

[15] "Algona — Thumbnail History". History Link. Givens, Linda (2015).

Commercial and Manufacturing*:* The population of Algona reached 1,467 in 1980, spurring the development of major businesses in the City, including Tharco Manufacturing Plant, Dyna Craft, and AccuDuct. Tim's Cascade Style Potato Chips opened in Auburn in 1986. In 2015, they opened a processing facility in Algona[9].

Algona Day Festivities*:* The "Algona Day Festivities" became a vibrant community celebration in the 1980's. Started in 1983, Algona Days held the first successful 10 K. Swamp Romp in 1985 and in 1987, the City of Algona took part in the Seattle Seafair by entering a float in the Seafair Parade[9].

City Incorporation

The City of Algona became incorporated (receiving a charter from the State) in 1955.[8] Ward Thomas became the first Mayor of Algona in 1965[9]. Ora Thompson, Ed Solak, Herbert Yandell, Herman English, and Art Springer served as the first City Council[9]. Leadership of the City in the 20th century passed through many hands, including Mayor John Matchett, William Larson, Hardin Bailey, August Shuman, and Richard Waffle.[9] Many of these leaders were responsible for substantial community progress such as opening new schools and parks, supporting improvements of frontage roads, and informing residents of local activities and events. The Algona Economic Development Corporation, established in the 1980s, also helped develop the community by obtaining tax-exempt financing for businesses that created environmentally clean industries[16]. Troy Linnell is the currently elected Mayor of Algona and is supported by the elected City Council, which includes William Thomas, Lynda Osborn, Timothy J. Fairley, Gordon Cook, and David White[17].

Since incorporation, the City has adopted two Comprehensive Plans (2005 and 2015) and a 2023 Housing Action Plan to meet the identified needs of the community such as affordable and diverse housing, transportation infrastructure, economic and job development, and preservation of natural areas. As the community continues to grow and change, Algona aims to retain the City's strong sense of community through acknowledgment of the past and strategic actions to obtain an inclusive and equitable future.



Algona City Hall. Photo by Betty Padgett.

[16] "Algona — Thumbnail History". History Link. Givens, Linda (2015).

[17] "Welcome to Algona". City of Algona Website (2023).

Regional Consistency and Conformity

PSRC Transportation 2050

The values and strategies incorporated in *VISION 2050* are directly translated into PSRC's Regional Transportation Plan (RTP). The RTP is a long-range transportation plan designed to support *VISION 2050* and implement its transportation related MPPs. The plan articulates the financial strategies and policies necessary to develop transportation networks that are safe, efficient, and sustainable. The goals of the *Regional Economic Stratgy* focus on eight major challenges experienced in the Puget Sound:

1. **Climate**

   The decarbonization of the transportation system is identified as a critical component of the RTP. Two goals have been set: a 50% reduction below 1990 levels of greenhouse gases by 2030, and a 83% reduction below 1990 levels by 2050.

2. **Access to Transit**

   Increasing access to transit systems is as important as creating transportation networks which provide access to jobs, schools, and services. Improving the safety of transportation systems to all users is increasingly critical as the demand on transportation system continues to grow: transit ridership will triple by 2050.

3. **Equity**

   Applying an equity focus demands that the regions most vulnerable populations are inluded future transit development. The TRP finds that areas with higher concentrations of people of color and people with low incomes will have more acces to high-capacity transit compared to the regional average.

4. **Safety**
   The TRP takes steps to impliment the state's goal of zero transportation deaths or serious injuries. This will be executed thorugh safer system design, better maintenance, and timely replacement of critical infastructure like bridges and ferries.

5. **Mobility**

   As the region continues to grow, the TRP seeks to lower current and future congestion. Increasing access to transportation, increasing transportation capacity, and increasing the transportation choices available should result in a 15% delay reduction from current conditions, and average household vehicle miles traveled should be reduced by 23%.

How do jurisdictions work together?

Regional implementation of the RTP is dependent upon local jurisdiction and transit operator collaboration. PSRC provides a number of tools to assist jurisdictions in aligning their transportation elements both laterally and vertically. As the regional certifier of local, county, and transit agency long-range plans, PSRC establishes a process for reviewing these plans. The PSRC certification process ensures that local jurisdictions conform to state GMA requirements, are consistent with the regional transportation plan, and are consistent with the MPPs.

6. Local Needs and Future Visioning

The RTP was developed with a set of data resources developed to help forecast the needs of the transportation system through the scope of the plan. The plan was developed with the vision of what the needs of the transportation system are both now and in the future.

The RTP is updated every four years to help with the continued identification and refinement of transportation projects. As the regional metropolitan transportation authority, the PSRC has the unique privilege of stimulating project implementation through its coordination. As new concepts and paradigms in transportation arise, PSRC has the capacity to work with member cities and counties to develop solutions for implementation. Additionally, PSRC has the responsibility for distributing transportation project related federal funds through an evaluative framework. The evaluative framework is reviewed and refined as part of the RTP update process. Parameters for transportation funds include projects that serve regional growth for manufacturing/ industrial centers and locally identified centers.

To fulfill the necessary requirements for certification, implementation of the RTP will take place within Algona's *Transportation* element. The *Transportation* element defines the planning, investment, and operation of transportation infrastructure within and for Algona. The goals and policies selected in the transportation element reflect the shared strategies of the RTP while staying true to Algona community values.

PSRC Regional Economic Strategy

The Puget Sound region plans for economic development collaboratively through the Puget Sound Regional Council (PSRC). PSRC developed the *Regional Economic Strategy*[4] in 2021 to provide a roadmap for the region to build a resilient, equitable economic future. The *Regional Economic Strategy* focuses on key regional weaknesses or threats impacting the Puget Sound and recommends strategies to address these concerns. While Algona is not required to align with this plan, there are regional weaknesses that residents may be experiencing that are being considered. The goals of the *Regional Economic Stratgy* focus on eight major challenges experienced in the Puget Sound:



A local favorite, Tacos El Tajin, along 1st Avenue North grants residents the opportunity to enjoy nachos with a stunning view of Mount Rainier. Photo by Betty Padgett.

1. **Equity**

   There are historic economic inequities that are experienced by the region's Black, Indigenous, and people of color (BIPOC) populations that can impact their opportunities and outcomes, such as income, generational wealth, unemployment risk, education, and business ownership levels.

2. **Health**

   A healthy workforce is critical to the success and growth of the economy. The PSRC describes that enhanced infrastructure planning is needed to improve public health, reduce health care costs, and reduce impacts of lost productivity.

3. **Childcare**

   The availability of childcare impacts the ability for the labor force to work. Childcare is a critical infrastructure needed to sustain the workforce and impacts the overall performance of the region's economy. A lack of access to affordable childcare keeps approximately 133,000 parents out of the Washington labor force and specifically impacts working mothers and low income families. It is estimated that a lack of childcare has resulted in a loss of approximately 14.7 billion in personal earnings, $34.8 billion in gross state product, and over $1 billion in annual tax revenue[5].

4. **Job Distribution**

   The distribution of jobs has been shaken by the COVID-19 pandemic and created uncertainty around where people will live and work in the future as the workforce transitions to permanent remote accomodations. If the job distribution changes as work from home or remote employment becomes more popular, there are both opportunities and challenges with adapting existing communities to expand or reduce their economic base.

5. **Broadband**

   One result of the COVID-19 pandemic was a heightened demand for broadband services across the region to accommodate online education and work from home trends. Access to broadband is not equitable throughout the community and creates opportunity barriers for households for education and employment.

> "The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."
>
> -Puget Sound Regional Council Vision 2050

6. **Housing**

   There is a shortage of housing available in the region because new housing development has not kept up with population growth. Additionally, prices for homes have increased at a faster rate than incomes. A lack of affordable housing options can detract new talent and businesses from coming to the region.

7. **Businiss Recovery**

   The COVID-19 pandemic resulted in the loss of jobs and businesses, especially in tourism, travel, hospitality, arts, and cultural businesses. The impacts are still felt today from the loss of businesses large and small. Economic development funding efforts are needed to help support business recovery from the pandemic.

8. **Industry Resilience**

   The Puget Sound is home to major, historic industries that have built our communites and define the region, such as trade, maritime, aerospace, and manufacturing uses. New types of industries are needed to ensure resiliency to global market changes and enhance the Puget Sound's economic competitiveness.

Addressing these challenges is no easy task and requires cooperation on a regional level to develop an equitable landscape for economic growth. There are three primary strategies that PSRC utilizing to address current economic challenges that the City must plan for:

1. **Expanding Economic Opportunities**
2. **Becoming a Global Competitor**
3. **Sustaining Quality of Life**

These three stretegic directions were developed with the input from municipalities and agencies, field professionals, and input from community engagement. Strategic directions are broken down into multiple goals and policies designed to guide municipalities to expanding economic opportunities within their communities while addressing regional economic concerns.

PSRC Regional Equity Strategy

The PSRC is developing a Regional Equity Strategy to create policies addressing systems of racial inequality. This strategy has been developed to address the unique barriers that marginalized groups encounter while creating strategies to meet the universal goals developed in VISION 2050. Similar to other PSRC efforts, this initiative looks to coordinate efforts from across jurisdictions in the Puget Sound. This strategy will create a suite of tools and resources to provide guidance to PSRC members on issues of racial equity.



Kids of all ages gather together at the table for a watermelon eating context at Algona Days 2022 festivities. Photo by Caitlin Hepworth.

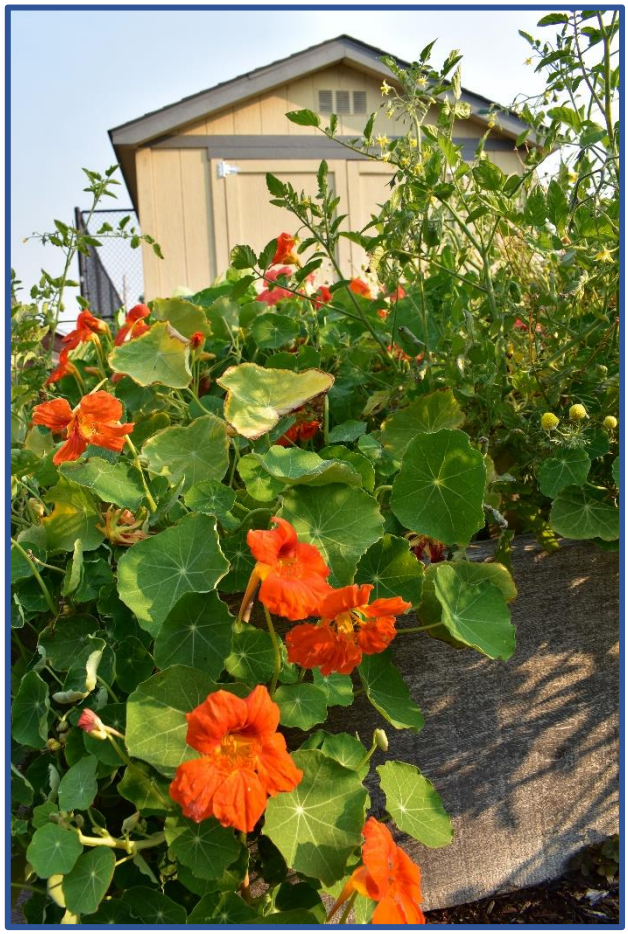
The Regional Equity Strategy will lead with evaluating and creating tools addressing race, which not only has been a huge factor in

marginalization, but also provides a method to develop a framework that could be approved for other marginalized groups. The strategy work plan involves of stakeholder input led by the PSRC Equity Advisory Committee to understand the context. Key findings, strategy components, implementation, and strategy refinement were due to be released in 2023 but have not yet been posted. Instead, PSRC has release a series of tools, data portals, and best practice guidance on integrating equity into the comprehensive planning process. Algona has developed a Racially Disparate Impacts report as part of the comprehensive plan, see *Appendix I.*

STATEMENT OF CONFORMITY – PSRC VISION 2050

Algona's Plan is guided by the multi-county policies of Vision 2050 and other regional plans developed by the PSRC. Vision 2050 is an integrated, long-range vision for maintaining a healthy region – promoting the well- being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, regional growth strategies, policies guided by overarching goals, implementation actions, and measures to monitor progress.

Algona's Plan achieves intended regional approach to growth while incorporating localized approaches and priorities to planning and decision-making that protect community values, enhance the livability and affordability of the community, and improves opportunities to live and work within the city. This plan is committed to meeting regional policies and the GMA while championing the community's desires for more parks, protecting natural lands, and supporting local businesses. Algona's plan shall ensure necessary provisions are in place to secure a robust economy, maintain a healthy environment, and support the longevity of residents who call Algona home.



The Community Garden is full of life at John Matchett Memorial Park. Photo by Betty Padgett.

The 2024 Comprehensive Plan has been updated based on current population, housing and job targets anticipated by 2044 while aligning with Vision 2050, multi-county planning policies, and King Countywide Planning Policies, and the GMA. The comprehensive plan addresses each of the policy areas in VISION 2050. Documentation of alignment with Vision 2050, regional policies, countywide policies, and the Growth Management Act are included in *Appendices B, C, K, L*, and *M*.

The comprehensive plan also addresses local implementation actions in VISION 2050, including identification of underutilized lands, higher density housing, and supporting transit and multimodal transportation. Through the growth targeting process and land capacity analysis, the City has identified the number of housing units needed to meet existing income-level gaps and overall future needs. The

City acknowledges a high demand to support lower income groups by encouraging more middle and multifamily residential projects through development regulation changes, incentives, and collaboration with adjacent jurisdictions. The City has established a number of goals and strategies to address housing affordability and inventory.

Another critical update to the 2015 Algona Comprehensive Plan is a greater emphasis on multimodal transportation, including transit. While Algona only has one transit stop within it's boundaries, it is anticipated that with growth of employment and housing opportunities in the city, there will be a greater demand and need for transit and non-motorized forms of transportation. Multimodal transportation also addresses the City's need to begin tracking and reducing greenhouse gas emissions and roadway infrastructure demands. A greater emphasis on collaboration with adjacent jurisdictions, transportation authorities, and transit providers is described within the plan.

Beyond accommodating housing and planning for greater multimodal transportation, Algona continues to prioritize habitat protection, environmental health, and flood risks within the *Natural Environment* element. Algona calls for greater collaboration with partners, zoning changes for lands identified as heavily encumbered by critical areas and supporting more compact urban development within under-developed and partially developed lands.

Algona is a proud partner of PSRC and supports the implementation of the goals, policies, and actions outlined in Vision 2050 to ensure that the next generation of Puget Sound residents can continue to have high-quality of life while providing greater opportunities to live, work, shop, and enjoy the beauty of the northwest.



City staff update the community sign at Waffle Park to keep the community informed on key days and to share special messages like the one shown above. Photo by Cyrus Oswald.

Chapter 2: Land Use

Introduction

At the heart of every Comprehensive Plan is the community. Regional and national shifts in how we plan for development, growth, and resilience are shaped by a community's values, beliefs, and preferences on what change should look like. Cities are primarily molded through zoning and land use regulations defining what can be built and where it should be placed. Algona recognizes that land use planning is a necessary tool to acclimate to changing conditions at the local, regional, and national level which influence the City's opportunities, self-sufficiency, and adaptability.

Algona utilizes land use planning to adapt to changing local, regional, and national conditions that influence the community's opportunities to build resiliency and adaptability. This *Land Use Element* has been developed in accordance with Chapter 36.70A of the Growth Management Act (GMA) to address land uses in the City of Algona. It represents the community's policy plan for land use over the next 20 years. The *Land Use Element* describes how the goals in the other plan elements will be implemented through land use policies and regulations. It specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends. It has also considered the King County and PSRC Countywide Planning Policies to ensure consistency as required by GMA. To meet GMA standards in 2024, the Zoning Map and Municipal Code must reflect adequate land availability to accommodate the 170 new homes and 325 new jobs anticipated by 2044.

The *Land Use Element* is the most critical component of the Comprehensive Plan and the basis for all other required elemental chapters. While Algona is not making many changes to the Zoning Map, there are a number of required changes that must be made to the Municipal Code as a result of state legislation. Municipal Code changes are made in preparation for future demands on land, services, and infrastructure. The *Land Use* elemental chapter outlines the required changes needed in Algona to accommodate growth in population and housing, increase the number and variety of job opportunities, forecast transportation needs and routes, maintain a standard of living, and enhance the environmental and physical well-being of the community.

Many communities planning under GMA are required to update their buildable land inventories as a matter of compliance with state law. In updating its plan for 2024, Algona conducted the first thorough evaluation of its buildable lands inventory to ensure that there are adequately zoned properties to achieve the City's vision, goals and policies, and meet current state law (see *Appendix E- Land Capacity Analysis*).

Growth Management in Algona

The City is responsible for providing services, such as police, fire, or utilities, to areas within its jurisdictional limits while King County is responsible for providing services to unincorporated areas within its jurisdiction. Currently, the Algona UGA is managed by the county and is responsible for providing services to the UGA until Algona conducts an annexation.

While Algona is one of the smallest cities within King County by both land area and population, the City recognizes that the community plays a small but vital role in assisting with growth management in King County and the Puget Sound region. Algona is a historically agricultural, residential community that is faced with the challenge of adapting to a continuously urbanizing region. The state mandates growth in population, jobs, and housing must be concentrated within cities rather than in unincorporated areas to contain "sprawl". The GMA acts as a tool to protect rural, agricultural, and resource lands from growth that would eliminate food sources, natural resources, and the natural lands that define the Pacific Northwest.



Algona had humble beginnings as a small agricultural community has transformed into a residential community. Subdivisions of single-family homes make up 27% of all city lands. Under current legislation of the Growth Management Act, residents will need to decide how and where to accommodate newcomers who see and appreciate the quality and value of living in Algona.
Photo by: Betty Padgett.

Urban Growth Areas and Annexation

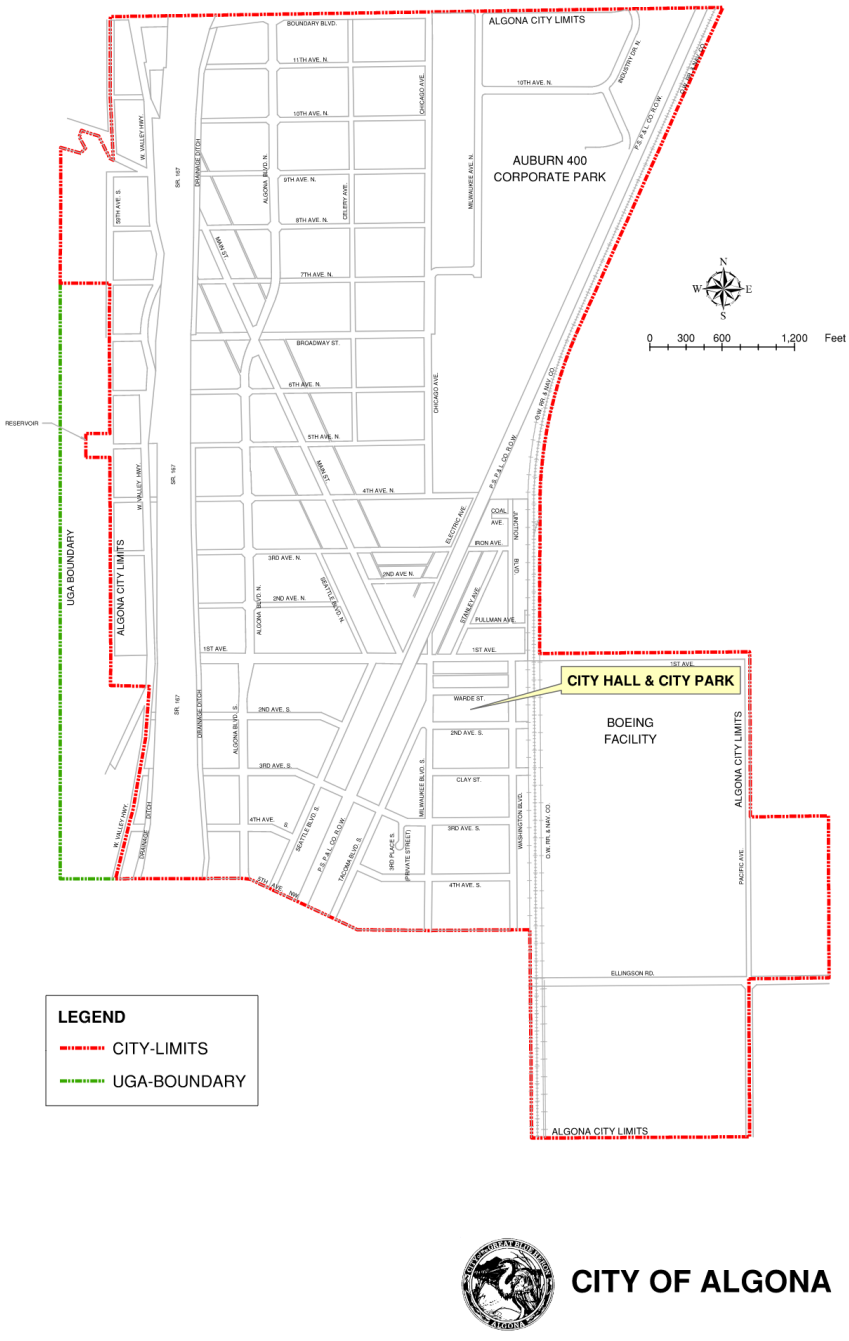
The intention of an Urban Growth Area (UGA) is to delineate lands for consideration of annexation into city limits. Properties may request annexation into city limits for a variety of reasons including facilitation of urban development and extension of urban services, such as water and sewer. Management of urban growth areas is a collaborative effort between the County and the City. Up until the point at which a property in the UGA is annexed into the City, these lands are regulated and managed by King County. Algona has an area listed as an Urban Growth Area (UGA) identified along the southwestern corner of the city, west of SR 167 as shown in *Figure 1*. The Algona UGA is encumbered with geologic hazard critical areas including potential landslide and erosion hazards and would unlikely generate any housing or a significant number of jobs. However, a critical areas analysis has not been formally performed on these lands.

Algona is not required to annex additional land into the city's limits based on existing capacity. Algona is already exceeding 2044 residential and job capacity targets. An annexation would be required if the city could not meet growth capacity targets established by King County using lands within its boundaries. If an annexation became necessary, it would be a process that takes years to work through. Collaboration between residents, city and county staff, elected officials, and public or private agencies would work together to ensure that services like utilities are available for the annexation. Annexations can be initiated by the City itself or by property owners interested in annexing. UGA boundaries can change over time as determined by King County, but there are no boundary changes currently proposed.



Bit by bit, Algona is growing and needs to consider future expansions to services, staff, and infrastructure to maintain a high quality of life and maintain current performance levels.
Photo by: Betty Padgett.

Figure 1: Urban Growth Area



CITY OF ALGONA

Current Land Use Inventory

The land use inventory includes the estimated acreage of all existing land based on current zoning, including vacant land. The inventory is a critical component in understanding the current conditions of the city and whether there are sufficient lands available to accommodate growth. The following subsections describe what zones currently exist within Algona and determine if there is a capacity to satisfy anticipated growth targets in population, housing, and jobs. If existing zones do not meet future capacity needs, it is up to the community to determine how existing lands will be zoned or delineated to adapt for the future.

Summary of Zones

Low Density Residential (RL)
The R-L low-density residential district is intended to stabilize and preserve low-density residential neighborhoods; prevent intrusion by incompatible land uses; conform to the systems of services available; provide for community facilities that will enhance residential quality; allow low-density multiple-family residences interspersed within single-family neighborhoods to limit densities to those for which a complete range of services can be efficiently provided.

Medium Density Residential (RM)
The R-M medium-density residential district is intended to allow for a variety of housing types and densities; to help meet the need for a range of affordable housing; and to promote residential development at densities that will allow for pedestrian access to commercial establishments, employment, and parks or recreation opportunities.

Mixed-Use Commercial (C1)
The C-1 mixed-use commercial district is intended to provide a mixture of uses. This means that residential uses are mixed with nonresidential land uses, such as small-scale retail and commercial, office, civic, and open space.



The Mixed-Use Commercial zone is a walkable area with a mix of low-density homes and businesses. Some businesses in the C1 zone have the appearance of a residential unit like Southgate Electric and SeaTemp on Washington Boulevard.
Photo by: Betty Padgett.

General Commercial (C2)
The C-2 general commercial district is intended to provide retailing and other commercial services that serve the large market area surrounding the Algona community. In this respect, the C-2 general commercial district should accommodate conventional retail/commercial development that is typical to urban areas such as shopping centers, small- to large-scale retail establishments, or a combination of professional services and retail businesses.

Heavy Commercial (C3)
The C-3 heavy commercial district is intended to provide more intensive retail trade and commercial services, such as the outside sales of vehicles, motorcycles, boats, recreational vehicles, or heavy/light machinery. This district is intended to accommodate uses that are oriented to automobiles either as the mode or target producing commercial service, and related retail/commercial uses. Uses in the C-3 heavy commercial district may require or depend upon their proximity to major highways or arterials.

Light Industrial (M1)
Light industrial zones are intended for light manufacturing, which will provide for the location and grouping of industrial activities and uses involving the processing, handling, and creating of products, plus the research and development required in such creation. These uses are largely devoid of nuisance factors, hazards, or exceptional demands upon public facilities and services. A further intent is to apply zoning protection to the industries so located by prohibiting the intrusion of incompatible uses and allowing commercial enterprises that are supportive of those industries.

Open Space/Critical Areas (OSCA)
The OS/CA zone is intended to preserve lands encumbered by critical areas to the point development of a property is not possible and reserve land for the maintenance or development of public parks.

Public (P)
The Public zone is intended for civic or institutional uses such as police stations, city hall, libraries, parks, civic storage, or other in-kind uses operated by an agency or municipality.

Physical Activity and Land Use

The GMA encourages cities to utilize urban planning approaches that promote physical activity. Algona is actively evaluating grant opportunities to install new sidewalks throughout the community connecting residents to key areas of the city, such as 1st Avenue North, City Hall, public parks, and the local elementary school in Pacific.

Algona is concentrating critical civic and commercial infrastructure in the Mixed-Use Commercial (C1) zone to enhance the walkability of the community.

Algona additionally encourages walking and biking to parks through the Interurban Trail which divides the city in half and serves as a safe, separated area for non-motorized transportation to parks and Auburn's transit station.

Zoning Landscape

Algona is approximately 776 acres and comprised of eight different zones serving residential, commercial, industrial, and civic uses and needs. Each zone has unique characteristics and differences as described below in the *Summary of Zones.* As shown in *Figure 2* the largest zone in the city by far is the Light Industrial (M1) zone which makes up over one-third (34.6 percent) of all lands in Algona followed by the Low-Density Residential Zone (RL) which comprises just over one quarter (27 percent). The smallest zone in the city by area is the Public zone (0.7 percent) followed by the General Commercial zone (1.8 percent).

Overall, approximately one-third (31.3 percent) of the city is dedicated primarily to residential uses (RL and RM), half (51 percent) is dedicated to primarily commercial or industrial uses (C1, C2, C3, and M1), and just under a fifth (17.7 percent) is dedicated to civic uses (Public and OS/CA).

Figure 2: Gross Land Area by Zone

Zones	Gross Zone Area (ac)	Gross Percentage of Land
RL	211.08	27.1%
RM	33.13	4.2%
C1	57.97	7.8%
C2	11.18	1.4%
C3	56.5	7.2%
M1	269.36	34.6%
OS/CA	132.08	17%
Public	5.44	0.7%
Total:	**776.74 acres**	**100%**

Developable and Vacant Lands

Gross lands existing within each zone do not directly equate to land available for development. The City considers the land that is needed for infrastructure, utilities, and critical areas in determining the existing capacity in each zone for jobs and housing. Algona additionally considers which properties are already developed, vacant, and likely to redevelop as shown in *Appendix E Land Capacity Analysis*.

Out of the 776.74 acres within the city's limits, approximately 162.36 acres make up the city's public lands or roadways within each zone which leaves approximately 611 acres for development. The City has approximately 582 acres of developed, partially developed[1], or under developed[2] land and 193.5 acres of vacant land. Approximately 358 acres are remaining to be developed or are likely re-developable as described in *Figure 3*. *Figure 4* shows the city's zoning map adopted as the land use map under the 2024 Algona Comprehensive Plan.

[1] Partially Developed lands are parcels occupied by a use but include enough land to be further subdivided to allow additional development without rezoning.
[2] Underdeveloped Parcels are parcels that are likely to be redeveloped to a more intensive land use than what is currently on the property.

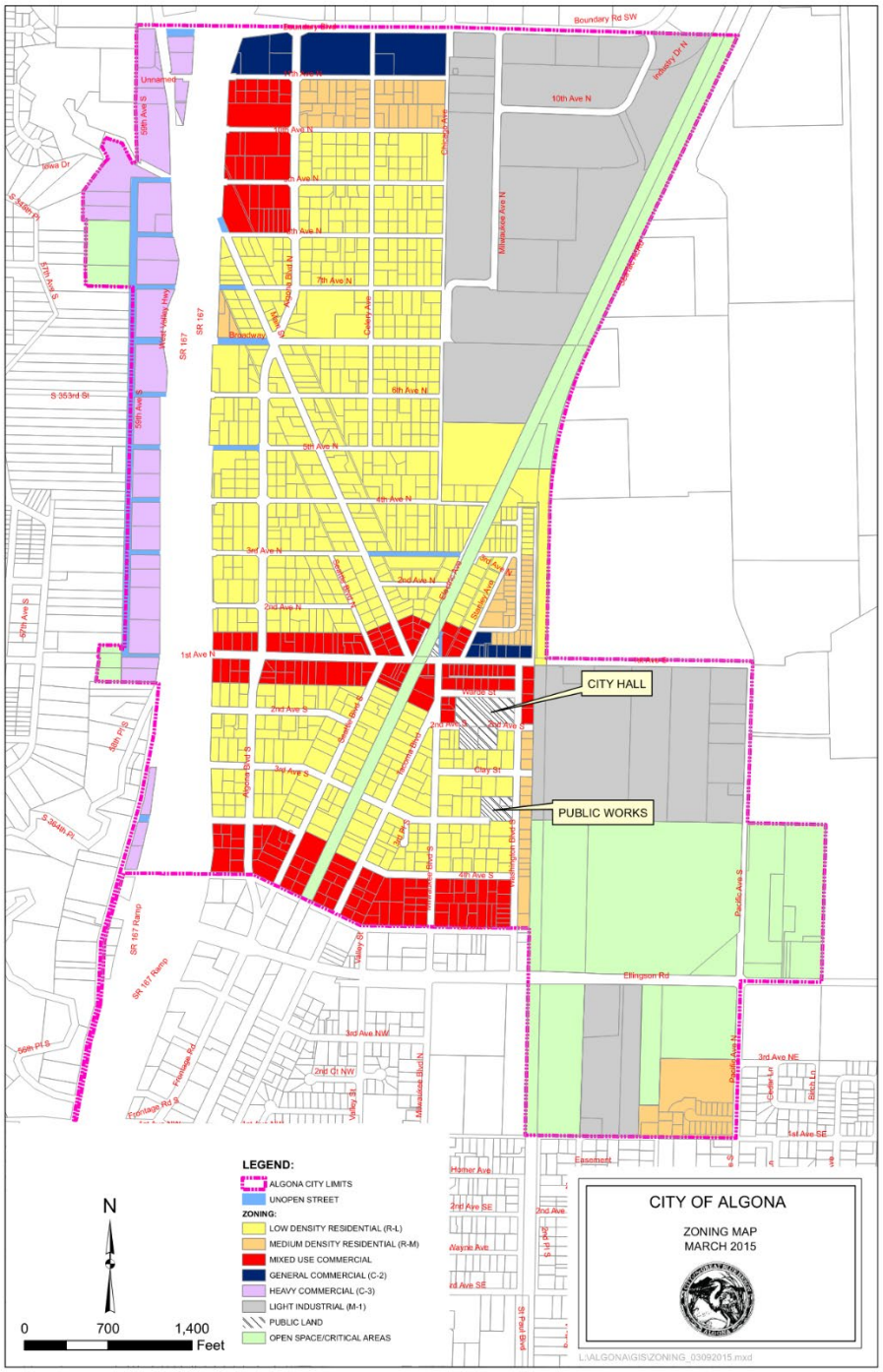
Figure 3: Gross Land Capacity[3]

Zones	Gross Zone Area (ac)	Gross Zone Percent of City	Total AC (not including ROW / Public Lands)	Total Percent (not including ROW/ Public Lands)	Gross Lands by Utilization	Acres	Percent of Zone
RL	211.08	27.18%	210.79	34.52%	Vacant	30.35	14%
					Partially Utilized	34.72	16%
					Under Utilized	20.31	9%
					Developed	135.77	61%
RM	33.13	4.27%	32.85	5.38%	Vacant	11.59	35%
					Partially Utilized	11.03	33%
					Under Utilized	1.13	3%
					Developed	9.38	28%
C1	57.97	7.46%	43.73	7.16%	Vacant	7.49	13%
					Partially Utilized	33.29	57%
					Under Utilized	6.41	11%
					Developed	10.78	19%
C2	11.18	1.44%	9.52	1.56%	Vacant	9.29	83%
					Partially Utilized	1.89	17%
					Under Utilized	0	0%
					Developed	0	0%
C3	56.5	7.27%	43.73	7.16%	Vacant	7.98	18%
					Partially Utilized	10.4	23%
					Under Utilized	26.17	58%
					Developed	0.91	2%

[3] Figure 3 is based on data from King County IMAP (2023) which is sourced from the King County Assessor's Office.

M1	269.36	34.68%	264.94	43.38%	Vacant	126.79	47%
					Partially Utilized	6.55	2%
					Under Utilized	12.81	5%
					Developed	123.21	46%
OSCA	132.08	17.00%	**0**	0.00%	Vacant	132.08	100%
					Partially Utilized	0	0%
					Under Utilized	0	0%
					Developed	0	0%
Public	5.44	0.70%	5.44	0.89%	Vacant	0	0%
					Partially Utilized	0	0%
					Under Utilized	0	0%
					Developed	5.44	100%
Total	**776.7**	**100%**	**610.7**	**100%**		**776.7**	

Figure 4: Zoning / Land Use Map



Essential Public Facilities

With growth on the horizon, Algona is required to consider how future needs can be met for *Essential Public Facilities (EPFs),* which are defined as government facilities that can be difficult to place, such as but not limited to airports, state education, transportation, correctional, solid waste, or inpatient facilities.

EPFs are essential facilities that provide critical services that serve the community and region. The GMA requires that cities develop a process to identify and site EPFs where they would be appropriate in the community. Algona defines EPFs in the municipal code as facilities "owned or operated by a unit of local or state government, public or private utility, transportation company, or any other entity that provides public services as its primary mission, and that is difficult to site. Essential public facilities shall include those facilities listed in RCW 36.70A.200, and any facility that appears on the list maintained by the Washington State Office of Financial Management under RCW 36.70A.200(4)". A local example of an EPF would be the South County Recycle and Transfer Station located on the western side of Algona, west of SR 167. The station provides a regional-level service that is a just and necessary use.

Use regulations for essential facilities are described within the Zoning Code. *EPFs* are outright permitted in the residential and public zones and conditionally permitted in all other zones. Development regulations of the underlying zone are applied to essential facility projects.

NATURAL RESOURCE LANDS

Natural resource lands include lands devoted to agriculture, forestry, or mineral extraction. Based on criteria provided by the RCW 36.70A.020 (8) and WAC 365-190, the City does not have any of these lands designated in the City. King County has not designated any of the UGA for the protection of these natural resources, which are currently categorized as steep slope and wildlife habitat critical areas. Additional information regarding Algona's environmental features, such as shoreline, wetlands, and rivers is in the *Natural Environment Element*.

Wells and Groundwater

Land use must be considerate of maintaining natural resources, including groundwater. Groundwater is part of the hydrologic cycle and typically comes from rain, melting snow or ice, irrigation, surface water, or infiltrated stormwater. Groundwater collects or flows beneath the earth's surface filling through porous spaces in soil and sediment. Groundwater is a source of potable water that can come from wells. The residents and businesses of Algona get their potable water from the Algona Water Department. The water department sources the City's water through an agreement with the City of Auburn.

There are 11 groundwater sources that plot within the City as denoted on King County IMAP shown in *Figure 5.* There are two types of groundwater sources shown in Algona – Group A wells and Group D wells. Group A wells are municipal water sources and are regulated by the Washington State Department of Health. Algona has two Group A wells, for the City of Pacific, located in the southeast corner of the City, north of Ellingson Road in the Open Space zone. Four of the remaining nine wells are associated with the operation of the municipal water source as test, monitoring, or historic resource wells. The other five Group D wells are residential wells that may have or currently serve a single household and are private sources of groundwater. These wells are primarily located in Algona's Low-Density Residential zone or Open Space zone, which are compatible and low-impact zones for groundwater.

King County IMAP shows that there are areas of high susceptibility to contamination for all of Algona, see *Figure 5*. King County and the Washington Department of Ecology assess three different factors to determine the level of susceptibility: depth-to-water ratio, subsurface geology, and soil types. Algona has the following codes, policies, and best management practices (BMPs) to help protect the natural resources areas and groundwater within the city boundaries by:

- Adopting low-impact development standards,
- Encouraging natural yard care or other residential education to reduce toxic chemical use,
- Stormwater BMPs to reduce flow off properties,
- Regular street sweeping, and
- Storm drain cleaning.

Figure 5: Algona's Wells



Flooding

Algona is a smaller, once-rural community that was at the crossroads between the City of Seattle and the City of Tacoma. While being considered an urban city, Algona has historically been surrounded by a less residentially dense, agricultural landscape that was once made up of Pacific, Auburn, and unincorporated county lands.

While Algona is not adjacent to shorelines or waterways, Algona still experiences frequent flooding in the northwest area of contiguous city land (east of SR167) near the intersection of Boundary Boulevard and Algona Boulevard. Flooding experienced by the city is a result of downstream stormwater channels connecting to Auburn, Kent, and King County which are experiencing lower levels of service in stormwater maintenance as described in the *Natural Environment Element.* Algona is also not located in a Federal Emergency Management Agency (FEMA) identified floodplain area as shown in *Figure 6.*

Figure 6: FEMA Floodplain Map



The difficulties accommodating frequent, annual stormwater flooding events in the northwest region of the city have made the lands in this area difficult to develop. There is an overlap between where frequent flooding is observed in Algona with the identified presence of wetland critical areas.

The City is considering a variety of techniques to utilize the land in a manner that is appropriate for the conditions of the site. For example, the City is considering rezoning these lands from Heavy Commercial (C2) to Open Space and Critical Areas (OS/CA) to preserve this land as a park since it is unlikely to be developed into a commercialized use due to required wetland development buffers. In addition, new buildings must meet the City's local requirements for flood proofing by being raised above base flood elevation. Physical improvements are also being considered under the *2024 Algona Flood Hazard Management Plan* and will implement techniques as time, budget, regional coordination, and resources allow.

Future Land Use Capacity

The future land use analysis is used to determine the amount of land that is needed to satisfy the anticipated growth over the next 20 years for population, jobs, and housing in the City of Algona. King County is tasked with assigning targets for population, housing, and jobs for each city and unincorporated area within its boundaries. King County assigns capacity targets based on the most recently published official 20-year population projection from the Office of Financial Management (OFM), the Puget Sound Regional Council's (PSRC) population and employment distribution represented by the VISION 2050 Regional Growth Strategy (RGS), and further distribution of the population and employment RGS allocations to jurisdictions to arrive at the initial capacity targets emphasizing growth in and near centers and high-capacity transit, addresses jobs and housing balance, manages and reduces the rate of rural growth over time, and supports infill within the urban growth area.

2044 Job and Housing Targets

Algona is a stable community with a stagnant population and has not experienced significant growth over the last 10 years. The 2022 population of Algona was 3,300 people. Algona's population has increased by 115 people over the last 10 years (9.5%) as can be seen in *Figure 7* and grew 30.7% over the past 20 years. Overall, King County anticipates a population growth of approximately 468,853 people by 2044[4], growth of approximately 20% over 20 years. While King County does not assign population projects to cities and towns as part of the comprehensive planning process, the County does assign housing and job targets with anticipated population growth in mind.

Algona is only required to plan for growth within its municipal boundaries. As determined by the King County 2021 Urban Growth Capacity Report, Algona is targeting an increase of 170 housing units (for a 2044 total of 1,231[5] units) and 325 new jobs (for a 2044 total of 2,187[6] jobs). While the County does not set targets for population growth, housing, and job targets are based on anticipated growth.

There is sufficient land within Algona to accommodate 20 years of growth for jobs and housing. The established capacity is based on existing and actual development densities. The Comprehensive Plan provides recommendations, goals, and policies to guide the City on how to accommodate growth. The following analysis demonstrates how Algona has the capacity for 2044 targets established by King County.

[4] OFM, Growth Management Act population projections for counties 2020 to 2050. "County Projections, Population by Age and Sex, five-year age groups". 2021. https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050.

[5] There are 1,061 housing units in Algona as of 2021. Data on housing units was sourced from the American Community Survey, 2021.

[6] There are 1,862 jobs in Algona as of 2021. Data on jobs was sourced from the PSRC 2022 Covered Employment NAICS dataset.

Figure 7: Algona Population Growth (2010-2022)

Year	Algona Total Population	Algona *Annual* Rate of Population Increase	King County Total Population	King County *Annual* Rate of Population Increase
2010	3,014	9.2%	1,931,249	1.15%
2011	3,055	1.36%	1,945,686	0.75%
2012	3,070	0.49%	1,956,755	0.57%
2013	3,075	0.16%	1,983,550	1.37%
2014	3,090	0.49%	2,021,027	1.89%
2015	3,105	0.49%	2,061,981	2.03%
2016	3,175	2.25%	2,118,958	2.76%
2017	3,180	0.16%	2,149,910	1.46%
2018	3,180	0%	2,187,460	1.75%
2019	3,190	0.31%	2,227,755	1.84%
2020	3,290	3.14%	2,269,675	1.88%
2021	3,290	0%	2,287,050	0.77%
2022	3,300	0.3%	2,266,789	-0.89%

Housing Growth

There are currently 1,061[7] housing units existing in Algona with approximately 79.5% of homes owned and 21.5% rented. The *Housing* elemental chapter discusses the anticipated additional capacity of 683 units with 140 vacant or re-developable acres available to accommodate growth as it occurs, as described in *Figure 8.* The 683-unit capacity exceeds the housing target of 170 new units and demonstrates Algona can accommodate growth under the 2024 Zoning Map. By 2044, Algona anticipates a total of 1,231 housing units.

Between 2010 to 2020, the city permitted 37 new dwelling units. Multifamily development has been largely stagnant since 2010 with no new multifamily units developed according to PSRC data and local permitting data. Additional information on Algona's housing needs and forecasting can be found in the *Housing Element.* New residential growth will primarily occur in the Heavy Commercial (C3) zone for multifamily development and the Low-Density Residential zone (RL) for the final buildout of single-family units, duplexes, and accessory dwelling units.

Between 2020 and 2023, several projects in the predevelopment pipeline are estimated to bring in 50 new dwelling units (10 single-family and 40 multifamily units) in the RL and C3 zones. These units can be

[7] ACS, 2021.

attributed to helping Algona meet the 170-housing unit target set by King County and bring the City's target down to 139 additional units[8] needed between 2024 and 2044.

Accessory dwelling units (ADUs) are also anticipated to grow in Algona. As of 2024, 2 ADUs exist in Algona. This use was only permitted beginning in 2021. ADUs are intended to bring more affordable options for housing to the low-income group (50-80% AMI). While there are approximately 102 properties throughout zones that permit residential uses that are eligible to build an ADU, the City anticipates only a quarter of property owners will have the interest or ability to develop units. Algona anticipates approximately 25 ADUs will be built through 2044. The Washington State legislature recently passed HB1337, which will grant greater opportunities to build more ADUs for homeowners by permitting a maximum of two ADUs per lot. Currently, one unit per lot is permitted in Algona.

Figure 8: 2023 Algona Housing Capacity

Zone	2021-2023 Permit Projects	Units Lost through Development	Vacant and Re-developable[9] Acreages	Assumed Density (DU/AC)	2024 Housing Capacity Remaining
RL	10	0	62.52	5	210
RM	0	0	14.64	8	80
C1	0	0	32.43	12	212
C2	0	0	N/A	N/A	N/A
C3	40	19	31.17	14	156
M1	0	0	N/A	N/A	N/A
Public	0	0	N/A	N/A	N/A
OS/CA	0	0	N/A	N/A	N/A
			Anticipated ADU Production 2024-2044:		**25 units**
Total:	**50 units in permitting or construction**	**19 units lost**	**140.76 developable acres**		**683 Units in capacity**

[8] The Algona Village project is proposing 40 new multifamily units but will also eliminate 19 existing multifamily units. These 19 units lost must be added into the housing target since it is a loss that must be made up for to meet the target of 1,231 units total by 2044.

[9] Re-developable acreage refers to partially developed and under-developed lands as identified in the land capacity analysis.

Housing and Income-Level Affordability

Under the GMA, Algona must also consider what types of housing units are being developed and what income group those new units would support. *Figure 9* describes the 2044 distribution targets per income level. As of 2024, approximately 139 new units are remaining in the housing target with most new units needed for the above median-income (>120% AMI) and extremely low-income (<30% AMI) groups.

New housing units should be encouraged to support different income groups through thoughtful development regulations, programs, and collaboration. The Department of Commerce has developed guidance regarding how housing unit types indicate the affordability level for income groups as described in *Figure 10*. Housing unit targets for extremely low, very low, and above moderate-income households would be supported by different housing types like middle housing, low-rise apartments, and mid-rise apartments. Notably, Algona has met the housing targets for the moderate-income (80-100% AMI) groups.

Single-family residential units are the most common form of housing in the City and are anticipated to meet the needs of high-income households (greater than 120% AMI). Residents with above median incomes (100-120% AMI) would have needs better met by small lot developments, duplexes, or townhomes. In 2025, Algona intends to amend the municipal code to expand opportunities and remove barriers for duplexes and small lot single-family homes to help meet the needs of the above median (100-120% AMI) income group.

Housing for the moderate-income (80-100% AMI) and some low-income (50-80% AMI) groups are likely to be met through additional forms of middle housing, such as triplex, fourplex, or low-rise apartment units. The permit pipeline demonstrates that Algona is going to meet moderate-income (80-100% AMI) needs as shown in *Figure 9.* The municipal code will be expanded to create standalone standards for triplex and fourplex housing, clarify development standards for low and midrise apartments, and remove barriers to more forms of middle housing that accomplish a greater density and pass cost savings to renters or homebuyers.

The very low (30-50% AMI) and low (50-80% AMI) income groups are most likely going to have housing needs met through low and mid-rise apartments available to rent. As noted, multifamily units have been relatively stagnant in Algona. While there are 40 multifamily units currently in the permitting pipeline, Algona will need to work with developers to understand the lack of development interest in the city. There are an additional 90 units of multifamily housing planned as part of the Algona Village project, which is a three-phase mixed-use development project happening in the C3 zone. The first phase of the project is incorporated into the permitting pipeline since there are 40 units in the permitting process as of 2024. The second and third phases of the project will generate 90 additional units that are intended to meet the 30-80% AMI group and will help the city meet very low income (30-50% AMI) and low income (50-80% AMI) housing targets. The City is working with the developer to carve out a set number

of market-rate and below-market-rate units that will help meet greater income-level affordability needs for housing.

Extremely low-income (<30% AMI) housing units would only be met through subsidized units, permanent supportive housing, and transitional housing opportunities that would typically be developed by private or non-profit entities. Currently, Algona only permits permanent supportive housing and municipal code changes are required to be made to expand permitted uses and reduce barriers to development. Similarly, the very low income (30-50% AMI) would also likely be supported by subsidized units, but could also have needs met potentially through manufactured housing, shared housing, or single-room occupancy units (i.e. studio). Partnerships and collaboration are conducted to encourage greater opportunities for the most vulnerable residents in our community. **The surplus availability for multifamily units in the Heavy Commercial (C3) zone demonstrates Algona's ability to meet permanent supportive and emergency housing capacity needs.**

Algona is also working to partner with the South King County Homelessness and Housing Partners (SKHHP) to help meet regional extremely low-income housing needs with adjacent jurisdictions. A regional approach to meeting extremely low-income housing needs is necessary as Algona is not a community with appropriate supplementary resources to support households transitioning out of homelessness. There are no major transit centers and limited public transportation currently available, no grocery stores, and limited job opportunities as of 2024. Siting of transitional, permanent supportive, and emergency housing needs to pair with appropriate public resources to support successful transitions out of homelessness. As Algona grows in population and generates greater interest in more public transportation and commercial services, it will become a more appropriate place to site extremely low-income housing.

Figure 9: Algona Housing Income-Level Capacity

	Total	0-30%		30-50%	50-80%	80-100%	100-120%	>120%	Emergency Housing
		Non-PSH	PSH						
2044 Projected Need	170	32	17	8	7	14	16	76	32
2020-2023 Permit Pipeline Units Gained	50	0	0	0	0	40	0	10	0
2020-2023 Permit Pipeline Units Lost	19	0	0	0	0	19	0	0	0
Additional Units Needed 2024-2044	**139**	**32**	**17**	**8**	**7**	**0**	**16**	**66**	**32**

Figure 10: Recommended Housing Types per Income Group

Household Income Level	Associated Algona Incomes[10]	Housing Types
Greater than 120% AMI	>$93,649	SFR, Duplex
80-120% AMI	$62,433 - $93,648	SFR, Duplex, Townhouse, Courtyard Apartment, Live/Work
50-80% AMI	$39,001 - $62,432	Triplex, Fourplex, Courtyard Apartment, Live/Work, Multifamily (up to 3 stories), Accessory Dwelling Units
30-50% AMI	$23,413 - $39,000	Multifamily (up to 4 or 5 stories)
Below 30% AMI	$0 - $23,412	Multifamily (up to 4 or 5 stories), Transitional Housing, Permanent Supportive Housing, Emergency Housing

Figure 11: Projected Housing Needs and Capacity by Income Level

Income Level (AMI%)	Projected Housing Need	Zone Categories Serving Needs	Aggregate Housing Needs	Total Capacity	Capacity Surplus or Deficit
0-30% (PSH or Non PSH)	49	Mid Rise Multifamily	57	210	152
30-50%	8				
50-80%	7	Low Rise, Mid Rise, ADUs	21	80	59
80-100%	14				
100-120%	16	Medium Density Residential	16	212	196
120% +	76	Low Density Residential	76	159	83
Total	**170 units**		**170 units**	**661 units**	**490-unit surplus**

[10] Income levels based on 2021 American Community Survey (S1901)

Job Capacity

Algona residents live close to several industrial and manufacturing clusters. The Boeing Auburn manufacturing center on the city's east side is a major employment center, along with several other industrial and manufacturing employers in the Light Industrial zone of the city. Creating more local employment through encouraging job creation in these areas is a focus of the city.

As of 2022, Algona had a total of 1,862 jobs. About 59 percent of jobs are in the manufacturing sector which aligns with the Light Industrial (M1) zone having the greatest land acreage and having the greatest number of properties considered fully developed. Approximately one-quarter of jobs are in the wholesale and trade sector, 10% are in services, and 5% are in the construction and resources sector. Almost all the net new job growth in the past ten years took place in the construction and resources or services sectors (*Figure 13*).

However, business and job growth has had a net decrease of about 12 percent since 2012 which can likely be attributed to the COVID-19 pandemic, the automation of jobs and introduction to artificial intelligence, and a national economic slowdown. Algona is evaluating opportunities to incentivize more jobs and greater diversification of jobs in the city through Municipal Code updates and collaboration with local businesses to understand if any development barriers currently exist that prevent greater commercial development.

Figure 13: Algona Employment Sectors (PSRC, 2022)

Sector	Assumed Zone	2012 Jobs	2022 Jobs	Change in Job Count	2012-2022 Average Growth (%)	2022 Jobs % of Total
Construction and Resources	C3	0	96	+96	100%	5.2%
Finance, Insurance, Real Estate	C1	0	0	0	0%	0%
Manufacturing	M1	1,507	1,089	-418	-27.73%	58.5%
Retail	C1	0	0	0	0%	0%
Services	C1	123	185	+62	50.4%	9.9%
Wholesale, Trade, Transportation, Utilities	C3	378	473	+95	25.13%	25.4%
Government	Public	19	19	0	0%	1%
Education	N/A	0	0	0	0%	0%
Total		2,129	1,862	-165	-12.54%	100%

There are a handful of permits in the 2020-2023 pipeline that would generate new jobs, including the Algona Village project, a hotel, and the construction of the new South County Recycle and Transfer Station. Both projects will bring in an estimated 51 jobs in the retail, services, and government sectors. King County has a minimum employment target of 325 jobs by 2044. Algona's capacity for new jobs is summarized in *Figures 14* and *15.*

As of 2023, the City had capacity for approximately 6,162 new jobs exceeding the minimum capacity target for employment of 325 jobs. Considering the projects in the permit pipeline generating 51 new jobs, 274 jobs remain to be developed between 2024 through 2044. The capacity for new jobs greatly exceeds the 274-job target and leaves Algona with a job capacity surplus of 5,837 jobs. New job growth will primarily occur in the Heavy Commercial (C3, 51.5%), Light Industrial (M1, 26.8%), and General Commercial (C2, 14.6%) zones.

Figure 14: Estimated Existing Job Density Per Zone

Zone	Developed Land (AC, includes developed, partial, and under utilized lands) with Existing Job Generating Uses	Gross Job SF (Commercial, Industrial, or job generating uses on developed, partial, or under lands)	Total Jobs (PSRC 2022)	Est. Jobs Distributed by Zone	SF per Job	Notes
C1	50.48	98782	1862	185	534	Each 534 sf of GFA generates 1 job.
C2	0	0		0	0	There are no job generating uses established in any parcel in the C2 zone, which is primarily vacant lands encumbered by wetlands. The midpoint is assumed between C1 and C3 for average sf per job.
C3	37.48	44978		328	137	Each 137 sf of GFA generates 1 job
M1	104.14	2412434		1330	1814	Each 1,814 sf of GFA generates 1 job
Public	5.44	10400		19	547	Each 547sf of GFA generates 1 job

Figure 15: Algona Employment Capacity

Zone	Remaining Developable Lands (Vacant, Partial, Under)	Total SF of Net Developable Lands (Vacant, Partial, Under)	Max Lot Coverage (permitted by zone)	Potential Job SF (based on maximum lot coverage permitted by zone)	Job Capacity per SF Ratio (Potential Job SF / Achieved Jobs per SF)	Permit Pipeline for Jobs	Total Job Capacity Remaining
C1	7.10	309276	0.75	231957	434	0	6162
C2	9.31	405543	0.75	304157	906	0	
C3	13.44	585446	0.75	439085	3202	51	
M1	106.97	4659613	0.65	3028748	1670	0	
Public	0.00	0	NA	0	0	0	

Conclusion

Land use and zoning are the parameters that regulate the quality and appropriateness of development. As such, residents and businesses are continuously invested in proposed changes that change what is allowed to be developed in their backyard.

Algona's land use strategy prioritizes the city's need for economic growth, preserves the residential character, maintains compatibility of growth and zoning, and coordinates local connectivity to key civic services.

The city's zones have established a balance in meeting existing community needs with the future needs of the community's children, new residents, and growing businesses. Future capacity is available by 2044 for at least an additional **170 new homes** and **325 new jobs** to meet the anticipated growth projections for Algona.

Goals and Policies

GOAL LU-1 Build Urban Spaces

Establish a pattern of development that maintains and enhances the quality of life within Algona.

Policies:

LUP-1.1

Plan for a balanced mix of land uses based on land availability and the capacity to provide public services.

LUP-1.2

Implement ordinances to achieve compatible and attractive new residential, commercial, and industrial uses.

LUP-1.3

Create a variety of high-quality places to live, work, shop, and recreate.

LUP-1.4

Review and amend zoning and subdivision regulations to adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.

LUP-1.5

Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City.

GOAL LU-2 Balance Uses

Through the Land Use Element, work to balance residential, commercial, industrial, and public uses.

Policies:

LUP-2.1

Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation, and environmental protection.

LUP-2.2

Ensure regulations, programs, and project-specific reviews are consistent with the policies of this plan.

LUP-2.3

Coordinate with King County, applicable tribes, and adjacent municipalities through joint planning to ensure service provision and development are consistent with this plan.

LUP-2.4

Commercial and industrial development should complement the small-town character of Algona.

LUP-2.5

Focus future housing growth in the Urban Growth Area within cities, countywide centers, locally designated local centers, areas of high employment, and other transit-supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy.

LUP-2.6

Review and update infill standards and procedures that promote quality development and LUP-facilitate redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes.

LUP-2.7

Conduct a thoughtful and inclusive public engagement process for long-range planning and zoning actions reflecting community preferences and needs. Evaluate current methods of communication and evaluate opportunities to boost participation and different perspectives are considered.

GOAL LU-3 Community Wellness and Health

Promote healthy, connected, walkable, and equitable communities.

Policies:

LUP-3.1

Integrate health and well-being into innovative design options that support residential neighborhoods and provide for more efficient use of single-family residential lands.

LUP-3.2

Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities.

LUP-3.3

Design street networks and communities that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.

LUP-3.4

Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

LUP-3.5

Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.

LUP-3.6

Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high-opportunity areas while preventing displacement of historically marginalized residents.

LUP-3.7

Develop and implement design guidelines to encourage the construction of healthy buildings and facilities to promote healthy people.

LUP 3.8

Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character.

LUP-3.9

Support agricultural opportunities that enhance the City's capacity to produce fresh and reduce access to processed foods, such as a farmers' market or additional community garden spaces.

GOAL LU-4 Expand Housing Opportunities

Support a wide range of residential patterns, densities, and housing types throughout the City.

Policies:

LUP-4.1

Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

LUP-4.2

Allow clustering of residential units to preserve open space and reduce surface water run-off. LU5: Review and update infill standards and procedures that promote quality development and facilitate redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes.

LUP-4.3

Protect existing trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

LUP-4.4

Promote small-scale commercial activity areas within neighborhoods that encourage walkability and provide opportunities for employment and "third places".

LUP-4.5

Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

LUP-4.6

Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre.

LUP-4.7

Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.

GOAL LU-5 Attainable Housing

Encourage affordable housing and homeownership opportunities.

Policies:

LUP-5.1

Preserve existing housing by considering new permit types and fee programs that reduce the costs of maintenance. Substandard housing that is “affordable” because of its poor condition or other such physical factors is not an acceptable substitute for livable affordable housing.

LUP-5.2

Encourage a variety of affordable housing types in addition to single-family homes, such as triplex, fourplex, and cottage housing.

LUP-5.3

Encourage and support efforts to increase home ownership.

LUP-5.4

Adopt intentional, targeted strategies, incentives, actions, and regulations that repair harm to households from past and current racially discriminatory land use and housing practices.

GOAL LU-6 Support Business Growth

Strengthen Algona's economic base by retaining, expanding, and reinvesting in existing businesses and by attracting new businesses.

Policies:

LU-6.1

Encourage development and redevelopment that complements adjacent land uses.

LU-6.2

Encourage and support functional commercial districts within the City.

LU-6.3

Consider refinements to commercial off-site parking requirements to allow joint use, common access, or other innovative design for commercial uses.

LU-6.4

Implement a subarea plan for the Mixed-Use Commercial (C1) zone that supports the development of local businesses, redevelopment of underutilized parcels, and meets local retail and service needs.

LU-6.5

Develop an inventory of small business resources to provide interested community members, including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits.

LU-6.6

Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions.

LUP-6.7

The City shall periodically review and amend the design criteria for commercial uses and zones to address emerging trends, crime, and community concerns.

LUP-6.8

Promote commercial or industrial land uses that generate living wage job opportunities.

LUP-6.9

Provide a menu of resources for continuing education, trade schools, and internship opportunities in collaboration with nearby community, technical, and trade schools.

LUP-6.10

Provide a menu of resources for small businesses and business startups.

LUP-6.11

Work with local businesses and business associations to develop a menu of minority- and women-owned businesses and resources.

GOAL LU-7 Industrial Lands

Encourage industrial development that strengthens the local economy, tax base, and job capacity, and attracts complementary uses and businesses.

Policies:

LUP-7.1

Support the development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land.

LUP-7.2

Protect industrial land from encroachment by incompatible uses such as housing.

LUP-7.3

Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.

LUP-7.4

Discourage industrial development that interferes with residential and commercial land uses nearby.

LUP-7.5

Mitigate negative impacts of noise, light, glare, dust, and other effects when considering the development of industrial uses.

LUP-7.6

Minimize or mitigate potential health impacts of the activities in manufacturing/industrial centers on residential communities, schools, open spaces, and other public facilities.

LUP-7.7

Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development.

LUP-7.8

Protect existing industry from possible future land use conflicts through setbacks, landscaping buffers, and prohibiting heavy industrial uses in the Zoning Code.

LUP-7.9

Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.

LUP-7.10

The City shall periodically review and amend the design criteria for the Light Industrial (M-1) zone to address emerging trends, crime, and community concerns.

GOAL LU-8 Parks, Open Space, and Trails

Plan for the maintenance and expansion of parks, open space, trails, and recreational opportunities for the citizens of Algona.

Policies

LUP-8.1

Identify the recreational needs and interests of the community and provide for those needs within the existing lands zoned for Open Space and Critical Areas (OS/CA) and funding capacity of the City.

LUP-8.2

Identify potential open space opportunities within the City and explore acquisition possibilities on the western half of Algona (west of SR 167) to reduce environmental health disparities caused by proximity to the highway.

LUP-8.3

Explore the possibility of linking new and existing passive open space areas to create a network of active green spaces.

LUP-8.4

Evaluate opportunities to develop a new park in the northern half of contiguous Algona (east of SR 167).

GOAL LU-9 Partnerships

Coordinate growth and development with adjacent jurisdictions.

Policies:

LUP-9.1

Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area.

LUP-9.2

Plan land uses to accommodate housing and employment targets in a manner consistent with PSRC's Regional Growth Strategy and Regional Transportation Strategy.

LUP-9.3

Work with adjacent jurisdictions and agencies to collaborate on overlapping needs on mutual infrastructure or housing targets.

LUP-9.4

Communicate annually with King County on achieved development in housing and jobs to refine future capacity targets in new iterations of the Comprehensive Plan.

LUP-9.5

Develop relationships with subsidized housing developers to garner greater interest in developing new affordable housing units in Algona.

LUP-9.6

Consider the potential impacts of development to culturally significant sites and tribal treaty rights regarding fishing, hunting, and gathering grounds.

GOAL LU-10 Historic Preservation

Policies:

LUP-10.1

Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character.

LUP-10.2

Consider the development of a historic preservation program throughout the city.

LUP-10.3

Install informative signage in key areas of the city highlighting important events and figures in Algona's history.

GOAL LU-11 Annexations and Urban Growth Boundaries

LUP-11.1

Annex land within the Urban Growth Area if Algona is unable to meet job and housing capacity targets in future iterations of the Comprehensive Plan.

LUP-11.2

Work with King County and other service providers in the UGA to understand Alogna's unique conditions to further develop the land.

LUP-11.3

Promote coordinated and efficient growth within the Algona Urban Growth Area (UGA) with neighboring jurisdictions and Tribes, King County, and the Puget Sound Regional Council.

CHAPTER 3: HOUSING ELEMENT

Introduction

The Growth Management Act (GMA) mandates that housing elements should comprise an inventory of the current housing available and consider future housing needs based on the latest population projections. The inventory must include an analysis of the number and type of housing units required to meet projected growth during the planning period. The Algona *Housing Element* must address the following topics as described in RCW 36.70.070(2):

1. An inventory and analysis of existing and projected housing needs, including housing units for every income group throughout the city.

2. Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing.

3. Identifies sufficient capacity of land for housing, including special types of housing such as but not limited to group homes, government-assisted housing, and emergency housing shelters).

4. Makes adequate provisions for existing and projected needs of all economic segments of the community.

5. Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing.

6. Identifies and implements goals and policies to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions.

7. Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.

8. Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in housing for all income groups, specialized housing, equitable development, and inclusionary zoning.

The Algona 2024 Housing Element was developed following the GMA, 2021 King County Urban Growth Capacity Report, King County Countywide Planning Policies, and PSRC Regional Planning Policies. The element considers a variety of housing types to maintain the quality of life with the needs of every income group within the city.

King County anticipates Algona to have approximately 170 new housing units by 2044 with a variety of housing types necessary to meet different income levels. Planning for housing is a necessary component of growth management. As the City grows, so must the number and types of housing options reflect the community's demographics and different income levels.

Legislative Overview

Several recent Washington Legislative bills impact the comprehensive plan and how communities plan for and permit housing. This comprehensive plan update recognizes and incorporates recently passed legislation, including:

- **HB 1110:** Requires duplexes in Algona to be permitted in all zones permitting single-family residential units. A minimum of two units per lot is required to be allowed outright in the Low-Density Residential (RL) zone.

- **HB1220:** Requires comprehensive plans to create the capacity for housing units affordable at every income level throughout the city. This significantly strengthened the previous goal, which was to encourage affordable housing. Cities must permit forms of housing that support the lowest income groups in the city, such as emergency housing, transitional housing, and permanent supportive housing in zones that allow hotels (emergency housing) or single-family housing (transitional and permanent supportive housing). Additionally, comprehensive plans must address racially disparate impacts, displacement, and exclusion in housing opportunities.

- **HB1337:** Expands the development of accessory dwelling units (ADUs) by reducing development and regulatory barriers. Each single-family residential lot can construct up to two (2) ADUs on-site.



Right: Algona has some duplexes that already exist throughout the city. Duplexes can be stacked or placed adjacent to one another, as shown in this photo. Duplexes can blend seamlessly into single family neighborhoods and have the appearance of a large single-family residence.
Photo by: Betty Padgett.

Addressing Affordability through HB1220

The most impactful bill for *Housing Element* is House Bill 1220, which provides multiple goals to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. Under House Bill 1220, the City must plan to have enough land to support a variety of housing types and sizes that are proportionally reflective of the different income groups that exist in the city. Each city has the same income groups broken down as a percent of the area median income (AMI). If the incomes of each household in the city were listed, the AMI would be in the exact center of the list. Each income group is a percent ratio of the AMI and provides an idea of how affordable housing in the city is. *Figure 1* describes the different income groups that Algona must plan capacity for, their associated income ranges, and the approximate number of occupied households that fall into each of Algona's income groups.

Figure 1
Algona Income Groups
Source: ACS, Table S1901 (2021)

Income Group	Income Level (%AMI)	Range of Incomes	Number of Occupied Households
Extremely Low Income	**0-30%**	$0 - $23,412	30
Very Low Income	**30-50%**	$23,413-$39,020	45
Low Income	**50-80%**	$39,021 - $62,432	72
Moderate Income	**80-100%**	$62,433 - $78,040	245
Above Moderate Income	**100-120%**	$78,041 - $93,648	134
High Income	**120%**	>$93,649	357
	Total		883 Occupied Units

Housing elements must also address affordable housing, specifically "to plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock" (House Bill 1220). While the impacts of HB 1220 are throughout Algona's *Housing Element*, the impacts of HB 1110 and HB 1337 are also considered in estimating the future capacity for housing in Algona and creating opportunities to meet the needs of lower-income households.

Right: Different forms of housing live in harmony in Algona with single family homes and manufactured homes throughout the RL zone. Photo by: Betty Padgett.



Community Profile

Households and Tenure

As of 2021, the Washington Office of Financial Management estimates approximately 1,048 residential units existed within Algona, which is under 1% of the King County total housing supply[1] as shown in *Figure 2*. Since 2000, there has been an overall increase of housing by approximately 19.4%, or approximately .84% per year of housing units.

There are more homeowners than renters in Algona with approximately 79.5% of households are owned and 21.5% are rented[2]. There has been some change in the percentage of occupied housing units that are owned and rented. In 2021, the City's owner occupancy rate of 79 percent remains higher than the King County rate of 56 percent. Since 2015, owner-occupancy increased in Algona by four percent, while decreasing by just under seven percent (6.8%) in King County overall.

GREAT RECESSION

The Great Recession was a global economic downturn that started in 2007. The crisis led to increases in home mortgage foreclosures worldwide and caused millions of people to lose their **life savings, jobs, and homes.**

History.com Editors (2019).

THE PANDEMIC

The **COVID-19** Pandemic was a global pandemic that started in 2020. The pandemic led to severe economic and social disruptions across the globe leading to millions of deaths, job loss, shortages, supply chain delays, and changes in certain industries.

Figure 2
Housing Unit Growth (2000-2021)

	2000	2005	2010	2015	2020	2021
Algona	878	979	1,018	1,042	1,048	1,048
King County	766,081	793,869	851,261	894,045	969,234	984,457

Source: OFM, Postcensal Estimates of April 1 Population, 1960 to Present (2021)

Household Income and Burdens

The local and national median home price has nearly doubled over the last decade. In 2021, the median price of a house in Algona was $485,774, which is lower than the King County average of $754,275 but higher than the national average of $289,702[3].

As of 2019, 36% of households in Algona were considered above-median income, while 18% were moderate-income. By contrast, 11% percent of Algona households (owners and renters) were considered *extremely low-income, demonstrating a disparity between income bands and housing stock and* a need for affordable housing in the city.[4] In 2021, the median household income of Algona residents was $78,040 and remains lower than the County average of $110,586[5].

Further discussion of income distribution is provided in the *Housing Equity* section below.

[1] *OFM, Postcensal Estimates of April 1 Population, 1960 to Present (2023)*
[2] *American Community Census, Housing Tenure, Table B25003 (2021)*
[3] *Zillow, Home Values Index (ZHVI), 2021.*
4 HUD CHAS Income Distribution Overview (2015-2019 ACS)
[5] *American Community Census, Household Incomes, Table S1901 (2021)*

Under House Bill 1220, Cities are required to plan for and accommodate housing that is affordable to all economic segments of the population of the State. King County is tasked with assigning 2044 housing targets for its unincorporated areas and incorporated cities within the county. Algona's 2044 housing target includes the total dwelling units that the City must plan capacity around and includes a breakdown of the income levels that the projected housing capacity must support during the planning period. The 2044 housing target is based on the Office of Financial Management's (OFM) population projections and the housing target established by the WA Department of Commerce (Commerce) for King County. Commerce identifies housing needs in AMI brackets that range from 0-120 percent, which also include permanent supportive housing and emergency housing projections. Algona defines affordable housing within its Municipal Code as:

Residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

> *1. For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development; or*
>
> *2. For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development" (AMC 22.08.010).*

Figure 4 on the following page describes how many Algona dwelling units are in a price range that was affordable for each income level. Algona had housing stock that was comparable to the County in 2019. In the 50-80 percentile, Algona had a slightly higher percentage (16%) than King County (11%). For incomes below 50 percent of median, Algona also had a slightly higher percentage (30%) than King County (25%). Algona held a lower percentage (54%) than King County (63%) in the 80 percent+ category. The housing needs by income bracket indicate the greatest need for more housing available to above-median-income residents and to extremely low-income residents. It also shows a need for more "market rate" housing serving higher income levels.

At least 38 percent of new housing units should be affordable to households earning 80 percent or less of the AMI. As of 2019, approximately 46 percent of all housing units are affordable to households earning 80 percent or less of the AMI. This mismatch between the supply of housing affordable to lower-income groups and the demand for lower-income housing demonstrates an underproduction of housing affordable to lower-income groups.



Left: Single-family homes are the most common form of housing in Algona and likely affordable to only the highest income groups in the 2024 housing market. Photo by: Betty Padgett.

Figure 3
Total Households Per Income Bracket (2019[6] and 2044 Targets)
Source: US.HUD/2015 -2019 Comprehensive Housing Affordability Strategy (CHAS)

	30% AMI or Less	31-50% AMI	51-80% AMI	81-100% AMI	101-120% AMI	+120% AMI
Algona 2044 Goal *(net new*)*	49	8	7	14	16	76
King County 2044 Goal *(net new*)*	124,473	48,213	23,376	14,925	16,928	81,762
	30% AMI or Less	**30-50% AMI**	**50-80% AMI**	**80-100% AMI**	**+ 100% AMI**	
Algona 2019 *(Actual)*	105	170	145	165	325	
King County 2019 *(Actual)*	121,625	100,985	96,940	85,640	476,840	

**Countywide Net New Housing Needed: 2019-2044.* This information is based on Commerce housing need projections released on March 22, 2023 and King County targets released in June 2023.*

Housing Inventory

Most of the City's housing stock (92%) was built before 2010, with the highest number of new units being built in the 1990's. In 2019, about eight percent of the total housing stock was 10 years old or less[7].

ACH data shows that there are 46 vacant units in Algona. That demonstrates a 5% vacancy rate which is considered healthy. As predicted in the 2015 Comprehensive Plan, the 2012 vacancy rate of eight percent has been reduced through recovery over time from the *Great Recession.* Additionally, vacancy rates have not increased since the *COVID-19 Pandemic*.

Figure 4 breaks down existing housing unit types and compares them to totals described in the 2015 Comprehensive Plan. The primary form of housing in Algona is still single-family homes and made up most of the new housing unit development between 2015 to 2023. Multifamily units were the second most common type of housing developed since 2015. During this period there was a slight increase in alternative housing types (mobile home/other). From 2011 to 2021, the City of Algona issued permits for 47 housing units, 42 (89.5%) of which were for single-family units, 3 for multi-family units (6.3%), and 2 mobile home units (4.2%).

[6] *The HUD CHAS database was last updated using American Community Survey 2019 results. As such, 2019 numbers are cited in this table.*
7 2021: ACS 5-Year Estimates Year Structure Built (DP04)

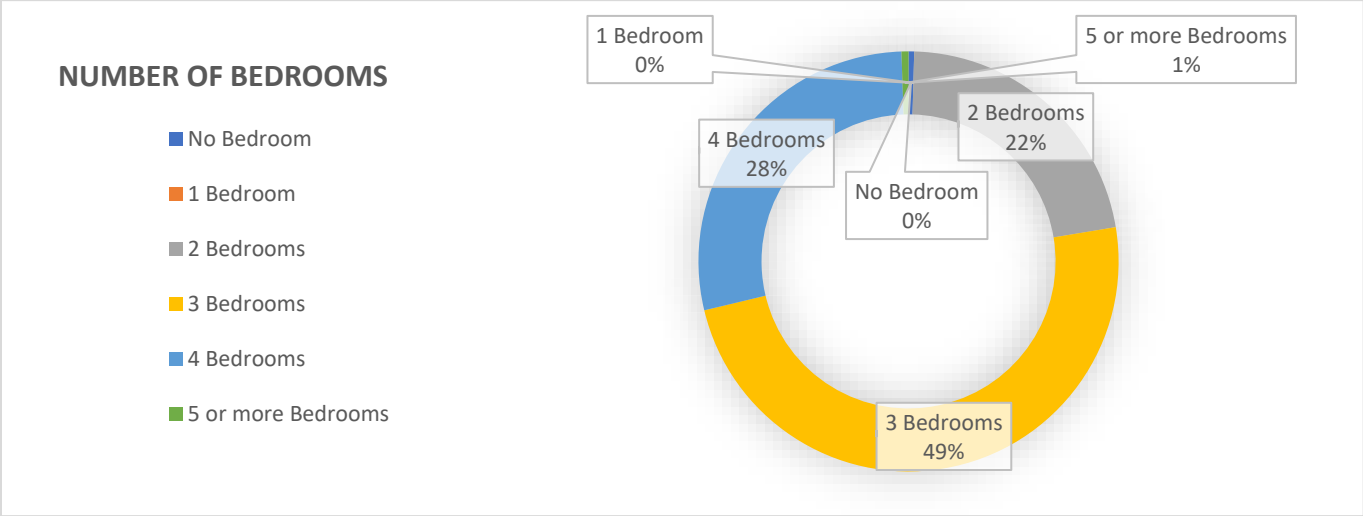
Figure 4
Existing Dwelling Units by Type (2023)
Source: 2012 and 2021 Total Units by Type (OFM).

	2012[8]		2021[910]	
Type	**Number**	**Percent**	**Number**	**Percent**
Single-Family	797	82.79%	665	71.5%
Multi-Family (3+ Units)[11]	59	3.75%	23	2.4%
Mobile Home/Duplex/ Other	162	13.46%	241	25.9%
Total Housing Units	1,018	100%	929	100%
Owner Occupied	775	80.4%	702	80%
Renter Occupied	211	19.6%	181	20%

Figure 5 breaks down the number of bedrooms for the total housing units in Algona. Most housing units in Algona are single-family homes with almost half of all households having at least 3 bedrooms. As described in *Figure 5*, studio, one-bedroom, and five or more-bedroom households only make up about one percent of the total housing stock.

[8] *American Community Survey, 5-Year Estimates Data Profiles, Table DP04, 2012.*
9 American Community Survey, 5-Year Estimates Data Profiles, Table DP04, 2021.
[10] *Please note, the Office of Financial Management (OFM) cites a higher number of housing units in 2021 than the American Community Survey (ACS) shows in both 2012 and 2021. The OFM only collects data on total housing counts rather than data on housing unit type. The dataset for the ACS is more complete and is utilized for consistency.*
[11] *The Algona Municipal Code and the 2015 Comprehensive Plan categorized duplexes (2 units) as multifamily units. A more precise breakdown of residential units under currently recognized definitions at the City and State level are included in the Future Capacity Analysis.*

Figure 5
Number of Bedrooms (2021)
Source: 2021 ACS 5-Year Estimates – Selected Housing Characteristics (DP04)



Subsidized/Special Housing Inventory

The Office of Policy Development and Research (PD&R) provides a picture of subsidized and special households at the national and local levels. Subsidized housing is an important affordable housing tool as subsidies pay the difference between tenant rent and total rental costs. [12] As of 2022, there were 192 special housing units reported in Algona. 11 of these units were subsidized (*Figure 7*). Special housing arrangements are for those with specific needs, physical or otherwise. This category does not typically include market-rate housing.

SUBSIDIZED HOUSING

Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for who live in it. Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably.

There were 14 residents living in Algona's group facilities in 2020.[13] Algona's subsidized units make up less than 1 percent of the County's total (7,588 units). On average, there is an increased total occupancy rate (3.5 persons) in Algona, which also increases the total household income per year ($28,929). As of 2019, there were 30 extremely low-income households in Algona. With 11 subsidized units available in 2022, there is a deficit in providing for extremely low-income housing needs.

[12] *PD&R 2023: Assisted Housing: National and Local – "Picture of Subsidized Households".*
[13] *U.S Census (PCT19): 2020 DEC Demographic and Housing Characteristics*

As of 2023, there are five group homes and care facilities in Algona.[14] Four of the facilities provide 6 beds, with only one (Road to Eden Adult Family Home) providing five beds. The five available are as follows:

- A Wellcared AFH
- Ark Cares LLC
- Baraka Homes LLC
- Garden View Adult Family Home Care
- Road to Eden Adult Family Home

Figure 6
Special Housing Inventory (2022)
Source: PD&R 2023: Assisted Housing: National and Local – "Picture of Subsidized Households".

	Algona	King
Mobile Home & Special Housing Units*	**181 units**	**17,878 units**
Subsidized Units Available	**11 units**	**7,588 units**
Occupancy per Units	3.5 persons	1.8 persons
Total Participants	52 persons	13,242 persons
Household Income per Year	$28,929	$17,813

**Mobile Home & Special Housing Unit Data is provided by OFM, Postcensal Estimates of April 1 Population, 1960 to Present (2023).*

Housing Equity

The City of Algona is dedicated to a community that plans for and provides housing equity. As a community that is built by its people, Algona will work in tandem with citizens to balance investments and implement actions that meet the housing needs of all. It is the City's objective to reduce and mitigate any policies or legacies that harm Black, Indigenous, and people of color (BIPOC) communities, and to assemble a city in which people of all backgrounds can thrive.

[14] *Washington State Department of Social and Health Services (2023): AFH Locator*

History of Land and Housing

As discussed in the *Introduction Chapter*, the Puyallup, Muckleshoot, Duwamish, Cayuse, Umatilla, and Walla Walla nations inhabited the area where Algona now sits for at least twelve thousand years. Colonization by predominantly Euro-American settlers displaced indigenous peoples from their land and communities. In 2020, American Indian and Alaska Native households comprised only 2.1 percent of the total Algona population.[15]

The foundational communities of how Algona is now geographically described today were primarily a mix of Euro-American, Japanese, and Filipino settlers. Algona settlers found economic vitality through the local timber, rail line, and agricultural industries. The first residential neighborhoods were produced as a result.



Kids gather at a pumpkin decorating table at the 2023 Pumpkin Launch. Community events like the Pumpkin Launch engage and unify the community's diverse residents throughout the year.
Photo by: Betty Padgett

PLANNING FOR HOUSING EQUITY

Housing policies and regulations are required by GMA and must be reviewed for evidence of contribution to racially disparate impacts (RDI), exclusion, displacement, and displacement risk in the City (RCW 36.70A.070(2)(e-h). GMA also requires updates to policies and regulations for the removal of exclusionary language and the adoption of anti-displacement tools, policies, and regulations.

RACIALLY DISPARATE IMPACTS (RDI)

When policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups. These impacts can be the result of homeownership rates, rates of housing, cost burden, rates of overcrowding, housing, cost compared to median household income, and concentration of racial groups in certain areas of the city with specific economic characteristics.

EXCLUSION IN HOUSING

The act or effect of shutting or keeping certain populations out of housing within a specified area, in a manner that may be intentional or unintentional, but which leads to non-inclusive impacts.

DISPLACEMENT

The process by which a household is forced to move from its community because of conditions beyond the household's control.

[15] US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table D-P05); Washington Department of Commerce, 2023

Due to discriminatory national laws passed during WWII, Japanese Americans in Algona were sent to detention camps and lost their farms, housing, and constitutional rights.[16] Attitudes toward residents of Asian descent changed due to national misinformation and fearmongering. During this period, discrimination, prejudice, not being eligible for citizenship, and being barred from owning property by alien land laws marked the legacy of historic housing exclusion of BIPOC communities from the City of Algona and the greater Pacific Northwest housing market.

Like surrounding cities in south King County, Algona is home to a diverse population today. However, most homeowners were identified as Asian and White while Black or African American and Hispanic or Latino communities were identified as more likely to be renters. Based on the data evaluated in the analysis below, homeownership exclusion, moderate displacement risk, and barriers to affordable housing likely exist in the City today. Algona acknowledges the past and present legacies of housing policy decisions and continues to explore actions to create an equitable, anti-racist community.



A small, one-story frame house shown above once belonged to a Japanese farmer residing in Algona. Behind the house are the agricultural lands that once comprised the city. Japanese and Filipino Americans historically lived and worked alongside White households in Algona. While it cannot be confirmed, it is unlikely that this Japanese family continued to own and occupy their home after 1942 due to President Roosevelt's Executive Order 9066 during World War II.
Photographer: Floyd Oles, 1938.
Photo provided by the Washington State Historical Society.

16 During WWII, President Franklin D. Roosevelt passed Executive Order 9066. which incarcerated people of Japanese descent in isolated camps from 1942 to 1945 ("Japanese Internment Camps". History.com Editors (Updated 2021).

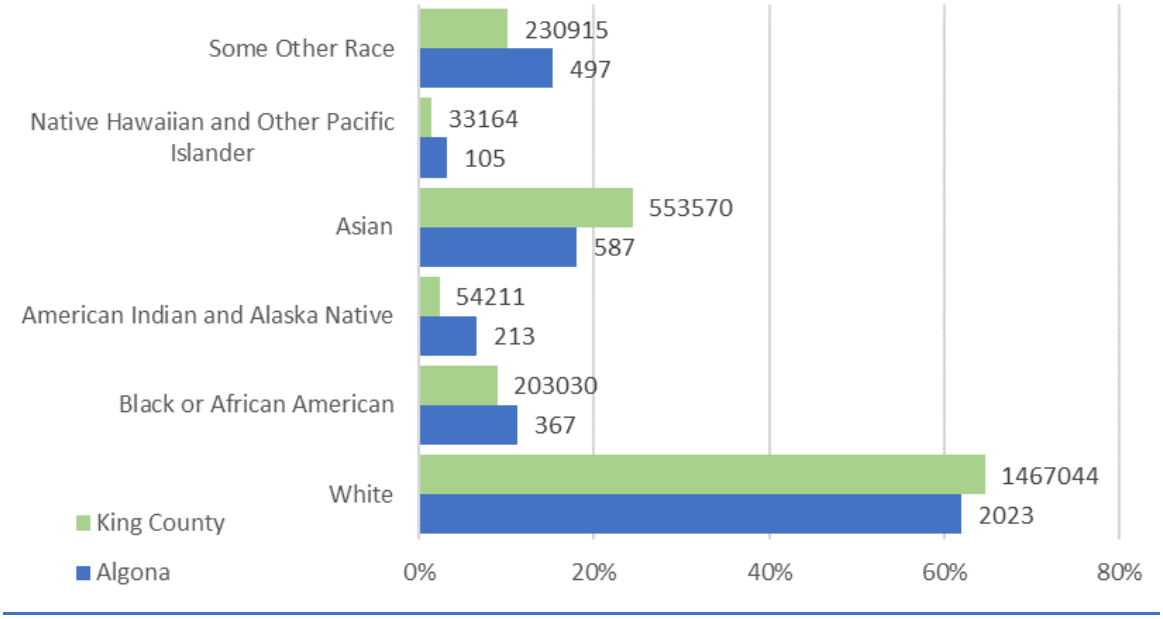
Racial Composition

Since 2015, Algona has seen a significant increase in its BIPOC populations; Hispanic or Latino (of any race) population (+ 36 percent), Other Race population (+ 13 percent), Asian population (+ 8.4 percent), and Black or African American population (+ 4.4 percent). This is in notable contrast to White populations, which have declined by nearly 25 percent between 2015 and 2020[17].

In 2020, the total population of Algona was 3,207 residents (see *Figure 8*) and more than half (62 percent) identified as BIPOC and approximately one-third (38 percent) were White as described in *Figure 8*.[18] Compared to King County's 2020 racial composition, Algona has a similar diverse population composition. Out of the entire Algona BIPOC community, 26 percent were Hispanic or Latino (of any race), 17 percent were Asian, 13 percent were Other Race, and 7 percent were Black or African. In 2022, Algona had a slightly higher Hispanic or Latino population and a slightly lower White population count than King County.

While housing inclusivity extends beyond the socio-demographic, cultural, and physical characteristics of the area, more diverse communities are choosing to live in Algona. The City has a more affordable median-priced home cost than much of greater King County resulting in increased opportunities for homeowners. Algona also has seen a steady increase in housing with the recent legalization of duplexes and townhomes in the Zoning Code and consistent interest in land subdivisions for residential uses.

Figure 7
Algona and King County Population By Race and Hispanic or Latino Ethnicity (2020)
Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table D-P05); Washington Department of Commerce, 2023



[17] 2015: ACS 5-Year Estimates Data Profiles (Table DP05).
[18] The Washington State Department of Commerce has published a Racially Disparate Impacts Toolkit for King County and their cities. Commerce cites the U.S Census Bureau, 2016-2020 ACS 5-year Estimates (Table DP05) in 2023 for jurisdictions to use in racial equity analysis. Other data from the Toolkit is referenced in this chapter.

Disproportionate Cost Burden

Algona has conducted a multi-faceted analysis of the city's current racial composition and income data to build and cultivate an equitable housing landscape. Housing policies and goals of the 2024 Comprehensive Plan are recommended based on the outcomes of this analysis and the likelihood of improving housing equity. **The analysis identified a community need for more accessible and affordable housing units (owner and renter), to reduce and mitigate identified moderated displacement risk in the City and greater region.** *Figure 8* breaks down the *cost burdens*[19] experienced by all of Algona's income groups.

Figure 8

Cost Burden Per Income Bracket (2019)[20]

Source: US.HUD/2015 -2019 5-year estimates Income by Cost Burden (Owners and Renters) (CHAS)

	Cost Burdened (30-50%)		Severely Cost Burdened (Over 50%)		Not Cost Burdened		Total Households
	Number	Percent (Of Tenure Group)	Number	Percent (Of Tenure Group)	Number	Percent (Of Tenure Group)	
Total Renter	83	43%	14	7%	98	50%	195
Total Owner	167	23%	68	10%	480	67%	715
Owners and Renters	Cost Burdened (30-50%)		Severely Cost Burdened (Over 50%)		Not Cost Burdened		Total Households
	Number	Percent (Of Income Group)	Number	Percent (Of Income Group)	Number	Percent (Of Income Group)	
30% AMI or Less	65	57%	50	43%	0	0%	115
30-50% AMI	135	79%	30	18%	4	2%	170
50-80% AMI	39	27%	4	3%	102	70%	145
80-100% AMI	14	8%	4	2%	147	89%	165
Above 100% AMI	4	1%	0	0%	321	99%	325
Total	**257**		**82**		**575**		915

19 Cost Burden is another metric that gives insight into household affordability. Cost-burdened households are households that spend more than 30% and less than 50% of their income on housing, and severely cost-burdened households spend more than 50% of their income on housing.

[20] *The HUD CHAS database was last updated using American Community Survey 2019 results. There are no immediate plans for HUD to update their database. As such, 2019 numbers are cited in this table.*

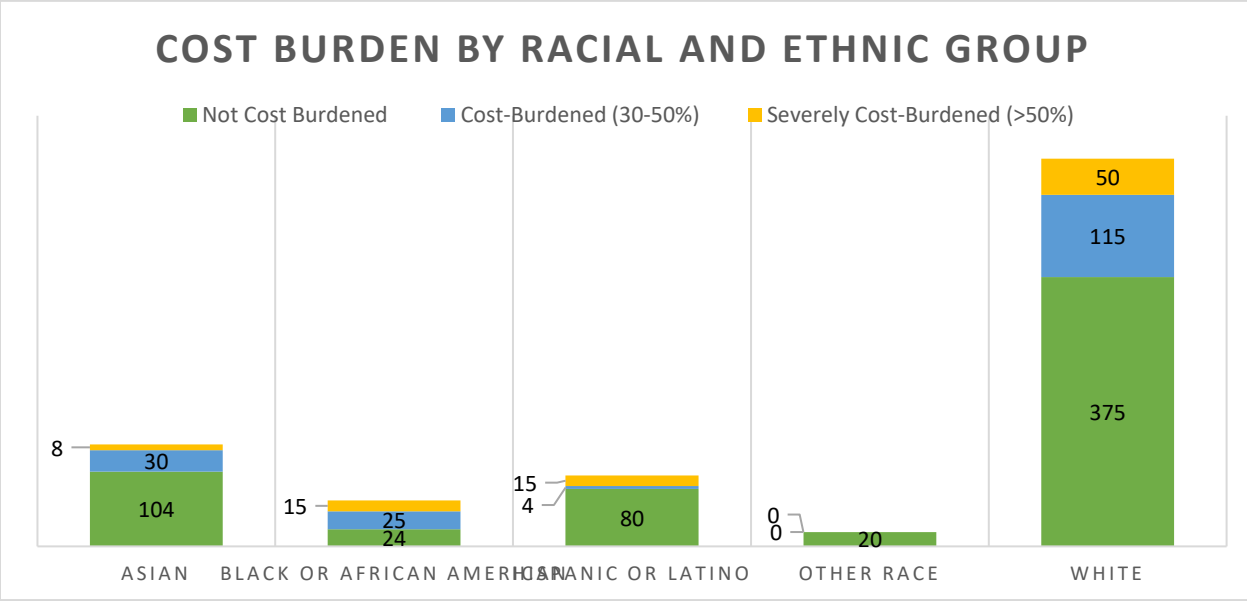
In 2019, 63 percent of households were not cost-burdened. As discussed in *Figure 4*, more than half of Algona households are moderate-income or above median income. This likely impacts the lower rate of cost burden experienced in Algona. Approximately 250 households (28%) are experiencing a cost burden with 82 households (9%) experiencing severe cost burdens, spending more than 30% and less than 50% of their income on housing.

While the overall cost burden is low in Algona, there are also 82 households subject to severe cost burden, which is 9% of the total housing stock. *Figure 10* breaks down cost burden per racial group in Algona. **A significant cost burden for Black, White, and Asian households has been indicated in Algona**. In 2019, most of all cost burden households (66 percent) were White. This majority is likely due to their larger proportion of the city at large.[21] However, there is still a discrepancy between different racial groups. Black and African American community members only make up approximately 7 percent of the population, but 62 percent of their households are subject to a cost burden, noticeably higher than the Asian, White, and Hispanic or Latino households. Approximately one-fourth of all Asian households are also cost-burdened.

Figure 9

Total Cost Burden by Racial and Ethnic Group (2019)

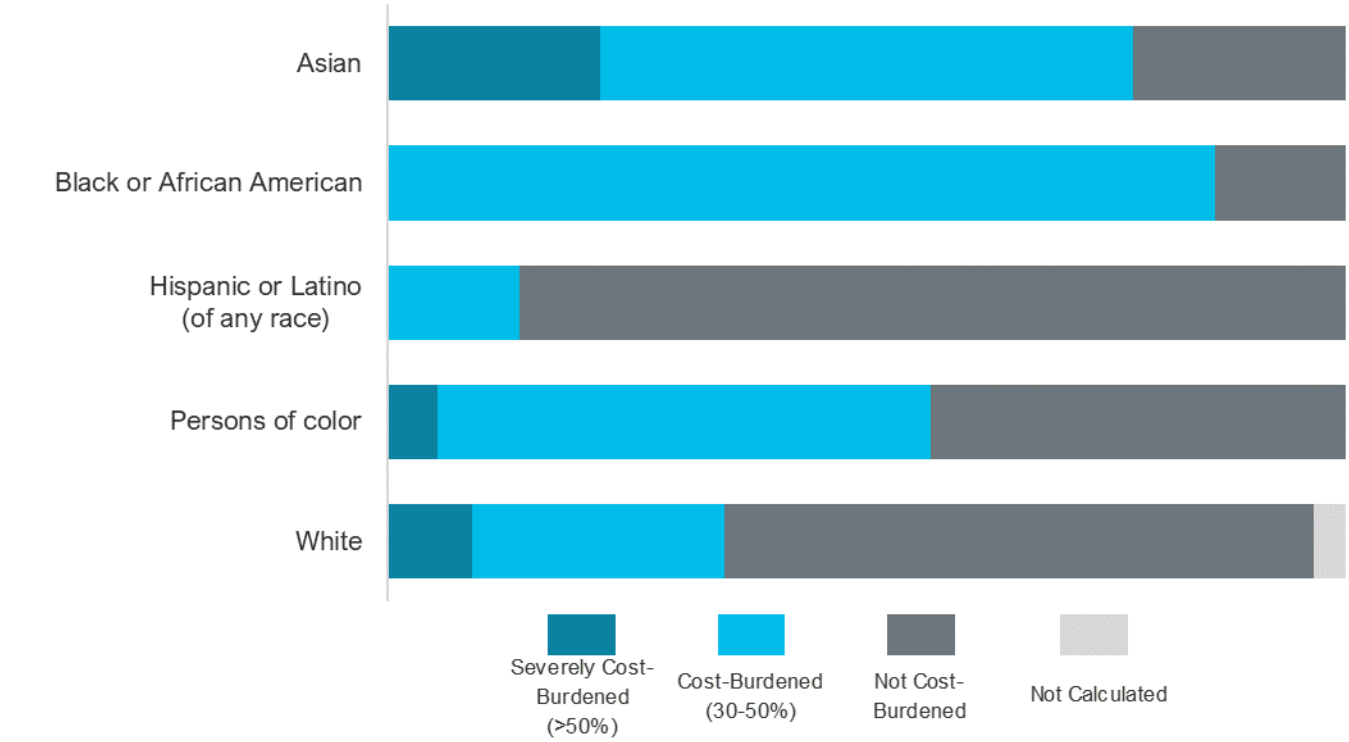
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023



When breaking down cost burdens even further between homeowners and renters, approximately half of BIPOC renters (which includes Asian, Black or African American, or Other Race) experience the highest cost burden in Algona. As shown in *Figure 10* below, most BIPOC renters spend 30-50% of their income on housing, signifying the financial burdens experienced by minority households. White renters experience the next highest cost burden, with one out of every four renters being cost-burdened and 8 percent experiencing a severe cost burden. Data indicates a significant need for rental assistance, affordable housing incentives, and subsidized housing programs in Algona.

[21] *2021: ACS 5-Year Estimates - Detailed Race (C02003)*

Figure 10
Percent Renter Households Experiencing Housing Cost Burden (2019)



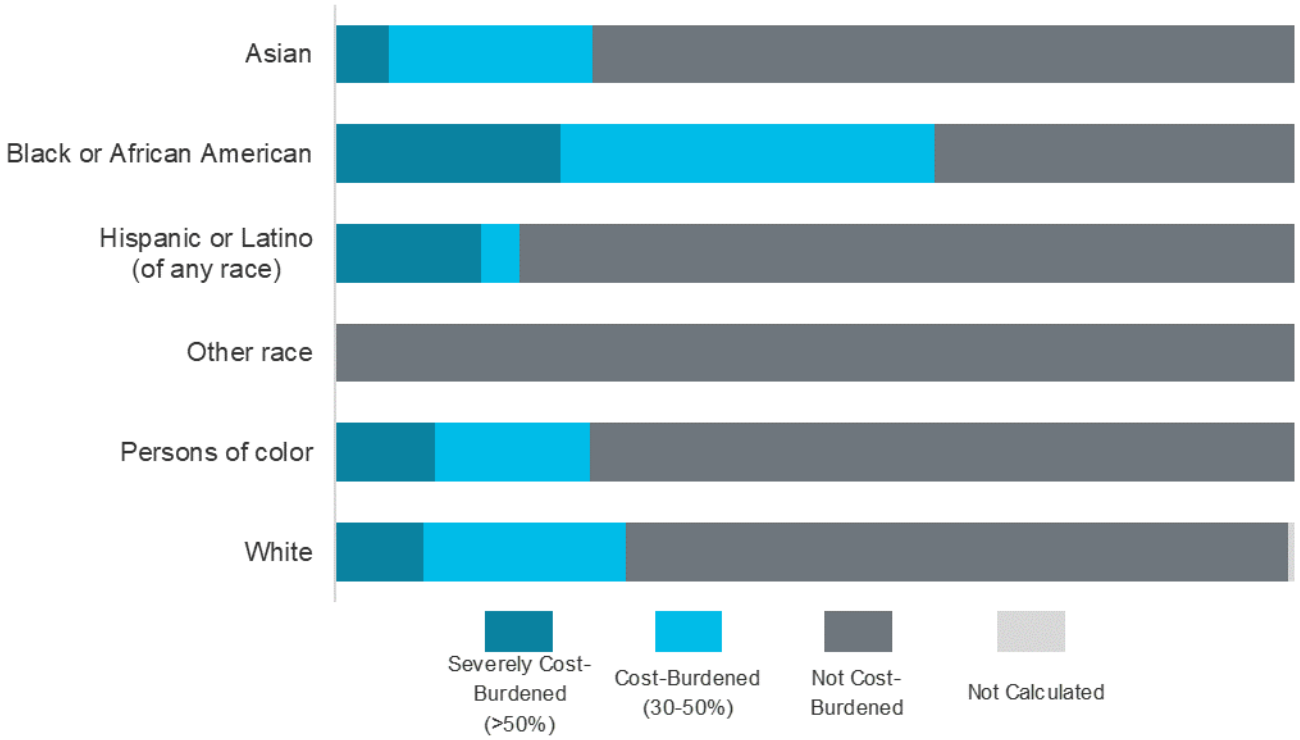
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS); Washington Department of Commerce, 2023. RDI Data Toolkit (Table 9)

Regarding owner households, most (81 percent) Hispanic or Latino households were not cost-burdened in 2019. As shown in *Figure 12* below, Hispanic or Latino households that own their homes experienced the greatest percentage of severe cost burdens (15 percent). Persons of Color households and White households had a similar level of severe cost burden. In addition, approximately one of every five White owner households experienced cost burden, which is slightly higher than all other racial groups.



Single-family homes are the epitome of achieving the American dream by ensuring household stability and building generational wealth.
Photo by: Betty Padgett

Figure 11
Percent Owner Households Experiencing Housing Cost Burden (2019)



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

As of 2022, the minimum household income needed to afford a median-priced rental unit in the City is approximately $67,400, which is primarily affordable to the 80% and above income groups. Over half of Algona households would consider a median-priced rental unit accessible. More Asian and Other Race households would be able to afford a median-priced rental unit. Due to a higher percentage of households in extremely low-, very low-, and low-income households, affordable rentals would be less accessible for Black or African American and Hispanic or Latino households.

Income Disparities

Average income has remained generally consistent for Algona households since 2015, but BIPOC households have experienced significant income changes over the last five years. Other Races (55 percent) and Asian populations (45 percent) had the highest percentage of above median income households in 2020. While Hispanic or Latino extremely low-income households grew by two percent since 2015, the very low-income households decreased by 42 percent and their above-median-income households grew by approximately one-third (33 percent). This data indicates that Hispanic or Latino household AMI has increased over the last five years. It is also notable that the percentage of extremely low-income households of all racial groups decreased since 2015.

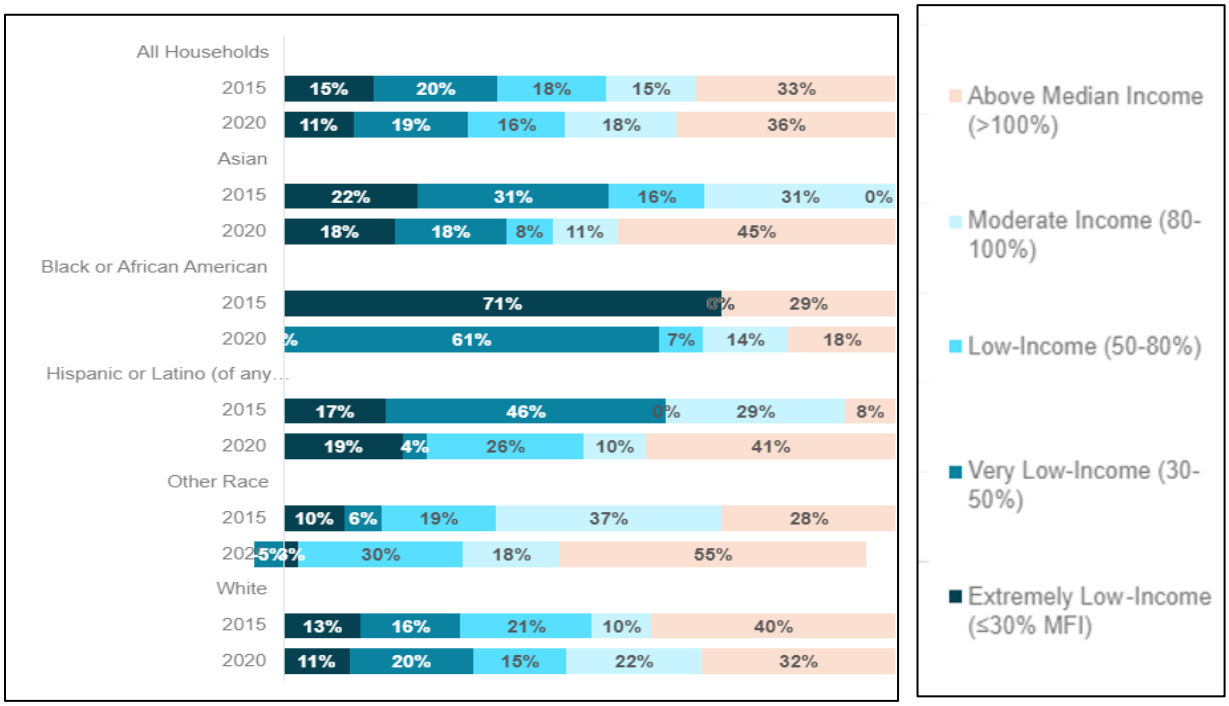
Black or African American households have experienced the lowest average incomes over the last 5 years. Household income in 2020 for Black or African Americans remained significantly lower than all other racial groups in Algona. In 2015, approximately three out of every four Black or African American households were extremely low-income. In 2020, Black or African American household income was

predominantly very low-income (61 percent), which is slightly higher than 2015 average incomes, but their above-median-income households also decreased by 11 percent within the 5-year period.

Figure 12

Percentage of all households by income category and race (2010-2014 vs 2015-2019)

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)



Homeownership Barriers

Linguistic isolation, income disparities, commute time, employment opportunities, educational attainment, proximity to amenities, and other racially disparate impacts could all be contributors to disproportionate homeownership rates among racial groups in Algona. This data holds a strong indication that Algona remains to be more difficult for certain racial or ethnic groups to afford to live and purchase a home in the city.

Although White and Asian households experienced some of the highest cost burdens in 2019, these two groups (and Other Race) held the highest rates of homeownership in Algona. The White population makes up 62% percent of the population and exhibits the second highest rates of homeownership in Algona, Asian households are 18 percent of the population and experience the highest rates of homeownership.

Hispanic and Latino households had the fourth highest rates of homeownership (at 71 percent), and Black or African American households held the lowest rates of homeownership with about half of households being owned. See *Figure 14* and *Figure 15* below for this renter and owner household breakdown by race.

Figure 13

Total Number of Algona Owner and Renter Households by Race and Ethnicity (2019)

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

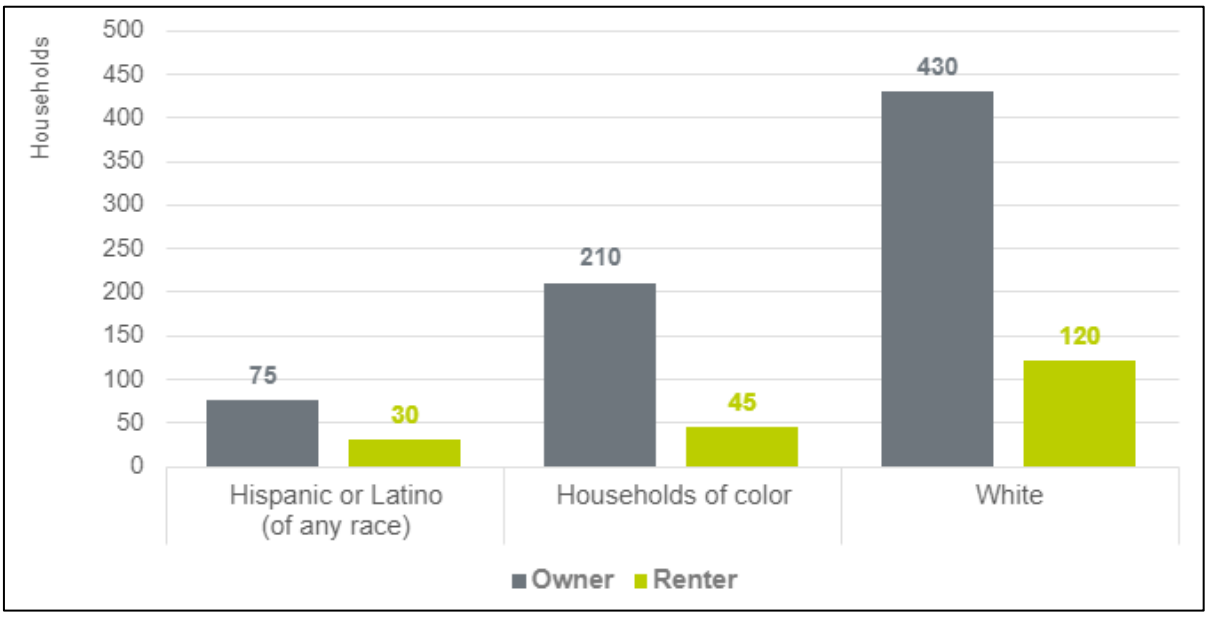


Figure 14

Percentage of Algona Owner and Renter Households by Race and Ethnicity (2019)

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS

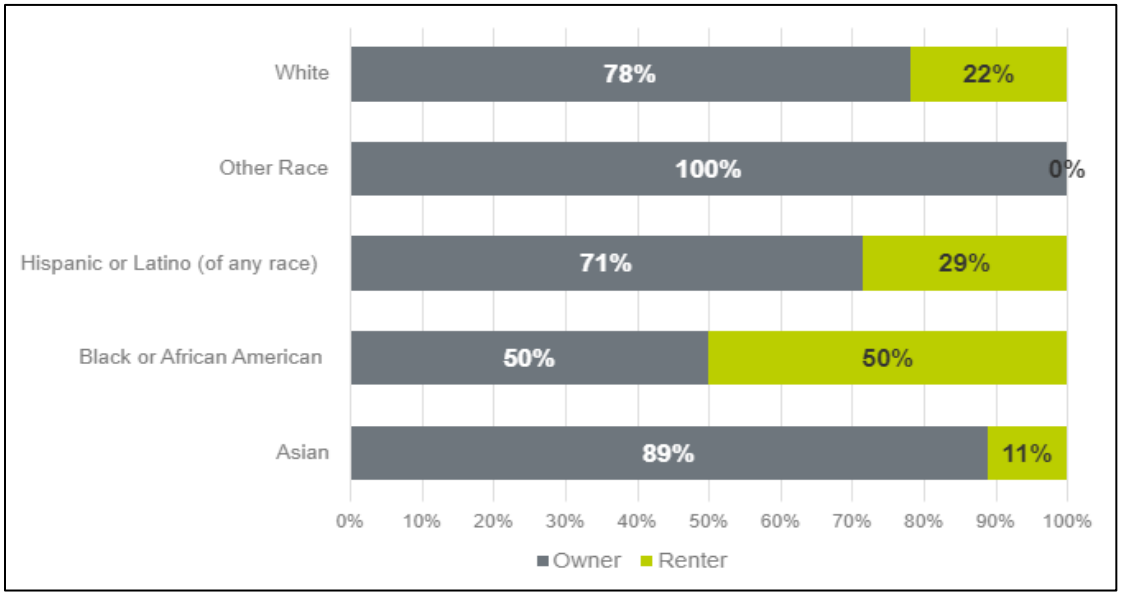


Figure 15 compares rental households and rental housing units (both occupied and vacant) at each income or affordability level. This comparison helps identify additional housing gaps in the available rental housing for the rental households in Algona.

Shortfalls in the 50-80% AMI and surpluses in the <30 – 50% AMI suggest a mismatch between the rental housing need and availability. A surplus indicates that either a lower-income household is experiencing a housing cost burden by paying more than 30% of its income on housing or a higher-income household is "down-renting" by paying less than they can afford in rental housing. High rates of down-renting by moderate-income households is associated with an undersupply of entry-level homeownership options. Households in the low-income level have a surplus of available housing. The surplus could indicate that lower-income households are experiencing a cost burden by paying more than 30% of their household income. On the other hand, higher-income households could be paying less than what they can afford in rental housing.

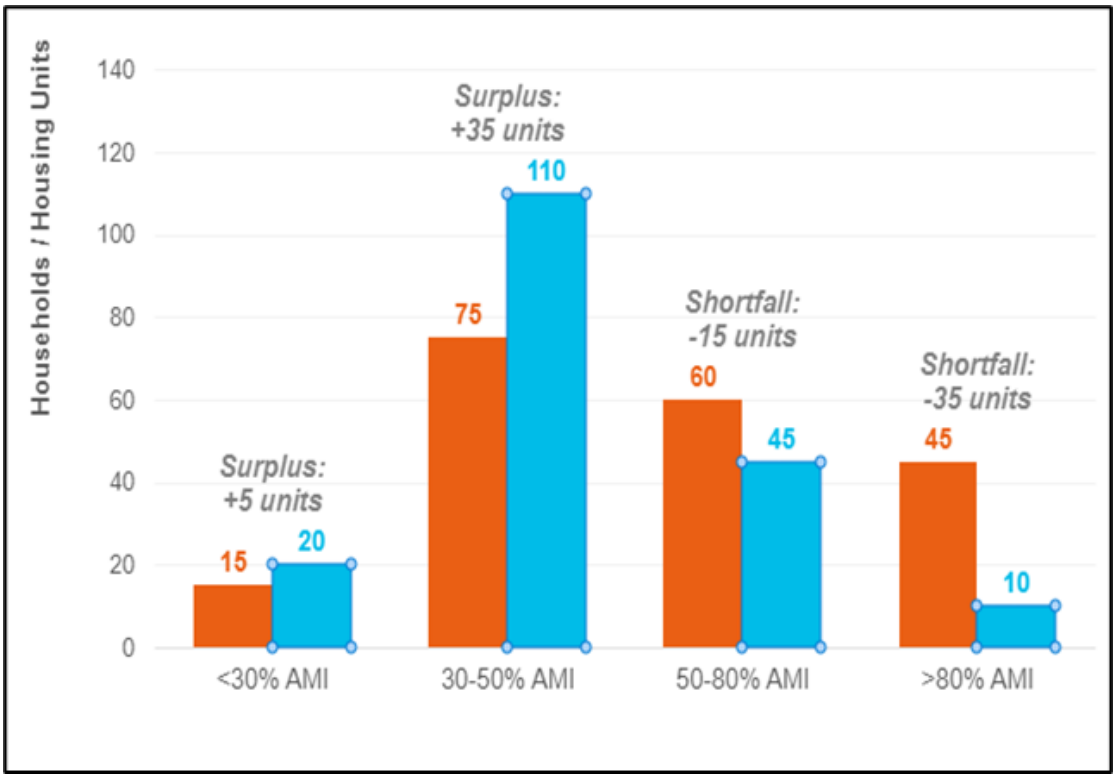
Figure 15

Renter Households by Income Compared to Rental Units by Affordability (2019)

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Note: The US Department of Housing and Urban Development rounds statistics while creating CHAS tables. Due to this rounding, the housing units and households below do not match.

Key: Orange corresponds to Households, and Blue corresponds to Housing Units



Housing Exclusion

Housing exclusion can extend beyond race and include income, ethnicity, or other sociodemographic characteristics.[22] The *PolicyMap* (*Figure 16*) shows the geographic distribution of race and ethnicity in Algona, including the estimated percent of the population that identifies as a Person of Color according to the 2017-2021 American Community Survey (ACS) 5-Year Estimates.[23] According to *PolicyMap,* Algona's People of Color population ranges from 54 to 64 percent in all areas of the city, which is noticeably more diverse than the surrounding cities to the south and west, such as the City of Lakeland South and the City of Pacific.

The prevalence of Algona's single-family, owner-occupied housing stock and its associated price points may contribute to the exclusion of BIPOC homeowners. The existing homeowner ratio between racial groups is a result of limited housing choices related to the availability of condos, apartments, and for-rent single-family attached homes. These unit types often provide more affordable options for low- and moderate-income households.



Right: Single-family homes are the epitome of achieving the American dream by ensuring household stability and building generational wealth.
Photo by: Betty Padgett

As of 2021, Algona is primarily meeting income-level affordability needs for the 100 percent and over AMI groups (above median income and high income).[24] Income groups that earn less than Algona's median income of $78,000, which is approximately 44.3% of all households in Algona, cannot afford to buy housing or relocate within the city. Additionally, households must earn an annual income of at least $145,000 to afford a median-priced home within Algona which is affordable to approximately 12.2 percent of the households.

Homeownership is only possible for the highest incomes within the City and presents an issue of equity and exclusion. The HUD cites that transportation is typically the second highest cost households make every month, with housing being the highest. Transportation costs are also likely a factor in the lack of affordable homeownership opportunities. Most residents commute outside of the City for employment. Between the high cost of personal transportation (loans, maintenance, tolls, gas) and the lack of public transportation, households are likely to experience further cost burdens as a result. Overall, the lack of in-city employment opportunities, public transportation, and affordable housing choices could result in the uneven distribution of BIPOC homeowners in Algona shown in census data.

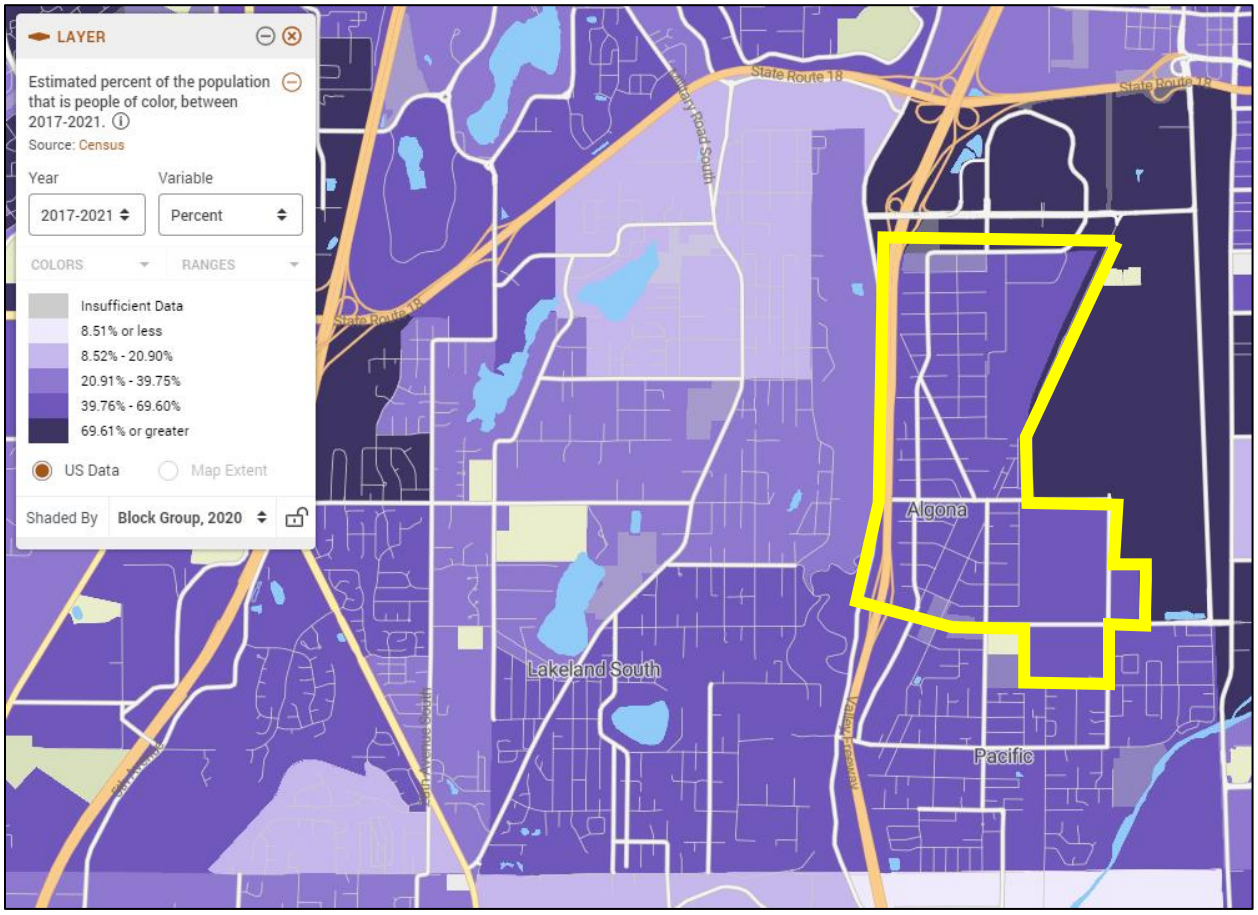
[22] WA GUIDANCE TO ADDRESS RACIALLY DISPARATE IMPACTS – FINAL (APRIL 2023)
[23] PolicyMap: A web-based tool that provides access to data from the U.S. Census Bureau, along with other data sources.
[24] American Community Survey Census, 2021.

Figure 16

Estimated percent of the population that is people of color, 2017-2021

Sources: PolicyMap. (n.d.) Map based on data from Census: US Bureau of the Census, American Community Survey].

Note: Approximate city outline in yellow



Displacement Risk

The Puget Sound Regional Council (PSRC) describes Southeast Seattle, South King County, South and East Tacoma, and areas along the Interstate 5 corridor as having a higher concentration of households with displacement risk.[25] Displacement can result in long-term economic hardships for households and disrupt the network of support within a community. Displacement is not limited to housing and can manifest in the displacement of businesses, local organizations, and community institutions. Displacement can also be categorized as an economic, physical, or cultural displacement.

Moderate Displacement Risk

The PSRC's *Displacement Risk Map* identified the City of Algona as an area of moderate risk, meaning Algona is located within an area of south King County that has a higher risk of displacement than half of all other cities in Pierce, King, Kitsap, and Snohomish Counties (see *Figure 17*). Moderate displacement

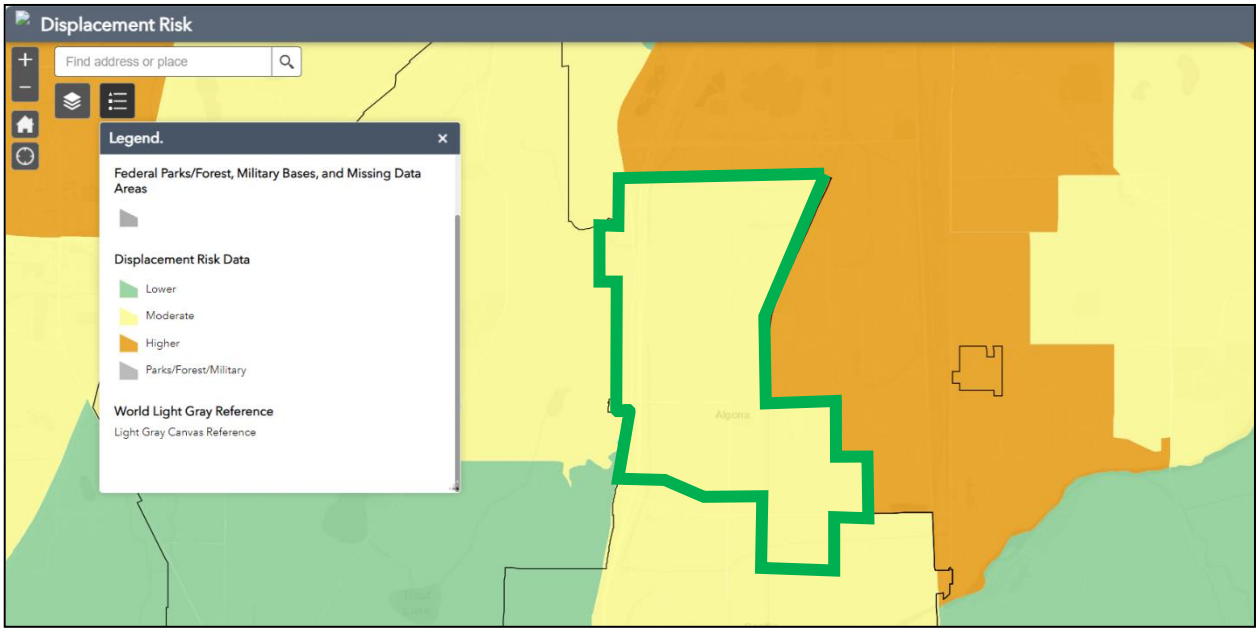
[25] PSRC Displacement Risk Mapping Technical Document, 2019.

risk signifies the presence of multiple regional and local systems that are actively placing pressure on more vulnerable groups and an increased likelihood of displacement occurring for specific racial groups.

For example, different racial groups of King County are experiencing different average commute times to employment centers. According to the National Equity Atlas, of the King County residents who took public transportation to work in 2020, Black and Latino commuters had the longest commutes of all racial groups (45 – 47 minutes).[26] While this data is not specific to Algona-only commuters, it is expected that Algona commute times are on par or higher than the averages for King County due to the lack of public transit infrastructure in the City.

The average commute time for all commuters in King County has increased from 23 minutes in 1990 to 28 minutes in 2020.[27] It should be noted that almost all commuters, whether driving a private vehicle or taking public transportation, experienced about the same average commute time (a half hour) in 2020.[28] Advocating for more robust transportation networks, public transit, and infrastructure will be key in keeping transportation costs low and reducing the displacement risk associated with inaccessible employment centers.

Figure 17
PSRC Displacement Risk Map – South King County
Source: Puget Sound Regional Council (PSRC) – Displacement Risk Mapping (2024)
Note: Approximate city outline shown in green



Environmental Effects

Another displacement risk factor that may contribute to the moderate displacement risk in Algona is environmental health and sensitive populations. The Washington *Environmental Health Disparities (EHD)*

[26] National Equity Atlas: Commute Time (IPUMS USA), 2020.
[27] National Equity Atlas: Commute Time (IPUMS USA), 2020.
[28] National Equity Atlas: Commute Time (IPUMS USA), 2020.

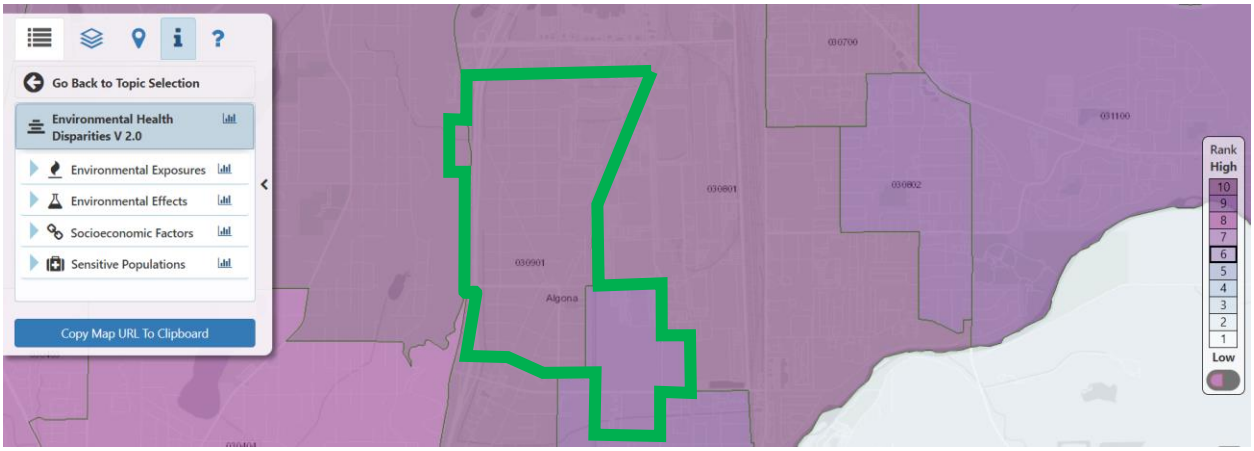
Map evaluates health risk factors in communities and provides rankings that help to compare health and social factors that may contribute to disparities in a community.[29] The *EHD Map* ranks Algona's census tracts as 10 in environmental health disparities, which is the highest score in the ranking system and indicates severe environmental effects or exposure (see *Figure 18*).

Community impacts and sensitivity to environmental health hazards are often a re-occurring legacy of environmental degradation and housing inequalities. As defined in the *EHD Map*, environmental exposures include the levels of certain pollutants that populations encounter. Algona has a higher ranking of environmental effects than environmental exposures including, proximity to hazardous waste treatment storage and disposal facilities, proximity to risk management plan facilities, and wastewater discharge. Algona also has a higher rate of death from cardiovascular disease. These environmental effects are notably more concentrated in neighborhoods along the West Valley Highway S in the western sector of the city, which also experiences the highest concentration of BIPOC households (see *Figure 16*).

Figure 18

The Washington Environmental Health Disparities (EHD) Map

Source: Washington State Department of Health – Washington Tracking Network (2024)
Note: Approximate city outline shown in green



Displacement Risks of Algona

In summary, lack of affordable housing, higher transportation costs, environmental exposure, and lack of employment opportunities may contribute to the moderate displacement risk in Algona. Amongst all communities in Algona, there is a strong indication of moderate displacement risk due the following:

1. Lack of available and affordable rental units.
2. Deficit of 30% - 80% AMI housing units available for homeownership.
3. Absence of accessible employment opportunities that could finance a home purchase.
4. Higher transportation costs associated with commute times to out-of-city employment.
5. Greater rates of environmental effects and sensitive populations east of W Valley Highway S compared with continuous Algona where single-family homes are the predominant housing type.

[29] Washington State Department of Health: The Washington Environmental Health Disparities Map, 2024.

The percentage of rental households affordable to the lower income groups is especially at a higher risk due to the risk of rental cost increases happening at any time and the lack of rental housing tenant rights mandated at the state level. Within certain BIPOC populations, especially Black or African households at <30% - 50% AMI, there is strong evidence of exclusion from the housing market and disparate barriers to homeownership opportunities.

Anti-Displacement Tools and Strategies

As of 2023, Algona's housing stock does not currently meet income-level affordability for the 0-80% AMI group. To reduce rates of homelessness and displacement risk in Algona, the City will continue to implement and monitor anti-displacement tools and strategies that aim to reduce barriers to affordable housing development and support affordable housing programs. This displacement analysis will work in tandem with the 2023 Housing Action Plan's recommendations to address the identified housing needs of the community through a racial equity lens.

Based on this housing analysis, homeownership barriers, income disparities/cost burden, and transportation costs/commute times are identified as significant racially disparate impacts that likely increase the moderate displacement risk in Algona. In response, the City has thoroughly developed a set of strategic policies and actions aimed at reducing and mitigating displacement risk in the community as described in *Appendix K Implementation and Monitoring Plan*. As there are no existing partnerships for housing in the city, implementation strategies emphasize targeted outreach approaches and partnerships with organizations such as the South King Housing and Homelessness Partners (SKHHP). Additional actions specifically designed to preserve, encourage, and develop affordable housing are prioritized.

The full list of recommended housing goals, policies, and actions is fully described in the *Goals and Policies* section further below. Some of the actions proposed are provided below:

- Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed.
- Adopt flexible development standards for affordable housing units.
- Work with the City Attorney to establish conditions for density bonus applications that maintain affordability in eligible units for at least 40 years.
- Expand ADU allowances to permit up to two units per lot as required by HB1337.
- Create a city webpage with resources for lower-income homeowners and renters. Include the opportunity to sign up for outreach communications regarding new programs, partnerships, and resources for housing.
- Conduct a feasibility analysis on implementing a relocation assistance program, rental assistance programs, and education programs. If not financially feasible soon, Algona intends to partner with SKHHP to meet needs and explore community land trust feasibility.
- Adopt a local Housing Discrimination Ordinance prohibiting housing discrimination within city limits.
- Conduct a letter campaign informing residents of potential racially biased covenants existing on their property and instructions on how to remove covenants with the King County Assessor's Office.
- Develop a notice list of locally available cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to increase public

engagement participation and community-vetted feedback into proposed programs, codes, and development.

- Work with the King County Assessor's Office to determine if low-income or historically BIPOC neighborhoods are being regressively taxed on property taxes to improve the fairness and accuracy of taxation.
- Develop a public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).

Future Demand

PSRC's *Vision 2050 Regional Forecasts* and King County estimate Algona will need a total capacity of 1,263 dwelling units by 2044 to support the potential for population growth as shown in *Figure 19*. Capacity for an additional 170 units in addition to 1,061 existing units must be planned for using the Zoning Map and development regulations in the Zoning Code (AMC Title 22). The City would need to develop approximately 11 units per year between 2023 through 2044 to meet the capacity target. Assuming a need for at least 11 housing units per year to meet housing goals, nine of these would be owner-occupied and two would be rentals.

According to the *King County Workbook: Allocation Method Comparisons* (*Figure 20*), the highest net increase in income-level housing from the current housing stock is 139 percent for the extremely low-income households (0-30% AMI) which will need to include *Permanent Support Housing* and non-subsidized housing. Additionally, an increase of 123 percent is needed for housing that serves high-income households (121+% AMI) which would be primarily served by single-family residential units. Algona needs to include capacity for 32 new emergency housing units which currently do not exist within city limits.

VISION 2050

PSRC's **regional guidebook** for growth in the Puget Sound is *Vision 2050*. PSRC estimates that by 2050 the region's population will reach 5.8 million people. **Puget Sound** cities, counties, Tribes, ports, agencies, businesses, and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a **framework** for sustaining a healthy environment, thriving communities, and a strong economy.

PSRC Website, 2023.

LAND CAPACITY ANALYSIS

The GMA requires that housing elements identify "mandatory provisions for the preservation, improvement, and development of housing" and "sufficient land for housing including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities. *RCW 36.70A.070(2)*.

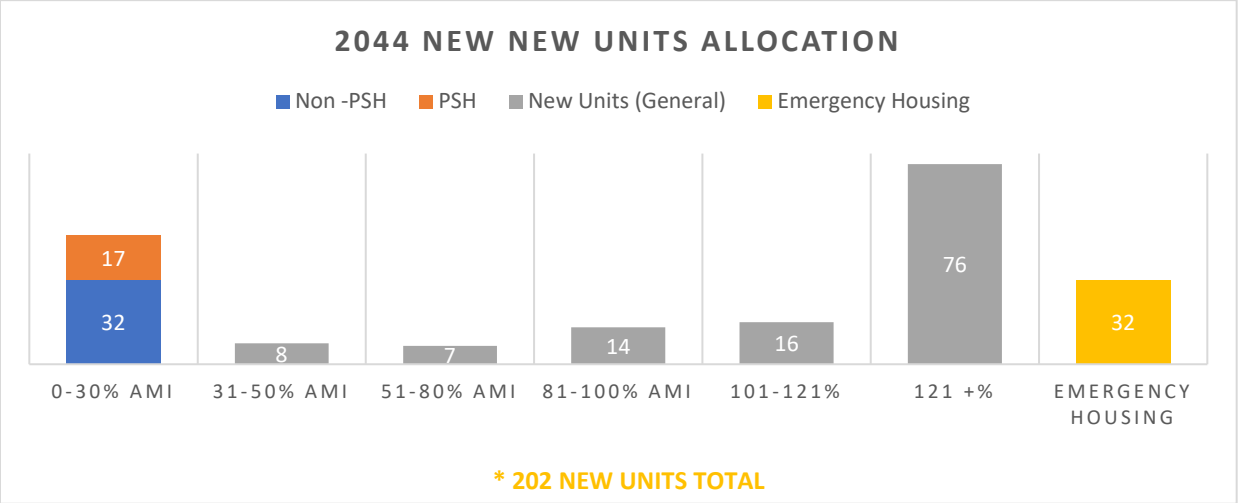
Figure 19
Projected Housing Needs

Source: Algona 2015 Comprehensive Plan & King County Workbook: Allocation Method Comparisons - Algona Net New Housing Needed: 2019-2044. This information is based on Commerce housing need projections released on March 1, 2023.

	2000	2005	2010	2025	2030	2035	2040	2044[30]
Algona	904	879	1,018	1,129	1,167	1,205	1,237	1,263
King County	766,081		851,261	988,965	1,037,381	1,085,798	1,170,242	1,237,798

30 Vision 2050 passed in 2020, but PSRC has not yet released their updated projections dataset. 2044 population projections are therefore subject to change prior to the final 2024 Comprehensive Plan.

Figure 20
2044 Net New Units Allocation
Source: King County Workbook: Allocation Method Comparisons - Algona Net New Housing Needed: 2019-2044. This information is based on Commerce housing need projections released on March 1, 2023.



According to *Appendix E: Algona Land Capacity Analysis*, Algona currently has capacity for approximately 687 additional housing units, meeting 2044 income-level needs and total capacity allocations established by King County. Algona's 2024 total land capacity indicates that no immediate changes to the Algona Zoning Map or Algona Zoning Code are necessary to meet 170 new housing units by 2044.

Beyond meeting 2044 future demand, King County is also charged with assigning income-level needs for future capacity under HB 1220. As shown in *Figure 21* below, Algona has broken down the projected 170 units by income level.

Figure 21
2044 Net New Units by Income Level Needs
Source: Algona Land Capacity Analysis (2024)

Income Level (AMI%)	Income Group	Projected Housing (Units) by 2044	Percent
0-30% (PSH or Non PSH)	**Extremely Low**	49	28.8 %
30-50%	**Very Low**	8	0.05%
50-80%	**Low Income**	7	0.04%
80-100%	**Moderate**	14	0.08%
100 – 120%	**Above Median**	16	0.09%
120 +		76	44.7%
	Total	**170 units**	

The greatest income-based housing needs are for the above median-income level (45%) and the extremely low-income level (29 percent). As discussed in Housing Equity, the City shall consider mechanisms, zoning strategies, and programs that encourage multifamily and subsidized housing development to meet housing needs for above-median-income and extremely low-income households**.**

NON-PSH

Non-permanent housing in which housing assistance (e.g., long-term leasing or rental assistance) and supportive services are provided to assist households with at least one member (adult or child) with a disability in achieving housing stability.

HUD Exchange Website, 2023.

EMERGENCY HOUSING

Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Total Residential Capacity

According to the 2021 King County Urban Growth Capacity Report, Algona has achieved a 4.4 dwelling unit per acre density in low-density zoning and a 6.1 dwelling unit per acre density in medium-low zoning since 2018. Since 2006, Algona has grown at 97 percent of the pace needed to achieve its 2035 housing growth target of 220 units identified during the previous planning period. At this current rate, Algona is slightly under the production pace needed to meet its 2035 growth target and needs to grow at an annual rate of 0.7% to reach its remaining target by 2035.

The City's total residential capacity between the net capacity and ADU capacity is 687 housing units as shown in *Figures 22 and 23*. Algona has conducted a *2024 Land Capacity Analysis* (LCA) (*Appendix K*) to determine the amount of vacant, partially used, and under-utilized lands to accommodate 170 additional residential units by 2044. The analysis determines whether existing zoning provides capacity for enough housing units to meet the 20-year population forecast. The LCA considers capacity by the following housing types:

- Single-Family Detached
- Middle Housing (duplex, townhome, triplex, fourplex, multiplex)
- Multifamily Units
- Accessory Dwelling Units (ADUs)
- Subsidized Housing

The LCA estimates there is a capacity of approximately 662 units within the net developable lands remaining in each residential zone. The analysis considers components of land that are undevelopable in the analysis by deducting anticipated land needed to maintain critical areas and buffers, future right of ways, and upgraded utility infrastructure. Density assumptions were made weighing each zone's achieved density against the permitted density to determine the gross residential capacity. *Figure 22* below shows the current capacity designation for new housing units in Algona based on vacant, partially developed, and underdeveloped lands.

Figure 22
Net Residential Capacity Summary

Zone	Net Developable Lands (AC)	Assumed planned Density (units/ac)	Gross Residential Capacity	Existing Housing on Lands (units)	Net Residential Capacity (units)	Net Residential Capacity
RL	63.68	5	318	103	215	**662 units**
RM	14.76	8	118	37	81	
C1	32.42	12	311	99	212	
C3	30.82	14	173	19	154	

In addition to net developable lands suitable for future residential development, the GMA requires cities to consider the potential for ADU development on suitable lots with single-family residential use. Approximately 25 ADU's are anticipated to be developed between 2024 through 2044. Algona considered the land on each single-family residential lot available and development standards, such as lot coverage, setbacks, and minimum ADU floor area requirements to determine the number of lots in each residential zone that could accommodate an ADU.

The City does not assume that every lot that is eligible to develop an ADU will develop these units due to constraints of utilities, development costs, or property owner interest. Algona assumes that 25 percent of all eligible lots are likely to develop an ADU by 2044 as described in *Figure 23*.

Figure 23
Estimated ADU Capacity

Zone	Estimated Lots Eligible for ADU	Total Lots Eligible for an ADU	Number of ADU's Permitted 2021-2023	Estimated Rate of Production	Eligible Lot ADU Participation Deduction	Total Residential Capacity with ADUs (*Figure 22*)
RL	55	102 lots	2 units	1 ADU per year X 20 years = 20 ADUs by 2044	102 eligible lots X (100%-75% participation deduction) = **25 lots likely to develop an ADU**	**687 additional units**
RM	13					
C1	14					
C3	20					

Income-Level Capacity

As described in this *Housing Element* and as required by the GMA, the City must also consider if the housing capacity meets future income level needs as described in *Figure 21.* The greatest number of new units need to be dedicated to extremely low-income (0-30% AMI) and high-income (over 120% AMI) households which will primarily be met through multifamily or single-family residential units. **Algona can meet these housing needs that are currently underserved. *Figure 25* and *Figure 26* describe a capacity surplus of 852 units available to meet city-wide needs with a capacity for 116 multifamily residential units and 242 single-family units.** The City considered which zones were likely to meet different housing needs and has categorized different income levels by the anticipated permitted housing types that would likely meet those needs. A full breakdown of the land capacity analysis for residential units is included in *Appendix E*.

Extremely low-income households have a specialized need for rental assistance to afford housing as they are the lowest-earning households and have the greatest competition in the community to afford housing. Not all extremely low-income household needs can be met through multifamily housing and the availability of land for permanent supportive housing is required to meet income-level capacity targets established by King County. The County anticipates 17 permanent supportive housing units are needed in Algona by 2044. As demonstrated in the LCA, Algona anticipates the capacity to meet permanent supportive housing needs in the Heavy Commercial (C3) zone due to the capacity surplus of 116 units. Residential and income-level capacity is described further in the *Land Use Element* and *Appendix E: Land Capacity Analysis* along with recommended tools to encourage diversification and greater affordability of housing.

Figure 24
Gross Capacity Summary and Zone Category

Zone	Unit Capacity	Assigned Zone Category	Capacity in Zone Category	Gross Capacity
Low Density Residential (RL)	318	Low Density	318	**1022 New Units Possible**
Medium Density Residential (RM)	118	Medium Density	118	
Mixed Use Commercial (C1)	311	Low Rise	311	
Heavy Commercial (C3)	173	Mid Rise	173	
ADUs	102	ADUs	102	

Figure 25
Income Level Residential Capacity

Income Level (AMI%)	Projected Housing Need	Zone Categories Serving Needs	Aggregate Housing Needs	Total Capacity	Capacity Surplus or Deficit	Total Surplus or Deficit
0-30% (PSH or Non PSH)	49	Mid-Rise Multifamily	57	173	116	**852 Unit Capacity Surplus**
30-50%	8					
50-80%	7	Low-Rise, Mid-Rise, ADUs	21	413	392	
80-100%	14					
100-120%	16	Medium Density Residential	16	118	102	
120% +	76	Low Density Residential	76	318	242	



Shown above are one of the only multifamily developments available for rent in Algona meeting lower income needs. Algona has a documented undersupply of rental units and multifamily units with new development relatively stagnant over the last 10 years. While this development will be replaced with a higher density apartment project known as the Algona Village, the City will work with multifamily developers to identify methods to incentivize and encourage multifamily housing locally.
Photo by: Betty Padgett

Goals and Policies

GOAL HU-1 Residential Capacity

Provide sufficient development capacity to meet 2044 regional growth targets and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials and improved infrastructure.

Policies:

HU-1.1

Evaluate future rezones using the land capacity analysis to ensure capacity for lower-income housing needs is prioritized over low-density housing that serves high-income needs.

HU-1.2

Encourage final build-out of undeveloped Low-Density Residential (RL) lots to meet high-income housing supply needs and alleviate stress on moderate- and above-median-income households.

HU-1.3

Consider opportunities to advertise available lands and incentivize development in the Heavy Commercial (C-3) zone to encourage further multifamily development that meets extremely low-, very low-, and low-income housing needs.

HU-1.4

Maintain public infrastructure and provide design and setback guidelines that are compatible with existing residential neighborhoods through the adoption of context-sensitive regulation.

HU-1.5

Consider the implementation of a subarea plan to encourage more mixed-use, business, and middle housing development in the downtown core along 1st Avenue North.

HU-1.6

Work with local transit providers to develop greater public transportation infrastructure along zones and minor arterial corridors intended for higher-density residential development. Future transit stops shall be in logical, accessible, high-density areas of Algona.

HU-1.7

Evaluate future opportunities to upzone areas of the city proximal to key public institutions, commercial services, and public transportation when capacity targets cannot be met.

HU-1.8

Periodically conduct a housing needs assessment to evaluate current community housing needs and gaps. Evaluate the impact of housing policies and strategies implemented to determine if they are successful and do not result in disparate impacts.

GOAL HU-2 Housing Diversification

Facilitate a diverse range of middle housing developments with multiple units, compatible in scale and form with detached single-family homes in existing residential land use designations, new mixed-use land use designations and overlays, as part of infill strategies and marketable development incentives, and in future development within the City.

Policies:

HU-2.1

Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those at or below 60 percent of the area median income for at least fifty years to be in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing.

HU-2.2

Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods.

HU-2.3

Focus on multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and connectivity to Auburn Station. Investigate the feasibility of offering incentives for multifamily development, such as parking reductions for units affordable within a quarter mile of existing stations.

HU-2.4

Expressly permit the “Missing Middle” housing typology in the city municipal code that includes triplex, fourplex, and cottage housing, to be developed in all residential areas and as infill within existing single-family neighborhoods.

HU-2.5

Improve the ability of different group home types to be in appropriate residential neighborhoods by streamlining the group home licensing process, including a straightforward permit process, development of a tip sheet, and training for permitting staff.

HU-2.6

Support the development of transitional, supportive, and emergency housing types through flexible development regulations that allow developers to utilize the subject parcel but continue to mitigate impacts to neighboring uses and residents from sound, light, odor, visual, or other environmental impacts.

HU-2.7

Support inclusionary housing measures, as appropriate, along with income-restricted housing incentives as necessary to promote affordable housing in the C3 zone.

GOAL HU-3 Maintain and Improve Housing

Protect and enhance existing residential neighborhoods by supporting safe, well-maintained housing, adequate parks and recreation facilities, and complete sidewalks and pedestrian/bike paths that connect to parks and recreation and neighborhood-serving uses.

Policies:

HU-3.1

In cooperation with King County and Sound Generations, the City shall evaluate development programs and regulations that support the preservation of existing housing.

HU-3.2

Private investment should be encouraged in older residential neighborhoods, manufactured homes, and multi-family complexes to ensure the health, safety, and quality of existing housing.

HU-3.3

Outreach and marketing programs supporting weatherization, home repair and rehabilitation, financial and technical assistance, and infrastructure maintenance should be improved and maintained.

HU-3.4

Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.

HU-3.5

Assure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities**.**

HU-3.6

Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.

GOAL HU-4 Meet Lower Income Needs

Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households.

Policies:

HU-4.1

Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, developing targeted incentive and outreach programs, and zoning regulation amendments.

HU-4.2

Encourage the development of more affordable housing units, such as permanent supportive housing, transitional housing, emergency housing, manufactured housing, and accessory dwelling units (ADUs).

HU-4.3

Adopt density bonus opportunities in the City's Zoning Code for development proposals that provide for extremely low-, very low-, and low-income housing units. Establish specific criteria and a consistent process for ensuring that those units remain affordable over time.

HU-4.4

Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms.

HU-4.5

Explore opportunities to participate in a Local Housing Fund program to subsidize low- and middle-income home buyers and renters. Consider partnership with South King County Housing and Homelessness Partners to collaborate on meeting regional extremely low-income housing needs.

HU-4.6

Identify, inventory, and promote the use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households**.** Work in partnerships or coordination with nonprofits and public entities to facilitate the use of surplus public land for subsidized housing units.

HU-4.7

Waive, reduce, or defer fees for extremely low-income housing projects to incentivize affordable housing.

HU-4.8

Implement strategies that reduce barriers to the development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable homeownership.

HU-4.9

Collaborate with housing and subsidized housing developers to identify development barriers in Algona to housing.

GOAL HU-5 Address Equity and Disparate Impacts

Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services.

Policies:

HU-5.1

Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. Adopt and enforce ordinances directed at prohibiting housing discrimination.

HU-5.2

Evaluate opportunities to reduce cost burdens on households by hosting a series of public events or focus group meetings to identify community concerns and barriers to housing.

HU-5.3

Maintain zoning and development regulations for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability, including group homes, consistent with the Federal Fair Housing Act.

HU-5.4

Make reasonable accommodations in regulations, policies, practices, and services to afford all community members equal opportunity to use or enjoy a dwelling.

HU-5.5

Explore the feasibility of implementing a rental inspection and registry program, relocation assistance program, right-to-return policy, rental assistance program, and tenant and homeownership education programs.

HU-5.6

Conduct a periodic Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk.

HU-5.7

Use measures to track implementation and performance to ensure policies are working as intended to meet identified affordable housing needs and address racially disparate outcomes, exclusion, displacement, and displacement risk.

HU-5.8

Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies.

Chapter 6: Natural Environment

Introduction

Algona recognizes the significance of the natural environment to the health, sustainability, and longevity of our community. The natural environment is a complex system of interconnected components that interact with each other. Human activity impacts these components, including air, water, soils, plants, and animals. While development is necessary to accommodate human population growth, consideration of the natural environment is required to ensure the community has access to natural lands and associated resources for generations to come. Algona shall accommodate growth by implementing local, state, and federal regulations and thoughtfully considering planning techniques that maintain a healthy and sustainable community.

The purpose of the *Natural Environment* element (RCW 36.70A.060) is to demonstrate Algona's commitment to protecting natural lands and critical areas, complying with the GMA, and maintaining transparency on delineated sensitive and natural lands. Additionally, the *Natural Environment* element describes some of the regulations and processes in place to preserve the natural environment and protect citizens and public or private properties from natural hazards or environmental degradation.

The GMA requires the *Natural Environment* element to describe the existing inventory of associated natural lands, including:

- Critical Areas
- Mineral Resource Lands
- Forest Lands
- Agricultural Lands

Algona only has delineated critical areas within its boundaries, and there are no lands that fall under mineral resources, forest lands, or agricultural lands in accordance with the state's adopted definitions.



Algona is home to a plethora of wetlands scattered throughout the City, attracting Blue Herons and other wildlife. Photo by: Betty Padgett.

The *Natural Environment* element is intended to meet the objectives of the State Growth Management Act (GMA); Endangered Species Act (ESA); State Environmental Policy Act (SEPA); Countywide Planning Policies of King County and Puget Sound Regional Council (PSRC); and other federal, state, and county policies. The GMA requires the adoption of development regulations that protect critical areas (RCW 36.70A.060), and the use of the **"best available science"** in developing policies and development regulations to protect the functions and values of critical areas (RCW 36.70A.172).

Best Available Science

What exactly does the state mean when it requires the use of "best available science" as it relates to the natural environment, policies, and regulations for critical areas? Local governments are responsible for identifying, collecting, and accessing available scientific information related to protecting critical areas. Additionally, local governments must also determine what constitutes as "best available science". The GMA requires cities to ensure that the best available science measures are used to protect slopes, soils, aquifers, stormwater runoff, and other elements of the environment.

Scientific methods are updated and improved over time, which requires jurisdictions to routinely consider how emerging scientific tools and resources should be appropriately reflected in local policies, regulations, project reviews, and processes. The comprehensive planning process is an opportunity to examine newly available tools measuring or identifying critical areas. Resources available from state or federal agencies, universities, tribes, subject matter experts, Salmon Recovery lead entities, and Puget Sound Local Integrating Organization technical committees are considered valid sources. The state recognizes that there could be financial constraints relating to utilizing the best available science. While the burden of proof of the best available science falls on local governments, the state also allows science and tools that are practical and economically feasible to use.

The purpose of using the best available science is to protect the functions and values of critical areas. While science plays a key role in determining what lands are critical areas, the functions, and values of the area, and determines appropriate mitigation for development, science ultimately creates recommended policies and regulations that can be tailored at the local level. Science cannot be forgone at the local level – jurisdictions cannot favor competing considerations over science and data.

National Environment Regulatory Agencies

Federal:

- National Marine Fisheries Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Federal Emergency Management Agency

State:

- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources

Regional/Local:

- Puget Sound Clean Air Agency
- Puget Sound Partnership
- Puget Sound Regional Council
- King County

Additionally, using the best available science helps protect communities from natural hazards by outlining the potential risk and magnitude of development in certain critical areas, steep slopes, and frequently flooded areas.

As of 2024, Algona defines best available science as *"current scientific information used in the process to designate, protect, or restore critical areas, which is derived from a valid scientific process as defined by WAC 365-195-900 through 365-195-925. Examples of best available science are included in Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas published by the Washington State Department of Commerce"* (AMC 16.18A.040).

Defining Our Natural Lands

As noted above, there are four primary types of "natural lands" as defined by the state. Each city or county planning under the GMA is required to designate if any of the four following natural lands are present within municipal boundaries. Described below are the state's definitions for each type of natural land.

- **Critical Areas:** Wetlands, streams, areas with critical recharging effect on aquifers, fish and wildlife habitat, frequently flooded areas, and geologically hazardous areas.
- **Mineral Resource Lands:** Lands that are not characterized by urban growth and have long-term significance for the extraction of minerals.
- **Forest Lands**: Lands that are not characterized by urban growth and have long-term significance for the commercial production of timber.
- **Agricultural Lands:** Lands that are not characterized by urban growth and have long-term significance for the commercial production of food or other agricultural products.



Algona was once an agricultural community from the early 1900's up until the 1960's. Farms were primarily operated by Japanese and Filipino Americans. While no farmlands exist today, remnants of the past are noticeable on large, undeveloped lots. Photo by: Betty Padgett.

As of 2023, there are no recognized mineral, forest, or agricultural lands within the City. There are recognized critical areas throughout the community; each type of critical area exists within Algona's boundaries. The next section, *Conditions and Trends, describes* components of the natural environment and each recognized type of critical area found within the City.

Conditions and Trends

General Conditions

The City of Algona lies in a river valley running in a north/south direction along SR 167. The City has two drainage basins that bisect the community along 4th Avenue North – the Mill Creek Basin to the north and the Lower White River to the south. The valley floor is relatively flat (slopes less than 1 percent). The base elevation of the City is approximately 70 feet[1]. To the west of the City inside and outside the urban growth boundary are steep sloping bluffs (slopes of 50 to 90 percent) which are regulated through the Critical Areas Ordinance (AMC 16.18A-E). To the north and south, the terrain is level with a gradual slope, with drainage generally moving north or south. The City drains to the Green River via Mill Creek to the north, and the remainder drains to the White River to the south as shown in **Figure 1**.

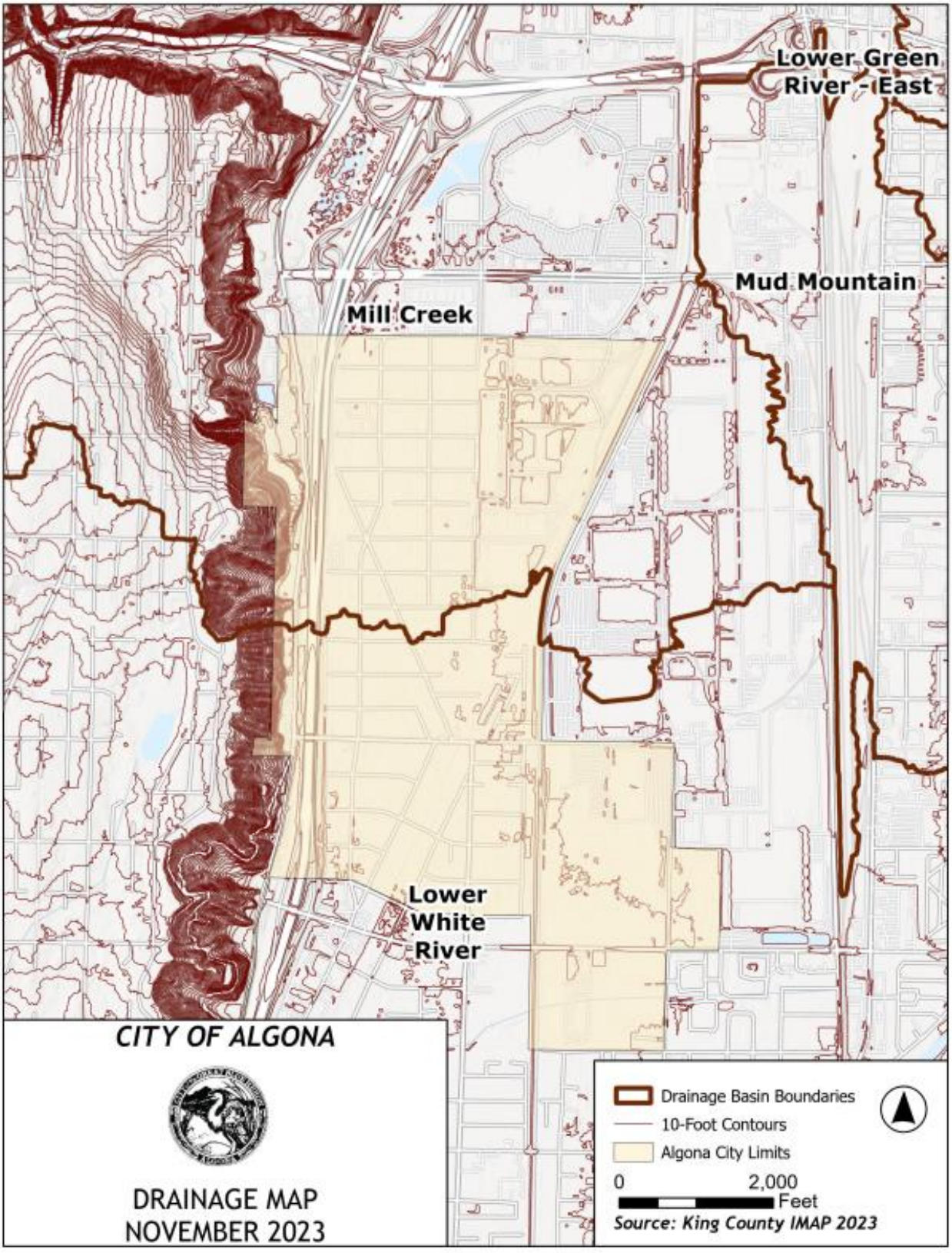
There have been no major changes to the environmental setting of Algona since the *2015 Comprehensive Plan* periodic update; however, Algona adopted a revised critical areas ordinance in early 2015 as part of the implementation and code updates. A map inventory of the City's critical areas was created by a consultant in 2017 using field-gathered observations and records. As of 2024, the City began collecting map files from development projects that require critical areas reports and is updating the critical areas map more routinely to refine the map and provide transparency to the community on critical area delineations.



Field observations note that wetlands are located along trails and walking paths in Algona. While these areas have not gone through critical areas verification, the City works with developers and consultants to confirm the viability and rating of potential wetlands prior to any new construction. Photo by: Betty Padgett.

[1] Gray and Osborne, *City of Algona Comprehensive Flood Hazard Management Plan*. (1997).

Figure 1: Drainage Basins



Soils

The load-bearing capacity of the soil, the hydric properties, erosion potential, and characteristics concerning shrink-swell potential all play a significant role in the development of land. In particular, the hydric properties determine the potential existence of wetlands and signal the potential for other environmental concerns.

The Soil Survey conducted by the U.S. Natural Resources Conservation Service includes detailed soil maps that can be used for site selection and planning. The survey explains in detail each soil's suitability for agricultural, residential, sanitary facility, recreational, woodland wildlife habitat, and other land uses. The primary soils in Algona are nearly level, poorly drained, and of fine texture. With a high-water table, placement of buildings and foundation construction is a challenge for new development. **Figure 2** describes each of the soil types that exist within Algona's city limits.

Figure 2: Algona Soil Types[2]

Soil Type	Acres in City (estimate)	Percent of City
Alderwood gravelly sand loam, 0 to 8 percent slopes	6.7	0.4%
Alderwood and Kitsap soils, very steep	152.0	8.4%
Briscot silt loam	84.2	4.6%
Oridia silt loam	6.3	0.3%
Puget silty clay loam	2.0	0.1%
Renton silt loam	115.7	6.4%
Seattle muck	709.7	39.0%
Shalcar muck	11.8	0.6%
Snohomish silt loam	92.5	5.1%
Urban land	633.8	34.9%
Water	3.2	0.2%
Totals:	**1,818**	**100%**

Surface Water

According to King County's IMAP, Algona sits on the boundary between the White and the Green River basins. Most of the City north of 3rd Avenue North drains to the Green River system. The rest of the City drains south to Mill Creek and the White River. A stream south of 1st Avenue North and the drainage ditch that runs north/south next to the Boeing facility (known locally as the Boeing Canal or Government Ditch) drain south to the White River. An unnamed tributary to Algona Creek to the west of SR 167 drains north to the Mill Creek/Green River system. It also connects with the ditch along the east side of SR 167, a portion of which drains south to the White River. Future development must consider point source discharges, non-point source discharges, and soil erosion.

[2] *Source: United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey, (2023).*

Development can have a severe impact on the habitat value of affected surface water in ways that may impact the viability of the ecological system. The City maintains a storm drainage management plan, consistent with the current edition of the Department of Ecology 2019 Stormwater Manual.

Frequently Flooded Areas

Algona residents are greatly familiar with flooding. Over the last 20 years, Algona has experienced more frequent and intensive flooding along the eastern side of the SR167 corridor. The City of Algona's flooding problems have occurred since development began but have not been well documented on a regional or national level. The area has always had a high groundwater table which is often at or near the ground surface. Increased development including that of SR 167 altered the original drainage patterns of the City. Flooding is experienced at a heightened rate in the north end of the city from 8th Avenue North to Boundary Boulevard where properties in the vicinity experience one to two feet of submergence on a nearly annual basis.



Flooding is a common occurrence during the winter and spring along 11th Avenue North which is primarily a residential area. Homeowners are forced to pay for the costs of underperforming stormwater discharge systems operated and maintained by local, county, and state agencies.

To control runoff and to reduce flood volumes entering Mill Creek (north of Algona), the "Auburn 400 ponds" were constructed in the 1990s, however, maintenance is largely deferred and the pond's ability to detain runoff has been reduced which adds to Algona's flooding issues. Downstream of the ponds approximately 0.3 miles away, is a Mill Creek culvert that is often inundated and therefore, causes backup of flow into the City of Algona.

Algona is located downstream from other jurisdictions along the Mill Creek drainage basin. Runoff generated from other cities – such as the City of Auburn and City of Kent – in addition to other agencies with nearby jurisdiction, including WSDOT and WDFW, and even private entities, PSE in particular, have stormwater drainage systems that connect to Algona.

In 1997, the city created the *Comprehensive Flood Hazard Management Plan* (Flood Hazard Plan) which discussed the historical background of flooding in the city. The plan also provided potential alternatives as well as recommendations for moving forward. As a result, the city adopted the stormwater utility and code requiring construction one foot above the floodplain however, homes still flood, especially in the vicinities of Iowa Drive, 9th Avenue North, and 11th Avenue North. City of Algona crews have had to sandbag properties to ensure rights-of-way remain passable.

Notably, FEMA has not mapped any areas in Algona as floodplain and officially there is no floodplain in the City. Current FEMA flood map data cuts off along the northern boundary line between the City of

Auburn and the City of Algona. However, Figure 2-4 from the 1997 Flood Hazard Plan was derived by extending the estimated 100-year floodplain in Auburn south until it intersected the ground elevation in Algona. The area shown is considered by the City to be an area of potential flooding. In the late 1990s and early 2000s, the northwest portion of the City did flood periodically. Once the downstream conveyance was cleared of vegetation and debris, the flooding seemed to stop. Maintenance of the system is an annual program operated by the City.

To mitigate the apparent flood hazard condition, the City passed an ordinance in 2021 setting a minimum floor elevation requiring a minimum finished floor level of at least seventy-one feet above sea level or one foot above the level of any abutting street, whichever is higher. This is considered adequate to accommodate the area shown on the map.

In 2022, the City won a grant from the King County Flood Control District to update the *1997 Flood Hazard Management Plan* to reflect current conditions and determine an approach to finding relief from downstream stormwater inundation in the northern half of the City. The updated *Flood Hazard Management Plan* is anticipated to be completed in 2024 with a revised flood map and recommendations for policies, actions, and regulations to mitigate flooding.



City Public Works staff typically sandbag vulnerable neighborhoods in northern Algona to reduce the impacts of seasonal flooding. While sandbagging is not a permanent solution, significant infrastructural improvements are necessary to maintain homes and businesses into the future.

Groundwater

Groundwater is derived from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. The quality of recharge areas and surface waters needs to be protected to ensure the quality of the groundwater used in the immediate area, as well as the quality of water for users down gradient from the recharge zone. Groundwater pollution is exceedingly difficult, often impossible, to clean.

The groundwater table in Algona can be near the surface in the winter which can cause increases in surface water ponding and decreased the rate of stormwater runoff.

In 2006 a hazardous waste permit was issued to Boeing for its Auburn Fabrication Plant. As part of the permit, the company was required to document and remediate waste "plumes" that had been found in nearby groundwater. A plume was found in the northeast corner of the Algona residential area. The plume contains "volatile organic compounds" (VOCs). There are 46 wells that monitor groundwater at various depths throughout the industrial northeast section of the city. The monitoring wells were installed in 2009 and cleanup continues, but there does not appear to be significant threats to health or water supplies. The levels of TCE (Tetrachloroethylene) contamination found at two locations are below the Federal Drinking Water standard. Testing continues north of 9th Avenue. The *Land Use* element further describes groundwater and wells within city limits.

Climate

Summers are dry, shorter, warm, and partly cloudy with an average high temperature of 78°F and low of 52°F. Summertime weather brings less precipitation with less than 5 inches of rainfall. Winters are typically cold, wet, and overcast, but comparatively mild in the continental United States. The average winter temperatures are a high of 52°F and a low of 37°F. Most of the precipitation comes in the form of rain during the winter months. Average annual precipitation is 38 inches which does not vary greatly from year to year, however, November is typically the rainiest month with an average of 8.2 inches of rainfall. The prevailing wind is southwesterly most of the year. Snow is uncommon but can occur in Algona. Snow is typically seen between December and February and does not usually exceed 3-inches[3].

Wetlands and Streams

Wetlands and streams are fragile ecosystems that assist in the reduction of erosion, flooding, and surface water pollution. Both wetlands and streams provide an important habitat for wildlife, plants, and fisheries. Algona is home to a multitude of verified wetland areas which are inventoried in adopted maps. There are limited streams mapped throughout the City, which are mostly noted along existing drainage ditches near roadways, including SR 167, Chicago Avenue, West Valley Highway, and along the railway.

Wetlands and streams have been verified through aerial mapping and field reconnaissance and are identified on a case-by-case basis as new developments are proposed. Before new development can occur on areas with, or adjacent to, critical areas, a critical area review must occur. The wetlands identified are protected under the City's Critical Areas Ordinance (AMC 16.18) adopted in early 2015.

[3] Climate data was acquired from the National Centers for Environmental Information from the National Oceanic and Atmospheric Administration.

As of 2023, the City has begun collecting maps of confirmed critical areas which they use to update their critical area inventory on a routine basis. **Figure 3** shows current critical areas in Algona.

Vegetation and Wildlife

Disturbance of ecological communities and division into isolated habitats are the major causes of the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most efficient way of sustaining native vegetation and wildlife. Species that use habitats conserved for environmental or scenic reasons cannot survive further division of the habitat into small, isolated land parcels.

The City supports various deciduous and coniferous trees and native shrubs and grasses through development landscaping requirements outlined in the Landscaping Code (AMC Chapter 22.60). The western fringe of the City (steep slopes) can provide habitat for various wildlife and birds. The more developed portions of the City share the habitat with squirrels and a variety of birds. On October 5th, 2023, the City dedicated 8.8 acres of land in the southeast corner of the City as the David E. Hill Memorial Wetland Preserve where Blue Herons are often observed.

The Department of Fish and Wildlife has developed a robust tool to identify critical, priority, and endangered species using their *Priority Habitats and Species* application. This tool was created to show areas that may contain critical habitats, and the department recommends a biologist's field visit before making decisions using the map. The map identifies that Algona is home to priority freshwater forested/shrub wetland habitats as shown in **Figure 4.** Another available tool is through the U.S. Fish and Wildlife Service *Environmental Conservation Online System* (ECOS) which maps out threatened and engendered species active in critical habitats. While the map currently does not show any subject species living within Algona's limits, the City is committed to routinely checking for mapping updates or revised threatened and endangered species lists and taking action if necessary.

Related Federal Laws

Species and Habitats:

- Endangered Species Act
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act
- Marine Mammal Protection Act
- Lacey Act
- Wildlife Restoration Act
- Magnuson-Stevens Fishery Conservation and Management Act
- National Wildlife Refuge System Act
- Land and Water Conservation Fund Act

Water:

- Clean Water Act
- Safe Drinking Water Act
- Ground Water Rule
- Source Water Protection
- BEACH Act
- Clean Boating Act

Figure 3: Critical Areas Map

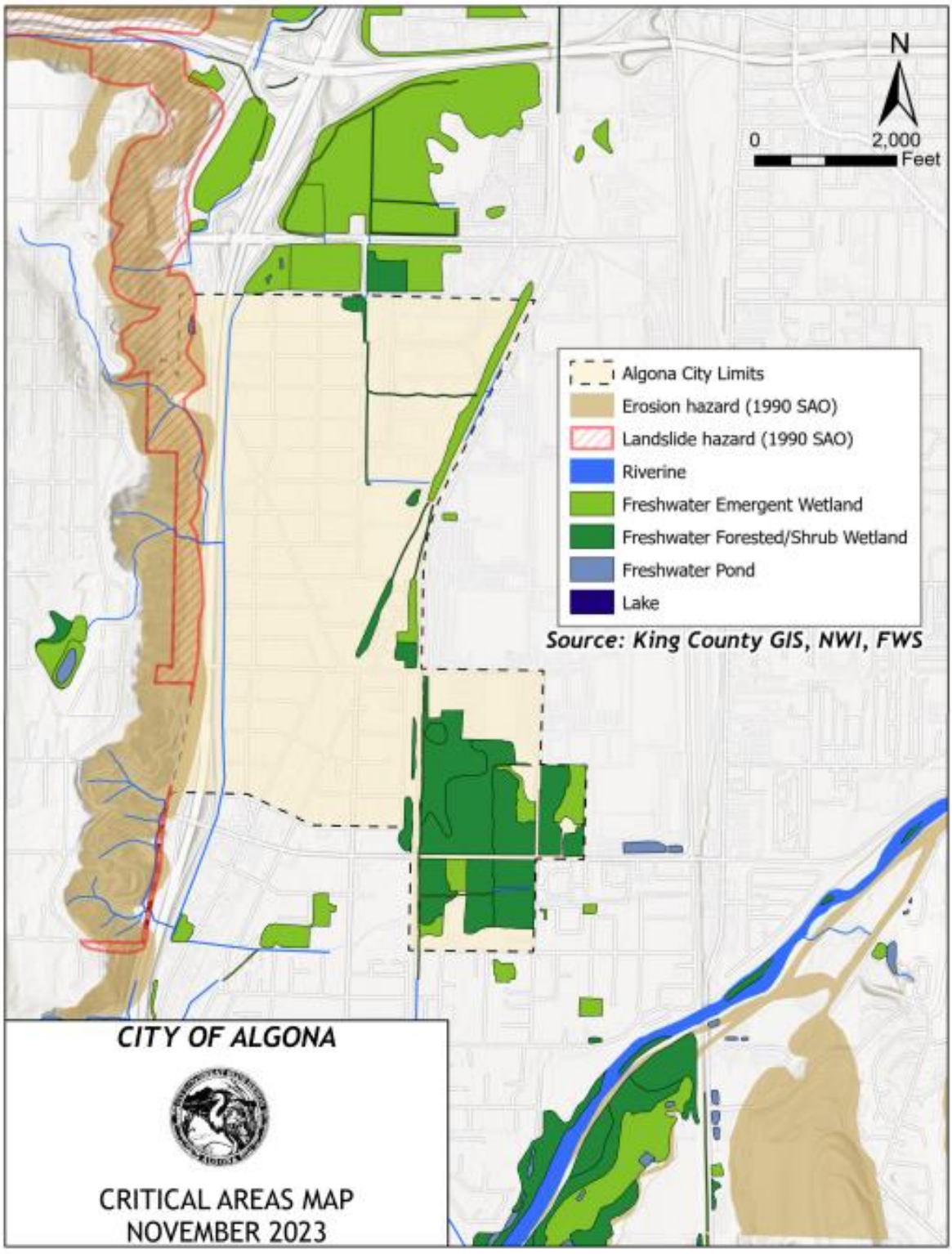
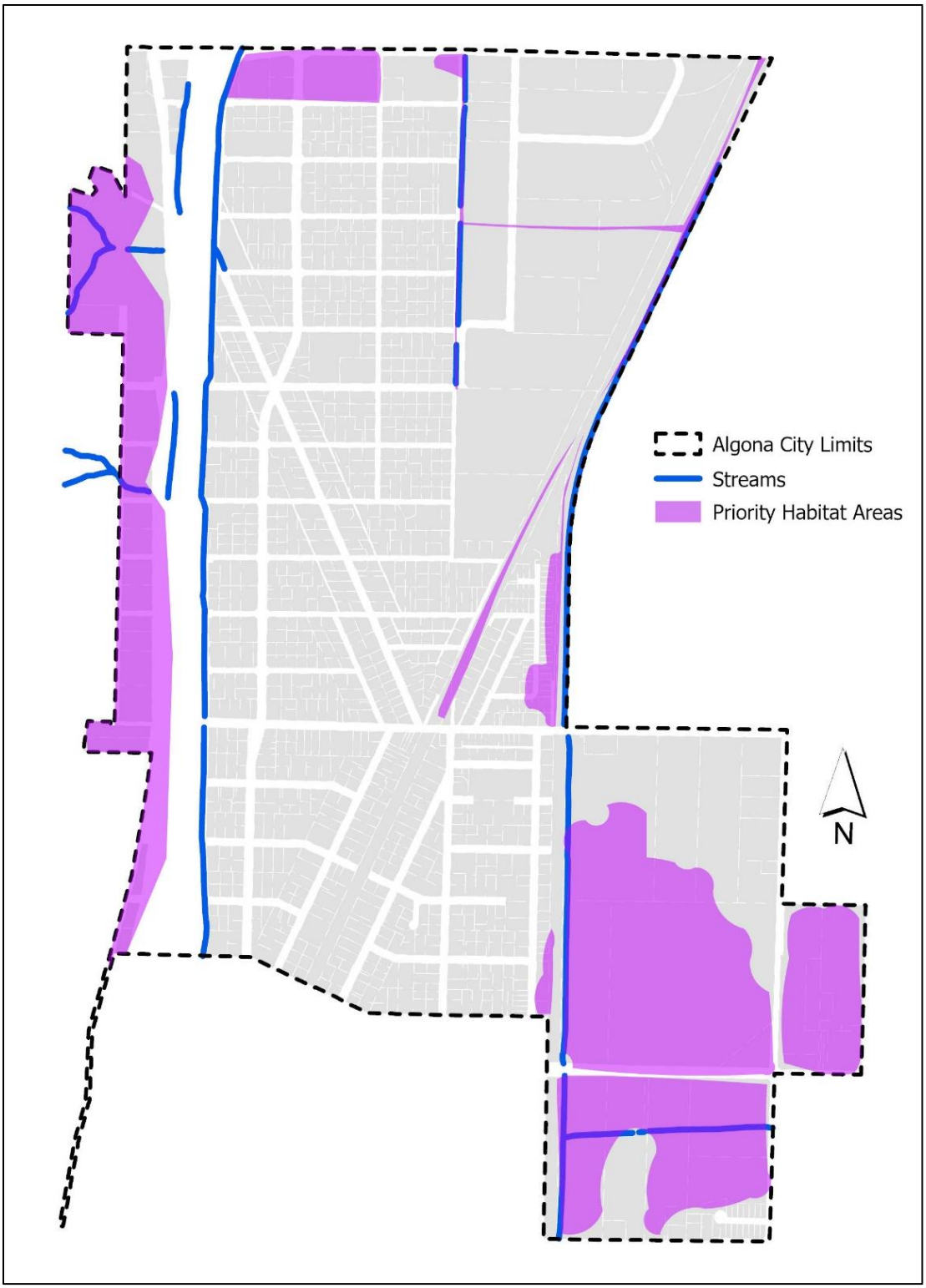


Figure 4: Priority Habitats in Algona[4]



[4] Figure 4 was developed using the Department of Fish and Wildlife's *Priority Habitats and Species On The Web* mapping tool. https://geodataservices.wdfw.wa.gov/hp/phs/

Implementation

The *Natural Environment* element is unique in that there are no proposed capital improvement projects related to maintaining and preserving the environment. Instead, the element is typically implemented by local regulations, plans, and programs that implement the element. The following is a list of Algona's adopted programs protecting natural land:

- Algona Municipal Code Title 16 (Environmental Protection)
- 1997 and 2024 Flood Hazard Management Plans
- Algona Stormwater Management Plan and federal NPDES Stormwater Permit
- Critical Areas Map

Relationship to Land Use

Natural lands and critical areas are considered in the *Land Use* element, which sets zoning precedent for the City over the next 20 years. The *Land Use* element measures the amount of vacant developable land available to meet growth projections for housing and jobs. Vacant developable lands exclude any potential or mapped critical areas, indicating no development is anticipated to be possible in critical areas. Algona has historically rezoned properties with verified critical areas to the Open Space and Critical Areas (OS/CA) zone to protect sensitive lands from any consideration of future development or capacity building.

Climate Change

In 2023, the Washington State Legislature passed HB 1181 which adds a climate goal to the Growth Management Act (GMA) requiring local jurisdictions planning under the GMA to create a *Climate Change* element with resilience and greenhouse gas emissions mitigation sub-elements or appendices. The element must include the following:

- Include goals and policies to address climate change and develop local resiliency to natural hazards;
- Measure greenhouse gas emissions and vehicle miles traveled;
- Describe and prepare for climate impact scenarios;
- Foster resiliency to climate impacts and natural hazards;
- Protect and enhance environmental, economic, and human health and safety; and
- Advance environmental justice.

King County is not required to complete the *Climate Change* element until 2029 during the mid-period evaluation for the comprehensive plan. Additionally, the state requires a *Climate Change* element for counties and cities with a population greater than 6,000 as of April 1, 2021[5], and Algona's population of 3,920 does not trigger the requirement to complete the *Climate Change* element.

[5] Office of Financial Management, *Population Estimates.* (2021).

Algona's target population for 2044 is 4,660; while it is currently unlikely that Algona will need to prepare a *Climate Change* element soon, the City will evaluate economically feasible opportunities to evaluate Algona's climate impact and reduce greenhouse emissions. Algona recognizes that climate change is anticipated to impact the frequency and severity of natural hazards, such as wildfires and landslides, and climate events, such as flooding or droughts.

Future evaluations of climate impact and greenhouse emission reductions will also consider understood environmental effects and exposures. As discussed in the Housing Element - Housing Equity section, there are greater rates of environmental effects and sensitive populations east of W Valley Highway S compared with continuous Algona. The City intends to consider collaborative climate approaches for reducing environmental effects on human health and safety while advancing environmental justice for historically disadvantaged communities.



The City of Algona partnered with Futurewise to engage the community on the value of wetlands at Algona Days 2023. Susannah Spock with Futurewise used a simulation board to demonstrate how wetlands can be a natural tool to reduce pollutant and flooding impacts in manmade environments. Kids and adults alike were able to add features to the board visualizing how different community conditions can enable or protect communities from hydraulic events. Photo provided by Futurewise.

Goals and Policies

GOAL NE-1 Critical Areas

Review and amend local codes, regulations, and practices using best available science resources to protect critical areas, wildlife habitat, and the natural environment.

Policies:

NE-1.1

Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of threatened and endangered species, and species of local importance.

NE-1.2

Identify and protect wildlife corridors both inside and outside the urban growth area using Best Available Science, such as Priority Habitats and Species data provided by the Washington Department of Fish and Wildlife. Actively engage with King Conservation District to develop a stewardship program to encourage private landowners to manage their land in ways that support the preservation of sensitive areas and associated buffers.

NE-1.3

Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements:

1. Wetlands
2. Critical Aquifer Recharge Areas
3. Habitat Conservation Areas
4. Frequently flooded areas
5. Geohazards

NE-1.3

Ensure that codes and standards, when updated and implemented, contain language that designates and protects critical areas including wetlands, fish and wildlife habitat protection areas (habitat conservation areas), frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. Adopt new codes and standards containing Best Available Science and Best Management Practices (BMPs) to protect the functions and values of critical areas, and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

NE-1.4

Locate development and supportive infrastructure in a manner that minimizes impacts on natural features and results in no net loss of ecological function. Promote the use of traditional and innovative environmentally sensitive development practices, including Low Impact Development (LID) and site design, housing types, materials, construction, and ongoing maintenance.

NE-1.5

Encourage clustering and density transfers for both commercial and residential development to retain natural features, habitat, and sensitive areas as open space.

NE-1.6

Reduce stormwater discharge impacts that pollute waters of the state from transportation and development through collaborative watershed planning, redevelopment and retrofit projects, and low-impact development.

NE-1.7

Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM).

NE-1.8

Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries. Consider development of a coordinated regional critical areas protection program that combines interjurisdictional cooperation, public education, incentives to promote voluntary protective measures, and regulatory standards that serve to protect critical areas.

NE-1.9

Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals.

NE-1.10

Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted regional watershed plans.

NE-1.11

Identify, protect, and designate riparian areas as riparian management zones (RMZs), with consideration for the ecosystem services they provide, such as shade, large wood recruitment, nutrient input, pollutant removal, and important terrestrial wildlife habitat.

GOAL NE-2 Environmental Sustainability and Justice

Encourage environmental stability and justice by integrating sustainable development and business practices with ecological, social, and economic concerns, and addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations.

Policies:

NE-2.1

Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.

NE-2.2

Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.

NE-2.3

Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

NE-2.4

Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.

NE-2.5

Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity.

NE-2.6

Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.

NE-2.7

Prioritize natural and manmade places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

NE-2.8

Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.

GOAL NE-3 Flood Hazards

Establish local and regional partnerships (i.e., King County Flood Control District) to manage floodplain development and conserve aquatic habitats. Protect public health and safety, regional economic centers, public and private property, and transportation corridors through effective and collaborative floodplain management.

Policies:

NE-3.1

Coordinate and fund holistic flood hazard management efforts through the King County Flood Control District.

NE-3.2

Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements including those related to the Endangered Species Act.

NE-3.3

Cooperate with federal, state, and regional agencies and forums to develop and implement regional levee maintenance standards that ensure public safety and protect habitat.

GOAL NE-4 Water Resources

Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.

Policies:

NE-4.1

Encourage basin-wide approaches to wetland protection, emphasizing the preservation and enhancement of the highest quality wetlands and wetland systems.

NE-4.2

Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.

NE-4.3

Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

NE-4.4

Establish a multi-jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.

NE-4.5

Plan for long-term water provision which considers future growth and the potential impacts of climate change on regional water resources.

GOAL NE-5 Open Space

Develop strategies and funding to protect lands that provide the following valuable functions: Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; Preservation of

ecologically sensitive, scenic, or cultural resources; Urban green space, habitats, and ecosystems; Forest resources; and Food production potential.

Policies:

NE-5.1

Identify, preserve, and enhance regionally significant open space networks and linkages (i.e., lands useful for recreation, wildlife habitat, trails, and connection of critical areas) across jurisdictional boundaries through implementation and participation in the Regional Open Space Conservation Plan.

NE-5.2

Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

NE-5.3

Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

GOAL NE-6 Restoration and Pollution

Adopt policies, regulations, and processes, related to new or existing fossil fuel facilities, which are designed to: Protect public health, safety, and welfare from all impacts of fossil fuel facilities; Mitigate and prepare for any impacts of fossil fuel facility disasters on all communities; Protect and preserve natural ecosystems from the construction and operational impacts of fossil fuel facilities; Manage impacts on public services and infrastructure in emergency management, resilience planning, and capital spending; Ensure comprehensive environmental review and extensive community engagement, during initial siting, modifications, and periodically thereafter; and Reduce climate change impacts from fossil fuel facility construction and operations.

Policies:

NE-6.1

Reduce the use of toxic pesticides, chemical fertilizers, and other products and promote alternatives that minimize risks to human health and the environment.

NE-6.2

Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound in coordination with other cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.

NE-6.3

Continue efforts to reduce pollutants from transportation activities, including use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

NE-6.4

Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.

NE-6.5

Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.

NE-6.6

Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to understand pollution-related harms amongst vulnerable communities. Implement community-vetted strategies to reduce impacts on vulnerable populations and areas that have been disproportionately affected by noise, air pollution, and other environmental pollutants.

GOAL NE-7 – Climate Change

Support countywide coordination of land use patterns and promotion of transportation systems that provide practical alternatives to single-occupancy vehicles. Improve energy efficiency through the development of new infrastructure as well as the maintenance and updating of existing infrastructure.

NE-7.1

Establish cross-jurisdictional partnerships (i.e., state, regional, local) to coordinate expertise, funding, and resources to strengthen community resilience and adaptation to climate change impacts.

NE-7.2

Improve community engagement strategies to understand climate-related impacts in the community, and address community-identified impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

NE-7.3

Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.

NE-7.4

Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

NE-7.5

Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings.

NE-7.6

Support the production and storage of clean renewable energy.

NE-7.7

Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

NE-7.8

Address rising seawater by siting and planning for the relocation of hazardous industries and essential public services away from the 500-year floodplain.

NE-7.9

Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

Chapter 9: Transportation

Introduction

Future planning, investment, and operation of transportation infrastructure are captured in the *Transportation* element. The element demonstrates the current state of Algona's transportation systems while also envisioning how community members will move around Algona through 2044. The purpose of the transportation element is to ensure that future transportation operations are developed to support the goals of the land use element and to accommodate concurrent growth projected for the City of Algona.

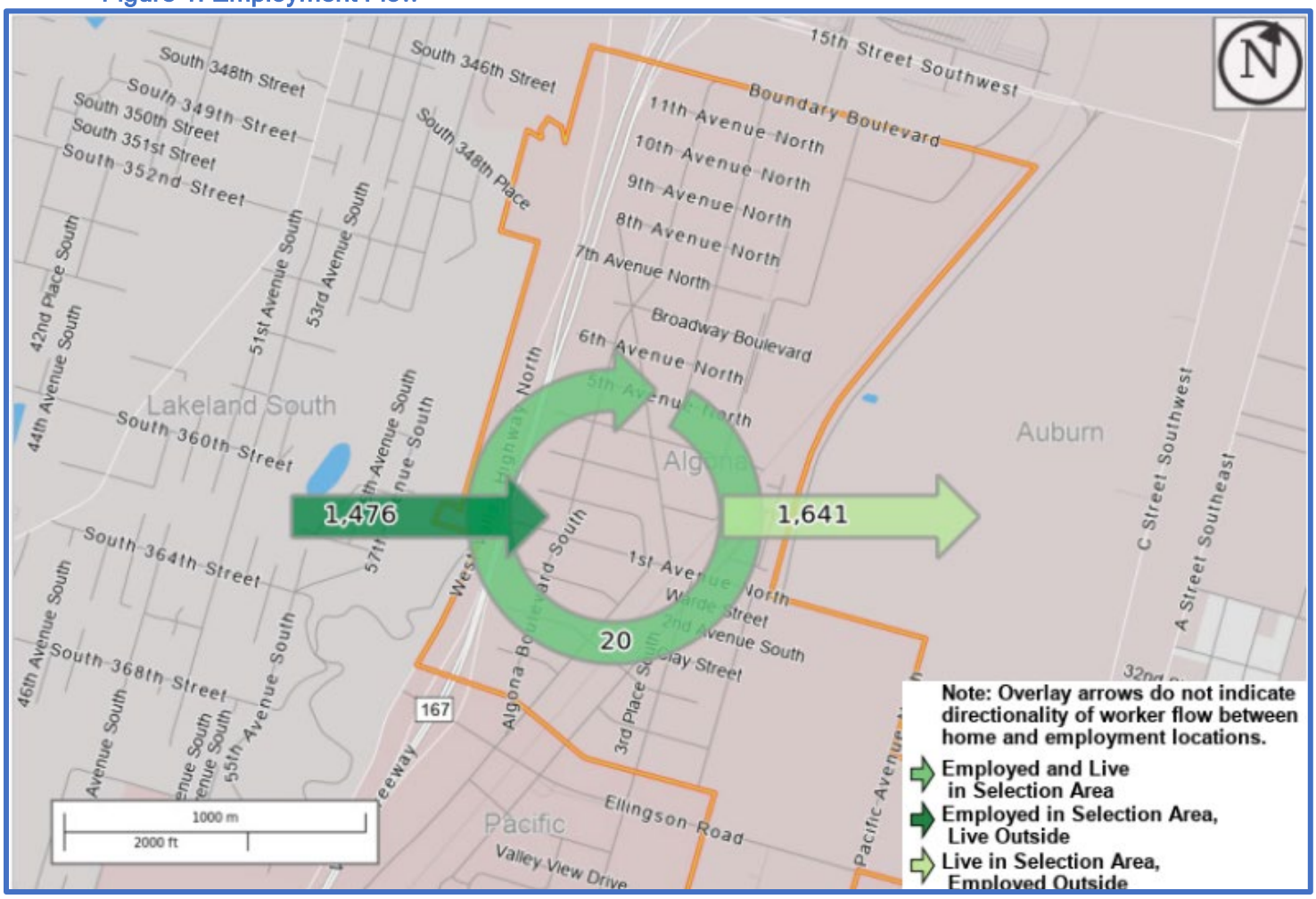
Decisions made in transportation or land use are highly influential on one another. Growth in housing, jobs, and population can overburden existing road networks not suited to handle the increased congestion without proactive planning. Requirements for concurrency in the Growth Management Act (GMA) specify that growth must be adequately served by transportation as it occurs. If these upgrades cannot be served due to environmental, financial, or other reasons, the land use plan must be adjusted accordingly. As with utilities, transportation infrastructure must be available to sustainably accommodate growth as strategized in the land use element.

As of 2024, the state of transportation in the Puget Sound is in flux. Several employers that offered work-at-home amenities during the COVID-19 pandemic are beginning to require employees to return to the office full-time. State, county, and local roads will be increasingly stressed as commute trips return to and surpass pre-pandemic levels. As described in **Figure 1,** approximately 1,640 residents work outside the city's limits while 1,470 people travel to Algona for their jobs. Understanding that populations are projected to increase over the next twenty years, it is necessary that Algona, continue to collaboratively plan to accommodate increased levels of traffic with neighboring jurisdictions and WSDOT.



Above: children in carts are towed behind an Algona Public Works vehicle as part of an Algona Day event.

Figure 1: Employment Flow



Source: United States Census, On the Map, (2023)

Growth Management Act Requirements

The comprehensive plan needs to be both consistent with Countywide Planning Policies (CWPPs) and compliant with Washington State's GMA. The Department of Commerce ensures that Washington cities are prepared to meet these conditions by equipping them with the periodic update checklist. Generally, the comprehensive plans must establish a means of accommodating growth levels specified by county growth targets while ensuring that these strategies are financially feasible and concurrent with development.

The State specifies how to develop projections for future transportation strategies by requiring, at minimum, 10-year traffic forecasts. Doing so allows community members and decision-makers to mitigate future congestion through improvements or extensions of transportation infrastructure and services. It is also a requirement that the assumptions and methods used to develop traffic projections be shared to add transparency to projections.

Additionally, the 2024 periodic update cycle includes new requirements for the transportation element. Historically, transportation elements solely required inventorying and analyzing of automobile facilities and infrastructure. This periodic update cycle introduces requirements considering a wider diversity of transportation methods including active transportation methods and public transit. Cities must include sections considering how multimodal transportation may impact existing infrastructure and create future projections based on methods coordinated with the region. This change will help decision-makers consider funding for projects by acknowledging a wider range of transportation needs. These recent requirements for the element maintain a cohesive approach to a regional issue by reducing demand for roadways, encouraging physical activity, providing many cost-effective transportation options, and reducing greenhouse gas emissions.

Regional and Local Transportation Plans

Vision 2050 and The Regional Transportation Plan

The Puget Sound Regional Council (PSRC) is the regional planning agency responsible for reviewing, prioritizing, and funding of transportation projects throughout the region. PSRC's foundational principles are in the *Regional Transportation Plan* (RTP)[1], which in turn is based on Vision 2050, the overarching growth plan for the region. The RTP is interconnected with the PSRC *Regional Economic Strategy*, the comprehensive economic development plan for the central Puget Sound region. Combined, these plans define how transportation systems will be developed from the State level to the region to the County and to Algona.

> *VISION 2050 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The Regional Transportation Plan provides a blueprint for improving and coordinating mobility, providing transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment. The region has committed to unprecedented levels of investment to support the safe and efficient movement of people and goods. A centerpiece of the emerging transportation system is an integrated local and regional high-capacity transit network of light and heavy rail, ferries, and bus rapid transit, which supplements the roads, rail, and maritime transportation system.*
>
> --PSRC Vision 2050, Page 3.

King County Countywide Planning Policies (CWPP)

Current CWPPs for King County were adopted in December 2021 and amended in 2022. CWPPs create a shared and consistent framework for growth management planning for all jurisdictions in King County. King County's Comprehensive Plan along with all its local comprehensive plans are developed from the framework established by the CWPPs. The planning policies incorporated in the document were purposed to guide in advance of the 2024 Comprehensive Plan Periodic Update. The CWPPs implement the region's plan for growth as outlined in Vision 2050.

[1] *2022-2050 Regional Transportation Plan (RTP)*, PSRC Page 38

For Algona's 2024 update, the CWPPs were adopted with Vision 2050 and the comprehensive update in mind. Guiding principles were established to establish a context and extent for the 2021 CWPP update. The following list identifies these parameters:

- 2012 Countywide Planning Policies
- Centering social equity and health
- Integrating regional policy and legislative changes
- Providing clear, concise, and actionable direction for comprehensive plans
- Implementing the Regional Growth Strategy with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

Transportation Improvement Plan

As part of the requirements for certification, the *Transportation* element of the comprehensive plan must include a multiyear financing plan based on the needs identified in this element. The transportation improvement plan (TIP) establishes the basis for street, road, path, and transit improvements to take place over the six-year period and is developed by all cities planning under the GMA. The TIP is one component of the larger capital improvement plan (CIP) inventorying all proposed infrastructure improvements, extensions, and additions. The CIP can be located within the *Capital Facilities Appendix* of the Algona 2024 Comprehensive Plan.

Algona transportation projects receive their funding through several sources. Algona's annual budget has a dedicated *Street Fund* which is legally restricted to transportation infrastructure construction and maintenance. The fund receives its revenue primarily through sales and property taxes, state intergovernmental revenues or grants, licenses & permits, and miscellaneous revenues. Interfund transfers are also used on occasion to catch up on contributions to the newly proposed equipment replacement fund in 2022. These funds are used towards the maintenance, operation, and improvements to road infrastructure. Additionally, revenues generated by the real estate excise tax may be applied to street improvements through the capital improvement fund.

The purpose of the TIP is to ensure that growth in Algona will be unencumbered by shortcomings in infrastructure concurrency by validating the proposed project expenses and available revenue sources. In the case of unforeseen events and funding falls short, there are additional funding methods left for Algona to consider. Cities can implement either a one-year or multi-year levy lid lift increasing property taxes without banked capacity beyond the one percent limit. This solution would need to be voted on by the community. However, they are flexible in paying for maintenance, operation, or capital costs. Additionally, Local Improvement Districts can be created to fund capital improvement projects in specific neighborhoods. With this option, property owners who benefit the most from the improvements share a proportionate size of the costs. Lastly, Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds can also be levied by cities, transit benefit districts (TBDs), and Local Improvement Districts (LIDs). These projects can be approved by special election or council decisions for financing of projects that benefit the wider public.

Land Use Assumptions

The 2024 Periodic Update relies heavily on the regional forecasts by PSRC and King County. Current projections provided by King County suggest that the City's population will increase by 29% to 4,660 residents by 2044. Given the sizeable increase in projected population, the City will assume that the comprehensive plan's consistency with regional transportation forecasts will ensure concurrency.

The future traffic analysis described in this element incorporates land use assumptions by using the 2024 Zoning Map and anticipated density changes to residential and commercial zones. Additionally, the analysis assumes a 1% compound growth rate at all intersections, starting with 2023 volumes. The growth was determined using the travel demand model. The travel demand model is a regional model across four counties developed by the Puget Sound Regional Council (PSRC). There is a base year model and a future year model. In this case, we used a 2014 and a 2040 model. The models have land use developed by the PSRC with input from local jurisdictions. We looked at growth between the two years on several roads in Algona. There was typically very little or negative growth on Algona roads, but to be conservative, we used a 1% annual growth rate.

Algona's Transportation Network

Automotive Transportation

Local Roadway System

Each street in Algona was functionally classified according to the WSDOT Functional Classification[2] system used for federal funding and based on the traffic services they provide, such as the through movement of traffic or the provision of access. Roads within the City are primarily either collector arterials or local access streets, as shown in **Figure 2** (page T7). The West Valley Highway and Ellingson Road are considered to be the only minor arterials within city limits and can support a higher traffic volume than almost all other roads within Algona as demonstrated in the traffic analysis.

State-Owned Roadway System

Algona is served by nearby two State highways, SR 167 and Highway 18. While there is no immediate access to Highway 18 from Algona, there is one entry/exit point to SR 167 within the City, which is located along Ellingson Road. The West Valley Highway, a city-maintained roadway, parallels SR 167 and provides the principal local access into the City. It also handles bypass traffic when SR 167 becomes congested during peak hours. The City's TIP notes that the West Valley Highway has insufficient width and the pavement is currently in poor condition.

Parking Facilities

Parking facilities include both on- and off-street parking. On-street parking is currently allowed completely or partially on all collector arterials and local roads. However, this tends to contribute to traffic congestion and hamper pedestrian safety specifically along 1st Avenue, Algona Boulevard, Milwaukee Avenue, Warde Street, and Main Street, which are the primary pedestrian corridors leading

[2] Washington State Department of Transportation, Geospatial Open Data Portal (2023).

to key community services and events, local businesses, and AlPac Elementary School. There are physical constraints to on-street parking on some roads due to roadside ditches. Residents have mixed feelings about on-street parking being permitted throughout the City due to limited roadway width not designed to accommodate two-way access and on-street parking.

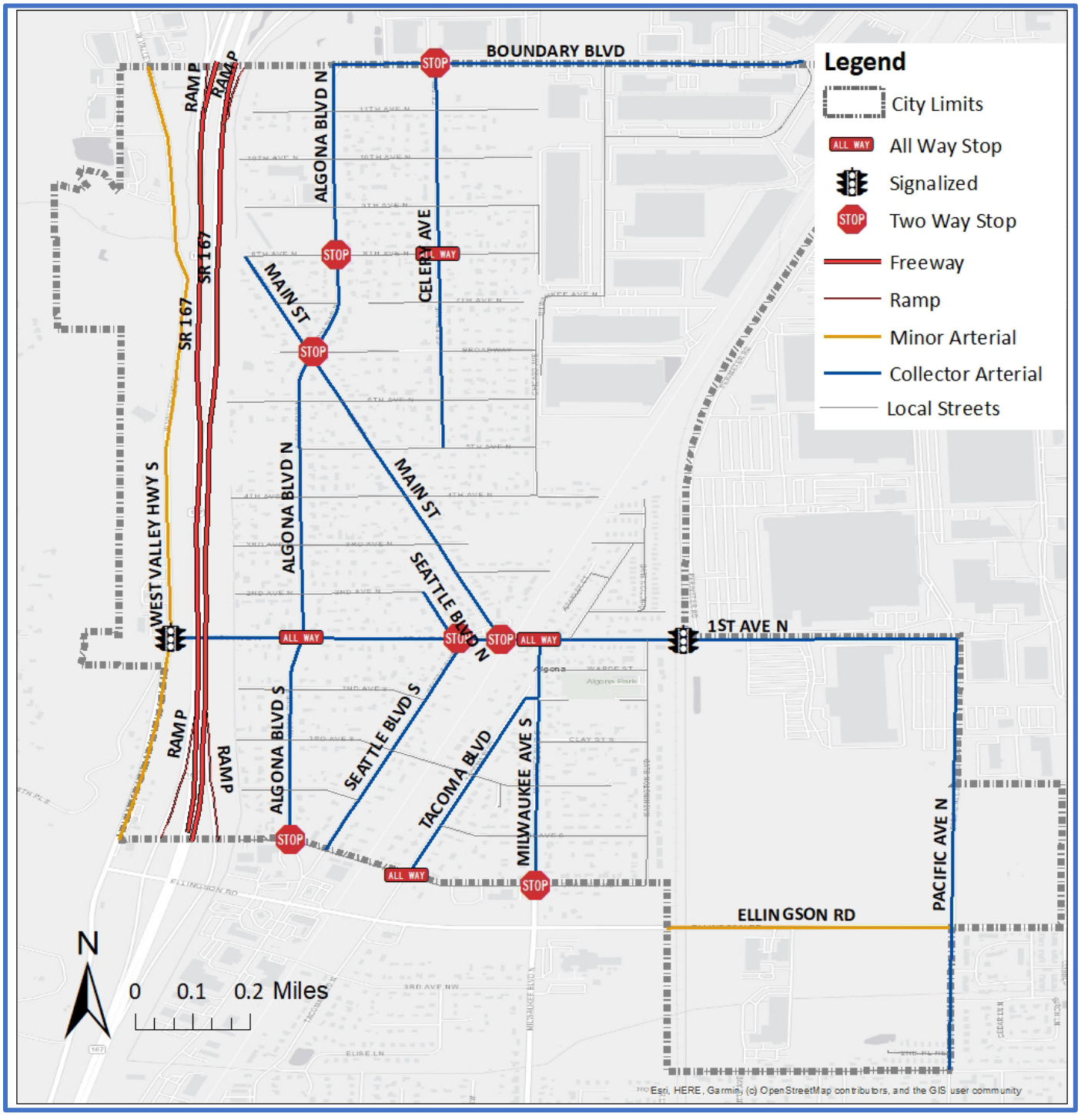
Demand is currently being satisfied by off-street parking on arterial and collector roadways which is maintained by private property owners. Off-street parking is required for all residential, commercial, and industrial developments and is intended to meet specific land use-related parking needs.

Private Transportation

The State requires cities to consider programs for transportation demand management strategies designed to encourage the use of alternatives to single occupancy travel and reduce congestion during peak times. Transportation Network Companies (TNCs) such as Uber and Lyft operate in Algona and provide options for shared rides with other users. Additionally, High Occupancy Toll (HOT) lanes are implemented along SR-167 from Auburn to Renton to create quicker commutes for carpool users who aren't tolled in the HOT lanes. Single occupancy vehicles may also ride in the HOT lanes however they will have to pay a fee priced to the current level of traffic. This method is to reduce congestion by promoting carpooling and other shared methods of transportation.

Algona also operates a Commute Trip Reduction (CTR) program. The City provides for CTR through AMC 16.16 affecting businesses with 100 employees or more.

Figure 2: Roadway Classification Map, DKS Traffic Report (2023)



Bicycle and Pedestrian Network

Bicycle Trails/Paths

There is a bicycle facility located on Boundary Boulevard from Algona Boulevard North to Industry Drive North, as shown in **Figure 3**. This is an unprotected bike lane separated from the roadway by a channelization buffer, starting just east of O Street and extending the length of Boundary Boulevard. The channelized buffer ends at O Street and the bike lane ends at the north/south bend.

The Interurban Bicycle Trail is a 14-mile trail connecting the cities of Tukwila, Kent, Auburn, Algona, and Pacific. This partially paved trail only crosses one street, 1st Ave North. This protected crossing is enhanced by Rectangular Rapid Flashing Beacons (RRFB) that draw automobile drive attention to pedestrians and bicyclists.

Pedestrian Facilities

There are Interurban Bicycle Trail also serves as a pedestrian path. Other pedestrian ways are discontinuous throughout the City, having been constructed in a piecemeal manner over past years. Sidewalks are provided on both sides of the roadway on Milwaukee Boulevard South, 1st Avenue North, Warde Street, Industry Drive North, and Boundary Boulevard. There are sidewalks on one side of the street on Main Street from Algona Boulevard to 1st Avenue North and Ellingson Road from Pacific Avenue North to Milwaukee Boulevard North. Existing sidewalks are shown in **Figure 3.**



The Interurban Trail connects to Algona's Waffle Park and Stanley Avenue Parks, providing residents opportunities to walk or bike into Auburn. Photo by: Betty Padgett

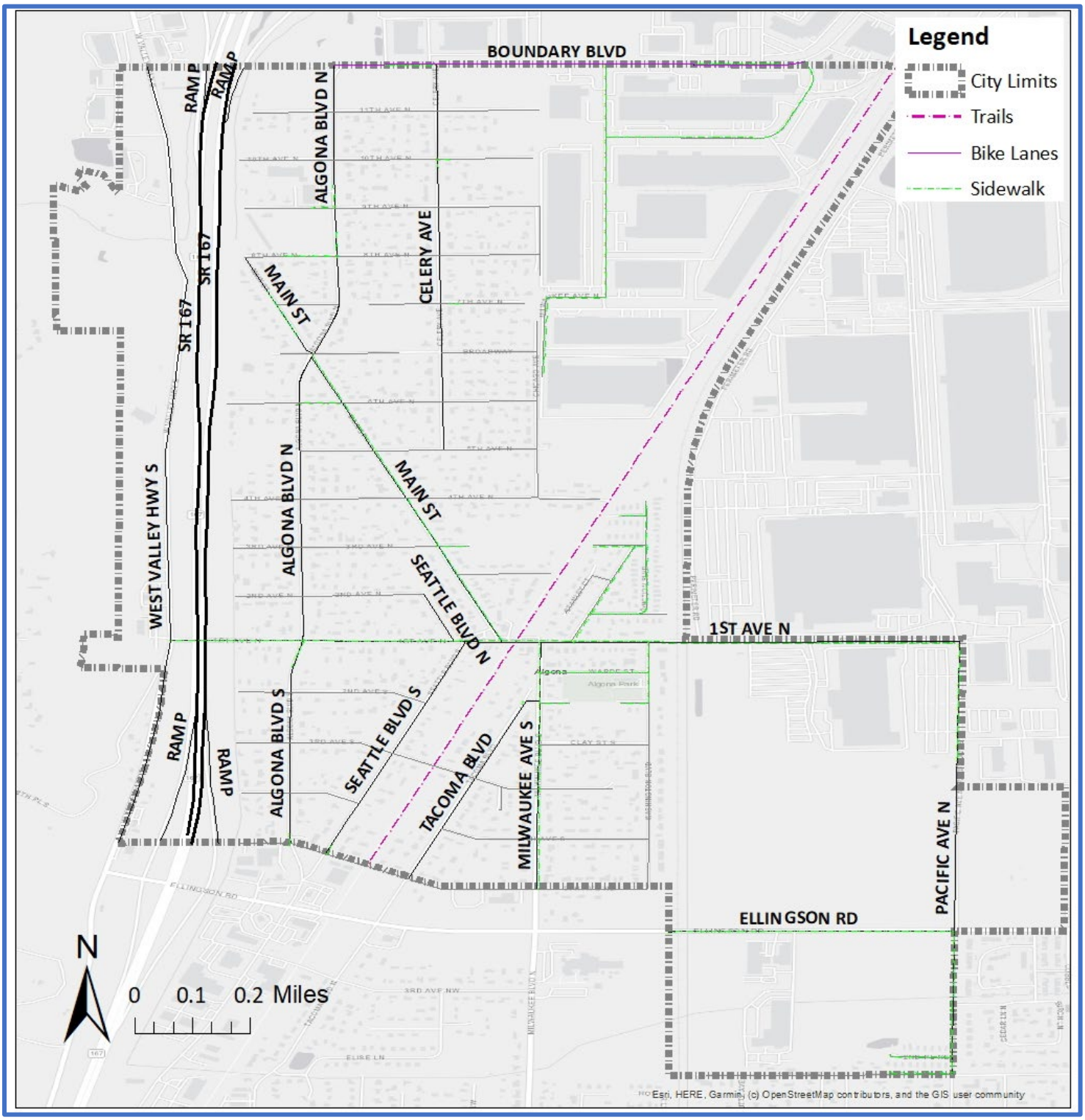
History of the Interurban Trail:

After being signed by Abraham Lincoln in 1862, the Homestead Act brought a new wave of settlers west. By 1870, Algona, (Previously known as Valley City) was growing steadily and needed additional infrastructure to support its population. By 1902 the Interurban railway was operating from Seattle to Tacoma with stops at many cities including Algona. The Interurban railroad gave residents increased access to Seattle and many businesses began to locate near this the depots.

After three full decades of use, the line was shut down in 1928. The development of local highways was favored over the railway. Puget Power eventually converted the corridor into a power line corridor, titling segments to Seattle City Light and Snohomish County Public Utility District. By the mid 1990's large swaths of the corridor was being developed into what we know today as the Interurban Trail.

Source: History Link, Algona Thumbnail History (2015)

Figure 3: Pedestrian and Bicycle Map, DKS Traffic Report (2023)



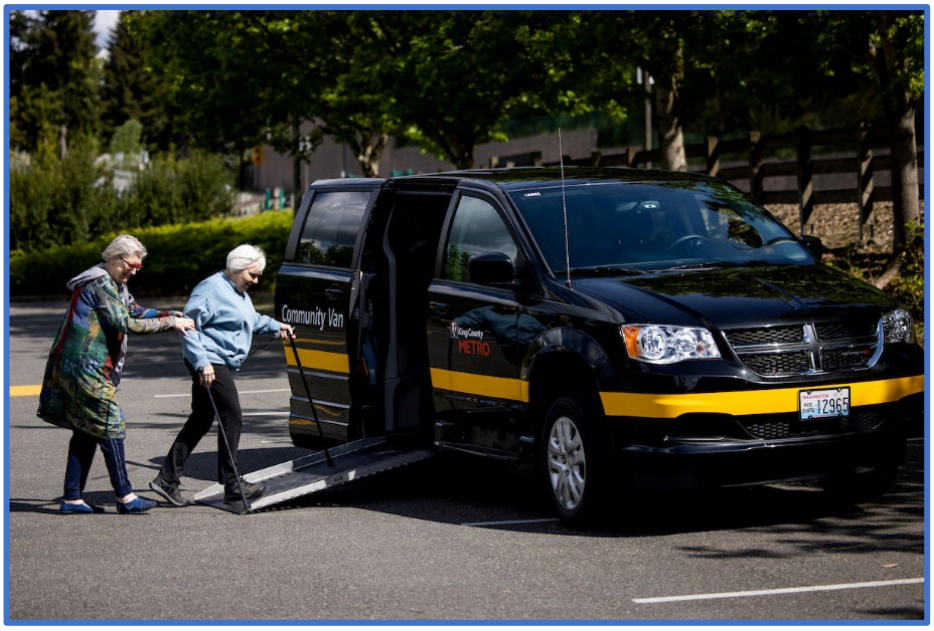
Interconnection to Public Transit



Transit

Transit is the most effective way to transport large groups and is a crucial alternative to driving for both local and regional trips. Transit is not only useful in reducing traffic volumes and pollution but is often the only means of transportation available to some members of the community. In Algona, most individuals use a personal automobile as their preferred mode of transportation. Therefore, mass transit is most important for the elderly, low-income individuals, and youth who do not have an alternative mode of transportation available.

Currently, King County Metro offers a single transit route through Algona and the surrounding area. The single Dial-A-Ride Transit (DART) Route 917 is a fixed route service that uses smaller buses that are more flexible for performing a limited number of off-route pick-ups/ drop-offs. Route 917 operates along Ellingson Road, Pacific Avenue North, Milwaukee Boulevard South, 1st Avenue North, Main Street, Algona Boulevard North, and Boundary Boulevard. The route provides a useful connection to Auburn Retail Park, The Outlet Collection, and Auburn Transit Center. DART route 917 operates from 5:00 AM to 7:00 PM on weekdays and from 8:30 AM to 5:00 PM on weekends. It operates under 20-to-30-minute headways during the weekdays and every hour on weekends.

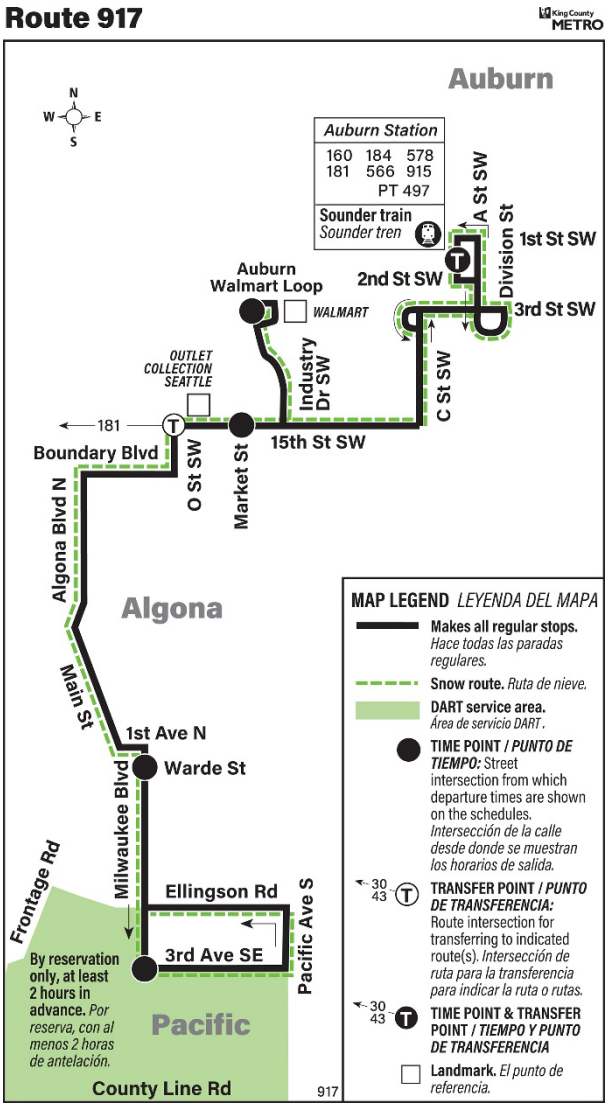


Residents are able to call Community Transportation Shuttle when they need it the most. Source: King County Metro

Algona also participates in the Algona-Pacific Community Transit Pilot Program. This program has been ongoing since 2021 and is purposed to equitable priority areas where there are higher proportions of low-income residents, people of color, or people with disabilities. This new form of rideshare, provided by King County Metro, connects community members with one-time or recurring rides to popular destinations not limited by an existing route. This service uses smaller EV automobiles offering even more flexibility in trip destinations. Community Transit vehicles need to be scheduled two days in advance with a local Community Transportation Coordinator. Trips must include at least two riders not

including the driver and can be anywhere within a two-hour drive from the origin. These vehicles are volunteer-driven, and riders must pay a Metro one-zone ticket fare. Tickets can be purchased through an ORCA pass, or with King County Metro's Transit GO Ticket app.

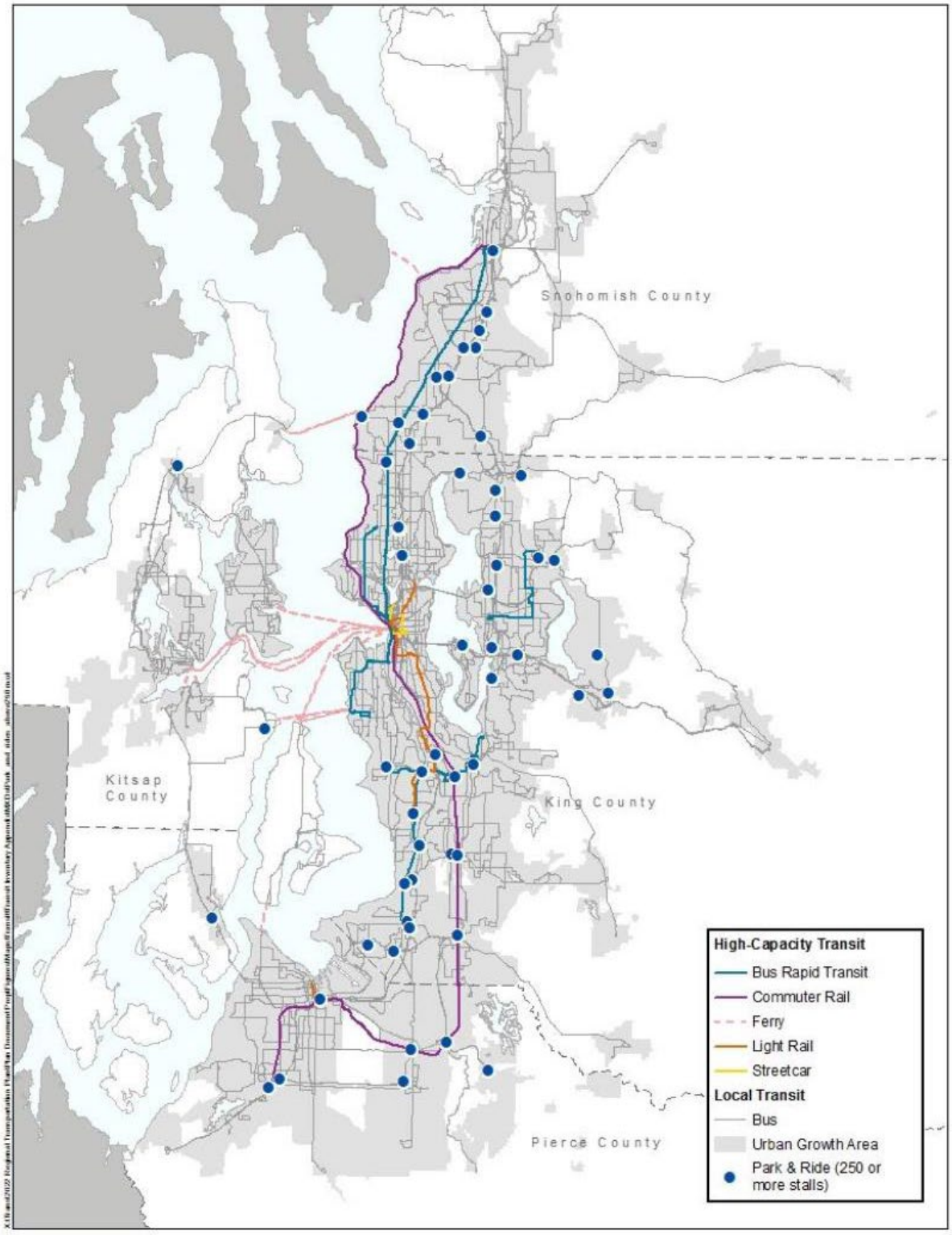
Figure 4: Route 917 Transit Map



Railways

The City no longer has direct passenger service but does have access to freight service through the Union Pacific Railroad at the Auburn 400 Corporate Park located in the northeastern corner of the City. Although there is no direct passenger service to the City, Sounder Commuter Rail and some Amtrak passenger service is accessible at the Auburn Rail Station just northeast of the City.

Figure 5: Passenger Rail in the Puget Sound



Water and Air Transportation

The City is not directly served by water or air transportation services. However, there are several regional providers of these transportation types available to Algona community members. WSDOT provides ferrying services throughout the Puget Sound and its four counties. This state-operated system provides needed transit connections with the peninsula and its many isolated communities.

There are numerous flight facilities accessible to Algona and other communities in South King County. Seattle-Tacoma Regional Airport International Airport is the largest provider of airline travel services in the State of Washington. It is approximately 20 miles north of city hall and accessible via State Highway 167. Auburn Municipal Airport, located at 2143 E Street NE is a twelve-minute drive from Algona City Hall and provides maintenance and training services for planes and pilots.



The M/V Kaleetan Ferry takes passengers and commuters across the Puget Sound on a clear day with Olympic Mountains visible. Source: KUOW

Existing Levels of Service

Automobile

In 2005, the City adopted a Level of Service (LOS) standard of "D" for arterials and "E" for local access streets. LOS D is defined as causing a peak-hour driver less than a 35-second delay traveling through an unsignalized intersection; or less than 55 seconds through a signalized intersection. It is considered an acceptable urban standard for roads.

Traffic volumes were measured for both the 2005, 2015, and the 2024 plans. The locations are shown in the table below. The afternoon peak hour was selected for developing this plan because it is typically the hour of greatest traffic volumes during the day. The afternoon peak hour is the highest volume period between 4 and 6 p.m. on a weekday. It is industry standard to base LOS ratings based on wait times at intersections. Ratings are provided for both signalized and unsignalized intersections.

Figure 6: Study intersections and Traffic Control Type, DKS Report (2023)

#	INTERSECTION	TRAFFIC CONTROL
1	MAIN ST / ALGONA BLVD	Two Way Stop
2	W VALLEY HWY / 1ST AVE N	Signal
3	ALGONA BLVD N / 1ST AVE N	All Way Stop
4	1ST AVE N / SEATTLE BLVD N	Two Way Stop
5	1ST AVE N / N MAIN ST	Two Way Stop
6	MILWAUKEE BLVD / 1ST AVE N	All Way Stop
7	1ST AVE N / PERIMETER RD	Signal
8	5TH AVE NW / ALGONA BLVD	Two Way Stop
9	5TH AVE NW / TACOMA BLVD	All Way Stop
10	5TH AVE NW / MILWAUKEE BLVD	Two Way Stop
11	8TH AVE N / ALGONA BLVD N	Two Way Stop
12	8TH AVE N / CELERY AVE	All Way Stop
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop

Figure 7: Level of Service Criteria for Unsignalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Figure 8: Level of Service Criteria for signalized Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Figure 9: North Algona Study Intersections, DKS Report (2023)



Figure 10: South Algona Study Intersections, DKS Report (2023)



Figure 11: Existing Conditions AM and PM Peak Intersection Operations

INT #	INTERSECTION	OPERATING STANDARD	EXISTING AM PEAK		EXISTING PM PEAK	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	LOS D	9.9	A	15.2	C
2	W VALLEY HWY / 1ST AVE N	LOS D	5.1	A	6.9	A
3	ALGONA BLVD N / 1ST AVE N	LOS D	7.8	A	10.2	B
4	1ST AVE N / SEATTLE BLVD N	LOS D	9.1	A	9.6	A
5	1ST AVE N / N MAIN ST	LOS D	9.3	A	10.4	B
6	MILWAUKEE BLVD / 1ST AVE N	LOS D	7.7	A	8.4	A
7	1ST AVE N / PERIMETER RD	LOS D	1.7	A	0.5	A
8	5TH AVE NW / ALGONA BLVD	LOS D	9.1	A	10.6	B
9	5TH AVE NW / TACOMA BLVD	LOS D	7.2	A	7.1	A
10	5TH AVE NW / MILWAUKEE BLVD	LOS D	9.2	A	9.8	A
11	8TH AVE N / ALGONA BLVD N	LOS D	9.9	A	10.7	B
12	8TH AVE N / CELERY AVE	LOD D	7.2	A	7.4	A
13	CELERY AVE / BOUNDARY BLVD	LOS D	9.6	A	14.6	B

Pedestrian

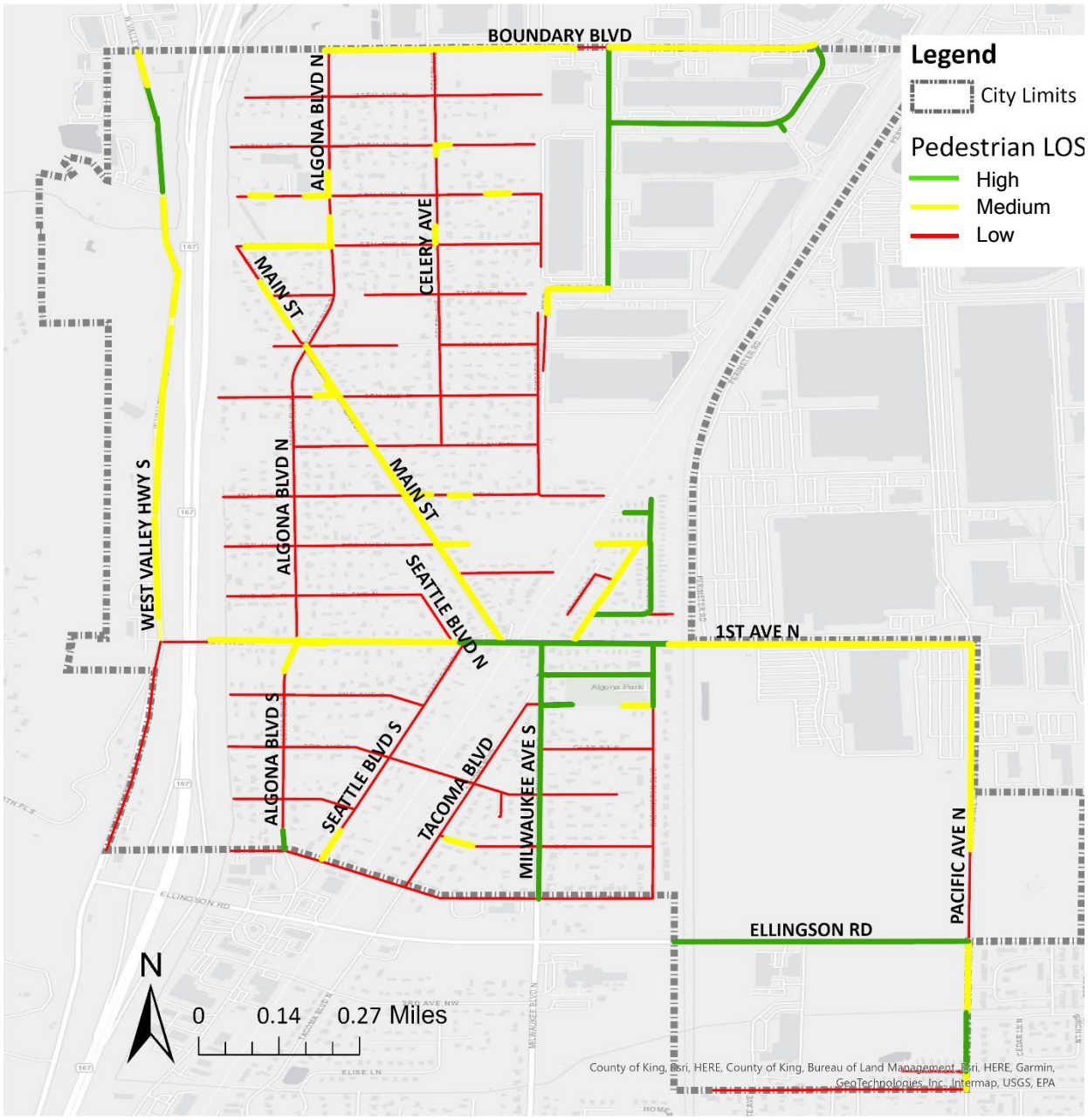
The pedestrian LOS standard was developed based on roadway functional classification and sidewalk width. The City of Algona has a Public Work Standards document created in July 2015 and updated in January 2021. The document includes a table outlining the minimum street design standards categorized by minor arterial roadways, collector arterial roadways, local access streets, and alleys. The minimum street design standards for sidewalks are shown in Figure 12. These design standards were also used to develop the City's pedestrian LOS standard.

Figure 12: Minimum Sidewalk Design Standards

DESIGN STANDARD	MINOR ARTERIAL	COLLECTOR ARTERIAL	LOCAL ACCESS STREET	ALLEY
SIDEWALK	6 FEET MINIMUM ON BOTH SIDES	5 FEET MINIMUM ON BOTH SIDES	5 FEET MINIMUM ON BOTH SIDES	NONE

Figure 13 shows the proposed pedestrian levels of service for the new policy. All streets classified as minor arterial, collector arterial, or local access will be assigned a pedestrian LOS of green, yellow, or red. The high level of service would be best for walking, providing the proposed sidewalk facilities exactly as shown in the City of Algona's Minimum Design Standards table along the entire roadway. The medium level of service would meet the basic needs for safe walking around the city; it may include incomplete or missing pedestrian sidewalk facilities, sidewalks along only one side of the roadway, or sidewalks that do not meet the minimum width requirements. The low level of service would include streets without any sidewalks along either side.

Figure 13: Pedestrian Level of Service



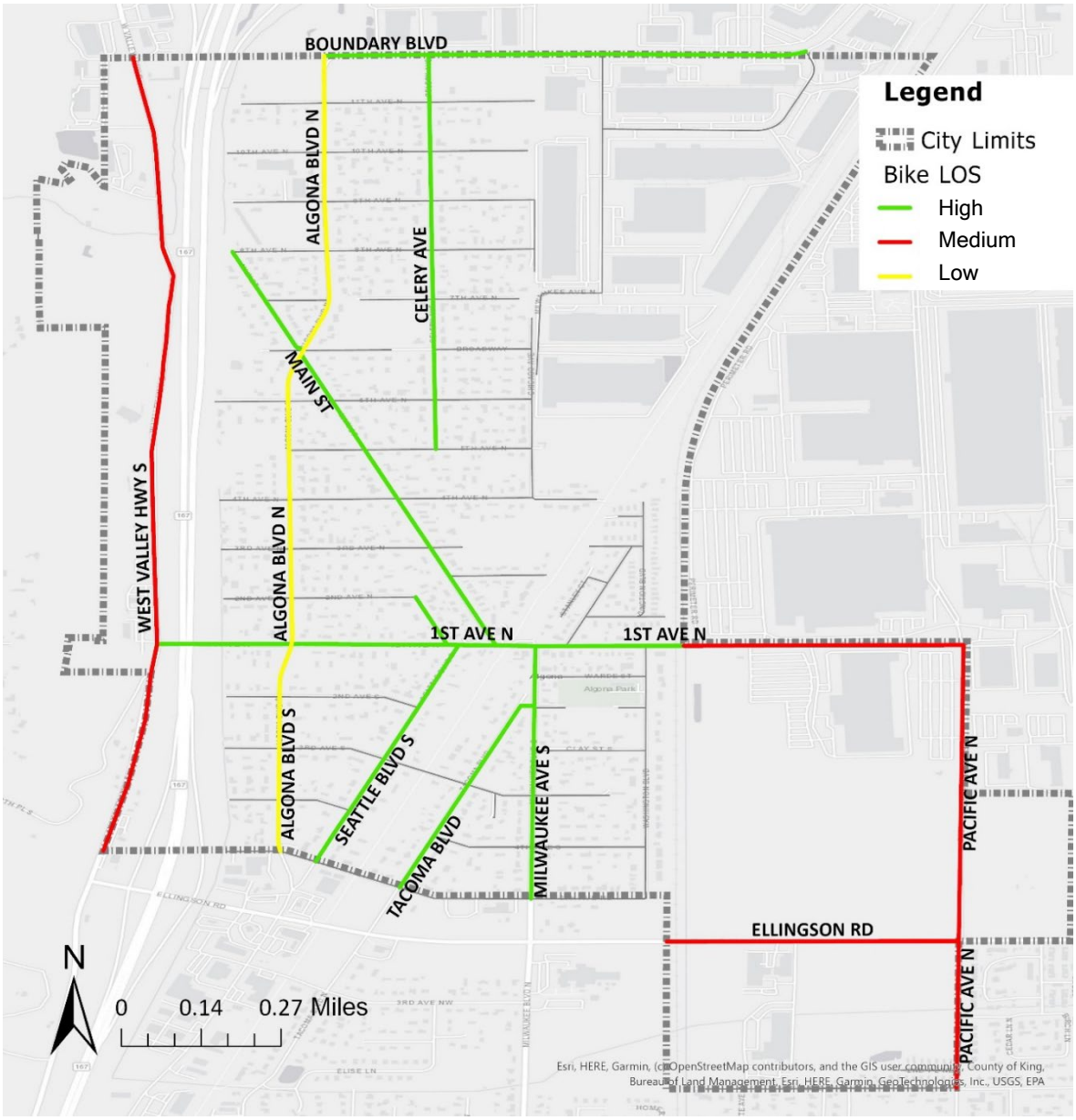
Pedestrian Level of Service. Green street lines indicates a high level of service, yellow indicates a medium level of service and red indicates a low level of service.

All roadway segments within the city that have sidewalks on both sides are classified as high LOS, except for Ellingson Road. The collector and arterial streets classified as high LOS are Boundary Blvd, Milwaukee Ave, Coal Ave, Green Acres Pl, Industry Dr, Junction Blvd, Pullman Ave, and Warde Street. The collector and arterial streets classified as medium LOS, due to a mix of no sidewalk, sidewalk on one side of the street, and sidewalk on both sides of the street, are 1st Ave, Main St, Pacific Ave, West Valley Hwy, 10th Ave, 2nd Ave, 3rd Ave, 9th Ave, Stanley Ave, and Washington Blvd. The remaining collector and arterial streets in the city have no sidewalk facility and are classified as low LOS.

Bicycle

The bicycle LOS standard was developed based on the WSDOT standards for bicycle level of traffic stress (BLTS), updated in 2023. All streets classified as minor arterial, collector arterial, or local access will be assigned a high, medium, or low bicycle LOS. The high level of service would be best for bicycling, meeting the WSDOT BLTS score of 3 or higher. The medium level of service would meet the basic needs for safe bicycling around the city; it may include incomplete or missing bicycle facilities, bicycle lanes failing to meet minimum width requirements, bicycle lanes that do not have a buffer, or bicycle lanes that are not separated from the roadway. The low level of service would include streets without any bicycle lanes, alongside high AADT volumes, multiple lanes per direction, or high target speeds.

Figure 24: Bicycle Level of Service



Bicycle Level of Service. Green street lines indicate a high level of service, yellow indicates a medium level, and red indicates a low level of service.

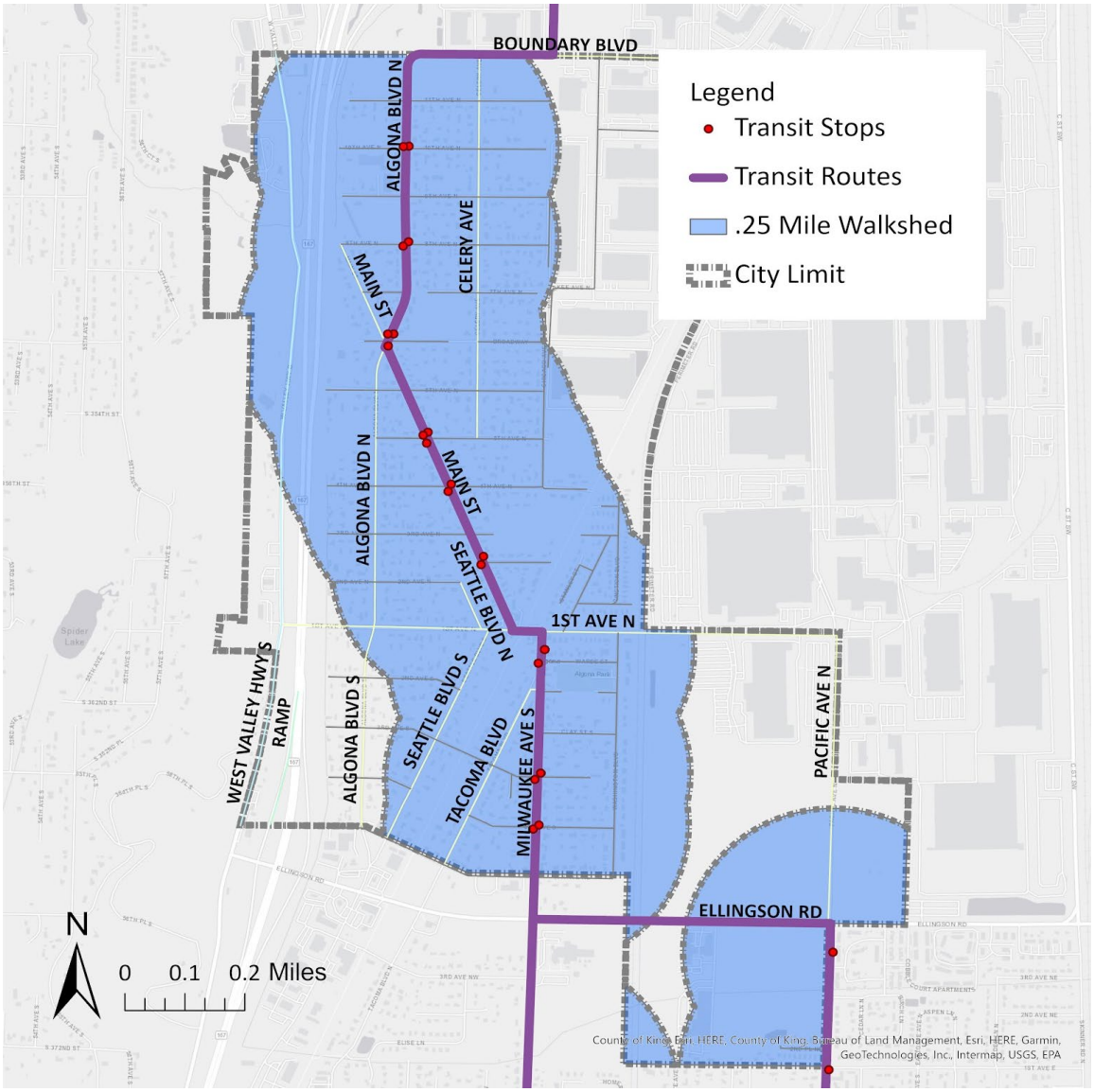
According to the WSDOT tables, streets with a posted speed limit of 30 miles per hour or less are classified as high LOS because they do not require a bicycle facility with an AADT of less than 6,000 vehicles. Algona Blvd has been classified as medium LOS, the only street with this classification in the city, due to the presence of a large shoulder used for parking, which serves as a bicycle facility. All other streets within the city, which have speed limits greater than 35 miles per hour, are classified as low LOS because they lack a designated bicycle facility.

Public Transportation: Bus Services

The Transit LOS standard is based on the Transit Capacity and Quality of Service Manual published by the Transportation Research Board. The Bus Service transit analysis was conducted using these standards. Transit coverage for the city was sorted into a high, medium, or low LOS. High represents more than 80% of the area being within the transit-supportive area (within a quarter mile of a transit stop). Medium represents a moderate level, with 60%-70% of the area being within the transit-supportive area. Low represents the lowest level, with 59.9% or less of the land within the transit-supportive area.

Figure 15 shows a map of existing transit facilities in Algona with a quarter-mile radius buffer around each stop. King County Metro Dial-A-Ride Transit (DART) Route 917 is the only current transit line serving the city. This route connects Pacific to Auburn's regional transit center, serving Algona along the way. Notably, 65% of Algona’s land area is within a quarter-mile radius of a DART Route 917 stop.

Figure 35: Transit Level of Service



Bus Service Public Transportation areas.

This spatial analysis found that 65% of Algona's land area is within a quarter-mile walking distance of a transit stop. This coverage aligns with the medium category for service area (60%-79.9%). Transit operates from 4:59 AM to 6:44 PM, Monday through Friday. This translates to 13 hours and 45 minutes of daily operation, falling within the medium category for Transit Hours LOS (12-16 hours of operation fall under this category).

Level of Service – Growing Into 2044

Automobile

Figure 16 shows the Levels of Service that in 2005 were forecast for 2025. Land use and growth assumptions for 2035 are equal to or less than the 2025 estimates. The LOS estimates in Figure 16 will therefore continue in place for the 2024 update, with two exceptions: Algona Boulevard/Broadway is expected to improve to LOS D or better because of traffic signage at this 5-way stop, and a new signal at West Valley/1st Street has been installed, improving the LOS to B or better.

Figure 16: 2044 Future Conditions PM Peak Intersection Operations

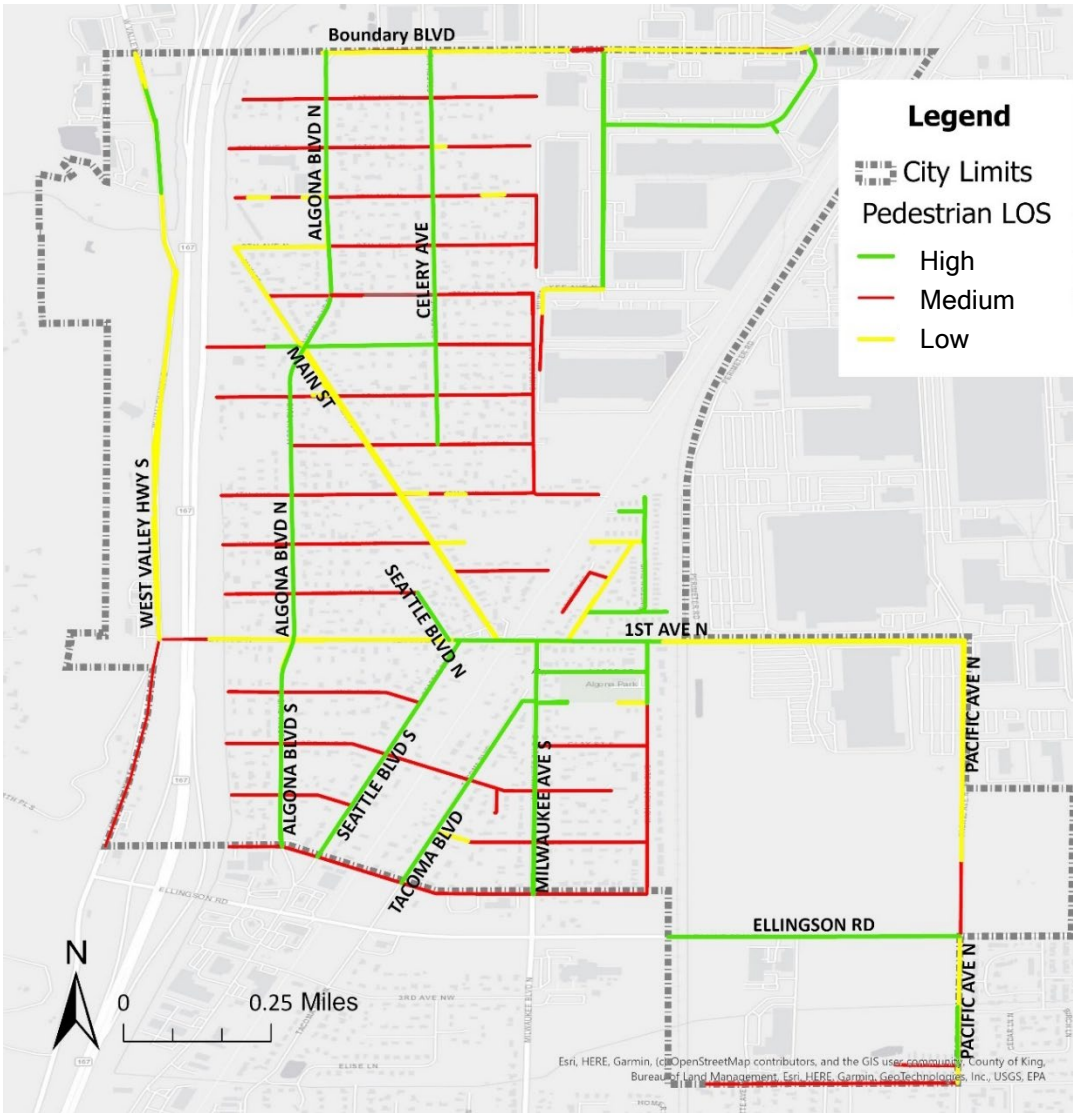
INT #	INTERSECTION	CONTROL TYPE	OPERATING STANDARD	FUTURE PM PEAK	
				DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	Roundabout*	LOS D	4.3	A
2	W VALLEY HWY / 1ST AVE N	Signal	LOS D	10.1	A
3	ALGONA BLVD N / 1ST AVE N	All Way Stop	LOS D	10.6	B
4	1ST AVE N / SEATTLE BLVD N	Two Way Stop	LOS D	9.9	A
5	1ST AVE N / N MAIN ST	Two Way Stop	LOS D	10.9	B
6	MILWAUKEE BLVD / 1ST AVE N	All Way Stop	LOS D	8.4	A
7	1ST AVE N / PERIMETER RD	Signal	LOS D	0.5	A
8	5TH AVE NW / ALGONA BLVD	Two Way Stop	LOS D	10.9	B
9	5TH AVE NW / TACOMA BLVD	All Way Stop	LOS D	7.1	A
10	5TH AVE NW / MILWAUKEE BLVD	Two Way Stop	LOS D	10.0	A
11	8TH AVE N / ALGONA BLVD N	Two Way Stop	LOS D	11.1	B
12	8TH AVE N / CELERY AVE	All Way Stop	LOD D	7.4	A
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop	LOS D	14.4	B

** Intersection operates under two-way stop control in 2023.*

Pedestrian

The future pedestrian LOS analysis evaluates the pedestrian LOS for 2044 using Algona's Capital Improvement Plan (CIP) project list. The future conditions analysis drew upon the existing pedestrian LOS analysis and was updated to reflect planned projects. Below, Figure 17 shows a map summarizing the future pedestrian LOS on the roadway segments within the City of Algona.

Figure 17: 2044 Future Conditions PM Peak Intersection Operations



Future pedestrian Level of Service. Green street lines indicate a high level of service, yellow indicates a medium level, and red indicates a low level of service.

Algona has CIP sidewalk projects that will improve pedestrian LOS in 2044. Those projects add sidewalks on:

- Algona Boulevard North from Boundary Boulevard to 5th Avenue South
- Seattle Boulevard from 1st Avenue North to 5th Avenue South

- Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South
- Celery Avenue from Boundary Boulevard to 5th Avenue North
- Broadway Boulevard from Algona Boulevard to Celery Avenue

Each of these sidewalk projects improves the pedestrian condition in 2044 on these streets to a high LOS.

Bicycle

The Future Bike LOS analysis evaluates the bike LOS for 2044 using Algona's Capital Improvement Plan (CIP) project list. Notably, this future condition analysis drew upon the existing bicycle LOS analysis and was updated to reflect planned projects.

Below, Figure 18 shows a map summarizing the future bike LOS on the roadway segments within the City of Algona.

Figure 17: 2044 Future Conditions PM Peak Intersection Operations



Future pedestrian Level of Service. Green street lines indicate a high level of service, yellow indicates a medium level, and red indicates a low level of service.

Algona has CIP projects with new bicycle lanes planned for construction by 2044. Those projects add bicycle lanes on:

- Algona Boulevard North from Boundary Boulevard to 5th Avenue South
- Main Street from Algona Boulevard to 1st Avenue North
- Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Due to the Level of Traffic Stress calculation tables, none of these projects change the existing conditions of bicycle LOS on Algona's streets.

Public Transportation: Bus Services

Transit service is not expected to change within Algona in 2044. If King County Metro proposes changes to service in Algona, the City should use the LOS standard to evaluate any impacts to transit service.

Paving Our Way – Planning for Future Transportation

Identified Roadway Improvement Projects

Three Street connector projects have been identified for this current periodic update. These projects aim to connect local roads to collector arterials. There are numerous locations throughout the city where a local road comes to a dead end and can be extended within the right of way to meet a collector arterial. The project team identified the following locations for this type of treatment in the table below.

Identified Roadway Improvement Projects
1. 7th Avenue North to the east side of Algona Boulevard
2. Broadway Boulevard to the west side of Celery Avenue
3. 7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North

Identified Bicycle Infrastructure Projects

Additional bike lane projects aiming to provide additional capacity for bicyclists have been identified. Arterials are high-priority locations based on completed feasibility analysis conducted by DKS. The following projects were identified:

Identified Bicycle Infrastructure Projects
1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Main Street from Algona Boulevard to 1st Avenue North
3. Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Identified Pedestrian Infrastructure Projects

Following update requirements, the community was reviewed for any congestion points or potential hazard areas where pedestrian facilities (e.g. sidewalks) should be prioritized and made part of the City's Capital Improvements Plan. The city has identified arterials as high-priority locations and having conducted a feasibility analysis considering the right of way and physical space constraints has identified five high-priority sidewalk projects:

Identified Roadway Improvement Projects
1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Seattle Boulevard from 1st Avenue North to 5th Avenue South
3. Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South
4. Celery Avenue from Boundary Boulevard to Broadway Boulevard
5. Broadway Boulevard from Algona Boulevard to Celery Avenue

Emerging Trends and Patterns

Complete Streets

Cities throughout the Central Puget Sound region have taken to identifying approaches to improving active transportation infrastructure. Active Transportation is defined as getting from place to place by walking, biking, or rolling. A popular approach observed in the region is the adoption of complete streets programs and policies. Algona, along with half the cities in the region, have already adopted policies recognizing this approach. Complete Street programs promote walking, biking, and rolling by providing an integrated transportation system meeting the needs of users of all capabilities and mobility types. Ultimately, complete street programs aim to improve shortcomings in transportation equity while decreasing car dependence, equating to reduced air pollution and road congestion.

Mobility Hub Implementation

Regional transit agencies – Sound Transit and King County Metro – are crafting guidance for the implementation of mobility hub programs. Mobility hubs are transit facilities along high-frequency bus or train lines that provide a diverse inventory of mobility options in a convenient and informative environment. The purpose of mobility hub implementation is to combat car dependence by creating a space that incentivizes active and shared transit options, thereby creating an environment that is safe and less congested. Mobility hub implementation will also benefit the rollouts of King County Metro's and Sound Transits electrified bus fleets.

Vehicle Electrification and Increased EV infrastructure

Starting in 2021, the United States has been making huge strides toward modernizing its transportation industry. As one of the largest emitters of carbon dioxide into the atmosphere, the Biden administration has prioritized policy reducing fossil fuel emissions. The Bipartisan Infrastructure Bill has released billions in funding opportunities for improving existing infrastructure while simultaneously stimulating a green economy. Additionally, President Biden has put the country on a path to phasing out internal engine combustions, setting ambitious goals requiring 67& of new car sales to be EVs. The state of Washington has also made pledges to reduce the transportation industry's fossil fuel dependence through the passage of the Clean Fuel Standard (CFS) and Climate Commitment Act (CCA). The CFA targets transportation fuels which are the largest source of emissions in Washington. The CCA creates a market-based approach to reducing carbon emissions through a Cap and Trade program. These national and

state programs will have long-term impacts on the environment and our travel habits, changing our daily lives.

Autonomous Vehicles

Currently, major cities have crafted policies for piloting autonomous vehicles (AVs) on their public roads. The AV movement has drawn a lot of attention, for better and for worse. AVs are electric vehicles equipped with artificial intelligence (AI) that are capable of self-driving. The significance of reaching this milestone is remarkable in that it has the potential to revolutionize land use and transportation. It is projected that self-driving AVs may affect the number of people who own cars in the future as cars will be easily requestable through Transportation Network Companies (for example, Uber or Lyft) or share mobility options. Additionally, demand for parking is projected to decrease since AVs will not need to park and can continue onto the next trip request. This will free up land currently dedicated to surface parking lots and parking structures to be reimagined based on new demands in land use.

Equity in Transportation

Shared Mobility

Shared mobility is an increasingly popular form of mobility in the United States. The shared mobility concept made popular in Europe gives people the opportunity to access a diversity of transportation options that were previously unavailable due to barriers in cost, maintenance, and storage. These shared mobility types overcome these barriers by being publicly accessible via smartphone. Shared mobility options are located along the busiest street corridors in transit-rich environments, providing convenient first-/ last-mile commute options. Private companies like Lime, Bird, and Citi-bike, operate and maintain micro-mobility options for a small fee based on access and ride time. Car share companies such as Car2Go and Zipcar operate similarly.

Shared mobility's increased popularity in recent years is due to its incentivizing multimodal transportation and impact on transportation equity. The convenience gained from shared mobility poses an immediate solution to the first-/last-mile issue consequence of public transit. The first-/last-mile issue has dissuaded commuters and travelers from using public transportation given the shortcomings of transit systems not getting you directly to your destination. Shared mobility allows people to get around with reduced effort depending on user ability. Additionally, it provides increased access to neighborhoods that traditionally have been underserved by dominant forms of transportation, namely the car. This has historically limited where lower-income portions of the community can be located as more affluent individuals can afford to live farther from their places of employment. The additional range of access provided by shared mobility types allows people to access a larger job pool previously unavailable.

Coordinating Access and the Transition Plan

The Puget Sound Regional Council's (PSRC's) Coordinated Mobility Plan outlines its goals for a coordinated approach to improve accessibility for special user groups. PSRC defines special user groups as youths, older adults, people with low incomes, and people with disabilities. PSRC acknowledges the growing need to work collaboratively between transportation bodies to address transportation equity issues. As an appendix of the Regional Transportation Program (RTP), the Coordinated Mobility Plan outlines to steps needed to plan for people with special transportation needs. The plan's purpose is to

prepare for the increased coordination between transit providers to meet the needs of this population. Opportunities addressed in the plan include specialized transportation modes such as paratransit services and improving the connectivity of transportation agencies.

Future Development and Anticipating Impacts

Local jurisdictions must adopt and enforce ordinances that prohibit development if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element. If transportation improvements or strategies to accommodate the impacts of development are made concurrently with the development, these types of projects may be approved. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies.

Financing and Funding Opportunities

Financing for transportation improvement Design and Construction costs must be sourced from city funds and State Grant opportunities. Often State grants require a match from the city's budget. It is anticipated that the total funding for the transportation improvements planned by 2029 will total $9,500,000. Approximately one million dollars of this funding will come from the City's budget, where the remaining eight and a half million are anticipated to come from the state.

2024 CIP

Project Name	Priority	Project Location	Project Scope	Project Type	2024	2025	2026	2027	2028	2029	After 2029
Ellingson Road	1	City Limit to City Limit	Resurfacing Ellingson Road within the city limits (Design- 10,398 City, 93,581 State, Construction- 69,319 City, 623,871 State)	Resurfacing-Overlay	X						
Broadway	2	Celery Ave to one block west	Reconstruction of one block of roadway to meet existing pavement	Reconstruction-new asphalt		X					
Celery Ave Sidewalk	3	5th Ave N to Boundary Blvd and on 5th Ave between Main and Celery	Construction of sidewalks on the described 9 blocks	New Sidewalks		X					
Algona Blvd S	4	5th Ave NW to 1st Ave	Replace curb, gutter, and overlay over these four blocks	Reconstruction-replace curb and gutter and overlay			X				
Algona Blvd N	5	1st Ave to Boundary Blvd	12 blocks of curb, gutter, and overlay reconstruction along Algona Blvd N	Reconstruction-replace curb and gutter and overlay			X				
Algona Blvd Bike Lane	**6**	Algona Boulevard North from Boundary Boulevard to 5th Avenue South	Provide additional capacity for bicyclists	Bike Lane				X			
Main St	7	From Algona Blvd to 8th Ave N	2 blocks of overlay resurfacing along Main Street	Resurfacing-Overlay				X			
2nd Ave N & Seattle Blvd	8	From Hwy 167 to 1st Ave	3 blocks of overlay resurfacing along 2nd Ave N and Seattle Blvd	Resurfacing-Overlay					X		
11th Ave N	9	From Hwy 167 to Chicago Ave	3 blocks of overlay resurfacing along 11th Ave N	Resurfacing-Overlay						X	
4th Ave S	10	Algona Blvd to 1114 4th Ave S	A half block of overlay resurfacing along 4th Ave N	Resurfacing-Overlay						X	
2nd Ave S	11	Hwy 167 to Seattle Blvd	3 blocks of overlay resurfacing along 2nd Ave S	Resurfacing-Overlay						X	
6th Ave N	12	Hwy 167 to Chicago Ave	4 blocks of overlay resurfacing along 6th Ave N	Resurfacing-Overlay						X	

Algona Blvd/ Main St./ Broadway	13	Intersection of Algona Blvd, Main St, and Broadway	Installing a new roundabout at a six-way intersection	Roundabout						X	
7th N Ave Street Connector	**NA**	7th Avenue North to the east side of Algona Boulevard	Connect local road to collector arterial including frontage improvements	local road connections							**X**
Broadway Blvd Street Connector	**NA**	Broadway Boulevard to the west side of Celery Avenue	Connect local road to collector arterial including frontage improvements	local road connections							**X**
7th Ave N and Chicago Ave Street Connector	**NA**	7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North	Connect local road to collector arterial including frontage improvements	local road connections							**X**
Algona Blvd Sidewalk Improvement	**NA**	Algona Boulevard North from Boundary Boulevard to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Seattle Blvd Sidewalk Improvement	**NA**	Seattle Boulevard from 1st Avenue North to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Tacoma Blvd Sidewalk Improvement	**NA**	Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Celery Ave Sidewalk Improvement	**NA**	Celery Avenue from Boundary Boulevard to Broadway Boulevard	Provide additional capacity for pedestrians	New Sidewalks							**X**
Broadway Blvd Sidewalk Improvement	**NA**	Broadway Boulevard from Algona Boulevard to Celery Avenue	Provide additional capacity for pedestrians	New Sidewalks							**X**
Main St Bike Lane	**NA**	Main Street from Algona Boulevard to 1st Avenue North	Provide additional capacity for bicyclists	Bike Lane							**X**
Milwaukee Blvd Bike Lane	**NA**	Milwaukee Boulevard from 1st Avenue North to 5th Avenue South	Provide additional capacity for bicyclists	Bike Lane							**X**

Future Guidance

This element has been prepared using the resources available at the time of the 2024 Comprehensive Plan Update cycle. The Washington State Department of Transportation Multimodal Level of Service Interim Guidance was used to develop this plan. This interim guidance was released to provide examples of the multimodal level of service standards but did not include guidance to develop the transportation element. As additional guidance is released, this element should be updated to address current multimodal level of service standards.

Transportation Goals and Policies

GOAL T-1 Regional Vision and Partnerships

Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.

Policies:

TR-1.1 Improve partnerships with WSDOT, PSRC, Auburn, Federal Way, Pacific, and King County to coordinate funding, resources, strategies, and transportation project improvements affecting each or all communities.

TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.

TR-1.3 Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

TR-1.4 Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways, and high-occupancy vehicle lanes.

TR-1.5 Collaborate with BNSF and other freight transportation providers to ensure routine maintenance is conducted along the railway and enhance the safety of people, environmental protection, and efficiency of the rail system.

TR-1.6 Evaluate opportunities to integrate green design into transportation improvement projects by measuring the stormwater pollution impact of major arterials into Algona's waterways and wetlands.

TR-1.7 Utilize partnerships with King County and regional management programs to advance the resilience of the Algona transportation system, through incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

GOAL T-2 Compatible Transportation Networks

Encourage a transportation network that promotes livability, pedestrian orientation, high-quality design, physical activity, and limits stress factors such as noise pollution and traffic congestion.

Policies:

TR-2.1 Identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.

TR-2.2 The City should increase the mileage of avenues for non-motorized travel by at least five percent (5%) over the base 2014 condition.

TR-2.3 The City should implement a sidewalk maintenance program.

TR-2.4 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project.

TR-2.5 The City should strive to include bike lanes in new road improvements.

TR-2.6 The City should coordinate with the Auburn School District to identify sidewalk locations to provide safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.

TR-2.7 Where appropriate, the City should install new sidewalks in pedestrian corridors, which is considered by the City to be a high priority (i.e. parks and areas used by elderly or handicapped persons).

TR-2.8 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and property access.

TR-2.9 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek the elimination of serious injury or fatalities at these locations.

GOAL T-3 Focus on Safety and Wellbeing

Ensure through review of WSDOT projects within the vicinity and City limits of Algona that noise is mitigated.

Policies:

TR-3.1 The City should correct specific high accident intersections on both the arterial and collector systems.

TR-3.2 The City should support efforts to improve and maintain the Interurban Trail system.

TR-3.3 The City will consider the following Vision 2050 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:

- Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.
- Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2050 financial strategy.
- Coordination with planned METRO transit services.
- Coordination with Sound Transit planning.

GOAL T-4 Equal Opportunities

Provide a variety of transportation services for citizens and businesses, especially for those who do not drive by choice or circumstances. Ensure transportation services address the needs of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

Policies:

TR-4.1 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs.

TR-4.2 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

TR-5.3 New roads within new development shall be routed to avoid traversing publicly or privately owned natural preserves, parks, and recreation areas that are identified as critical wildlife habitat, except in cases of overriding public interest.

GOAL T-5 Level of Service

The City will provide an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted LOS Standards.

Policies:

TR-5.1 New transportation facilities extended to new development will be provided by the developer.

GOAL T-6 Meeting Growing Needs

Create a balance between future growth and the transportation systems that serve it by encouraging a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers.

Policies:

TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities to ensure that a consistent LOS is provided.

TR-6.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element.

TR-6.3 Examine creating a Transportation Benefit District to provide regional transportation through cooperation with regional transit systems.

TR-6.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.

GOAL T-7 Financial Planning

Maintain a reasonable and affordable level of service for roads.

Policies:

TR-7.1 The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.

TR-7.2 Coordinate with the Puget Sound Regional Council, WSDOT, and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.

TR-7.3 Coordinate with WSDOT, Auburn, and Pacific on needed improvements to SR 167 to offset the impacts of growth.

GOAL T-8 Multimodal Transportation

Encourage alternatives to auto travel.

Policies:

TR-8.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic.

TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.

TR-8.3 Encourage large employers to develop Transportation Demand Management (TDM) strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules to increase alternatives to driving alone.

TR-8.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.

TR-8.5 Work with industries and businesses to assist in implementing their TDM, Commute Trip Reduction, or similar traffic mitigation programs.

TR-8.6 Reduce vehicle miles traveled in higher density and multi-family areas through cross-collaboration of City land use planning strategies and City industry and business TDM strategies.

Chapter 10: Capital Facilities and Utilities

Introduction

The *Capital Facilities and Utilities* element addresses the city's commitment towards providing a safe, consistent, and cost-effective network of publicly accessible infrastructure and services while ensuring compatibility with Algona's *Land Use* element. The intent of this element is to guide decisions in capital infrastructure and public services through 2044 by ensuring that these services are developed in respect to this vision while also guiding development concurrent with future growth.

The availability and quality of these services can have a direct impact on the quality of life for residents and the success of businesses. Such facilities include public safety, fire and emergency services, parks, streets, water, sanitary sewer, electrical systems, telecommunications and so on.

The *Capital Facilities and Utilities* element is divided into two subsections: Capital Facilities and Utilities. These two subsections are each required to be included in the comprehensive plan by the Washington State Growth Management Act (GMA). While each subsection has their own specific requirements under Washington State law, they are inherently linked and correspond to one another. Algona has combined capital facilities and utilities under one chapter because they are inherently linked by primarily being owned and operated by municipal agencies. All facilities and utilities operating in the city are described in **Figure 1** *Public Services Inventory.*

In updating their comprehensive plans, cities must connect future population and job forecasts to available public services and ensure that those services can be provided. If services cannot be provided concurrent to growth, then a city must reassess its land use plan and other policies to ensure that anticipated growth can be accommodated. (i.e., that forecasts, standards, and services are in balance). Transportation needs are assessed in Chapter 4.



The City of Algona utilizes John Matchett Memorial Park for recreation and community events, such as the annual Pumpkin Launch. Photo by Betty Padgett.

Key Terms

Capital Facilities:
Any publicly owned properties used for public uses, such as but not limited to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, city buildings, fire stations, police stations, parks and recreational facilities, and schools.

Utilities:
Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, power, electricity, light, heat, gas, oil, crude oil products, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public.

Currently Adopted Plans

The City of Algona maintains several plans and agreements that guide its capital facility and services planning. These are adopted by reference as part of its Comprehensive Plan to ensure that the consistency requirements of the GMA are maintained. These plans, agreements and regulations are as follows:

- Resolution No. 689-02 and Water System Intertie Agreement No. 3A
- Uniform Fire Code
- International Building Code
- Puget Sound Water Quality Management Plan
- NPDES Phase II Stormwater Permit
- King Country METRO Interlocal Agreement for sewer service
- 2019 Stormwater Management Manual for Western Washington
- 2024 Flood Hazard Management Plan

In addition, the City has adopted several plans, resolutions and ordinances detailing its long-term plans for capital facilities and services, including:

- Resolution 1106-14. Six-year Transportation Improvement Program
- Zoning Codes

Algona's implementation strategy calls for future decisions to be compared with the *2024 Algona Comprehensive Plan* and these plans and regulations. Where there is a conflict, adopted plans will generally control unless decision makers determine that they need adjustment in order to meet the community's goals and vision.

Figure 1 below shows the utilities and services made public in the City of Algona. Additionally, the table shows each service provider and their regulating plan or agreement. Some private-public agreements are codified in the form of resolution or are entered into through local-agreement. Services and utilities provided in house are regulated through adopted standards and code.



One of the capital services provided by the City of Algona is policing. Algona Police Department cars line the parking lot ready to address emergencies and criminal activity. Photo by Betty Padgett.

Figure 1: Public Services Inventory

Public Service/Infrastructure	Provider	Regulating Plans and Agreements
City Hall	City of Algona	N/A – owned by City of Algona
Police	City of Algona	N/A – owned by City of Algona
Fire and Emergency Services	Valley Regional Fire Authority (VRFA)	Interlocal Agreement Through King County Fire District NO. 31 with VRFA
Schools	Auburn School District	N/A – operates outside of city boundaries
Library	King County Library System	N/A – operates outside of city boundaries
Parks and Recreation	City of Algona	N/A – owned by City of Algona
Stormwater	City of Algona	NPDES Phase II Stormwater Permit 2019 Stormwater Management Manual for Western Washington
Streets	City of Algona	2021 Public Works Standards
Water	City of Auburn	Resolution No. 689-02 and Water System Intertie Agreement No. 3A Puget Sound Water Quality Management Plan
Sewer	City of Algona	King Country METRO Interlocal Agreement for sewer service
Electricity and Gas	Puget Sound Electric	N/A

Capital Facilities Overview

The fundamental purpose of the *Capital Facilities* subsection of the *Capital Facilities and Utilities* element is to ensure that current and future services will positively contribute towards improving the quality of life in Algona. Public facilities provided and maintained in Algona reflect the community's values and therefore have the need to be thoughtfully designed and implemented.

As the City analyzes its current infrastructure systems and their respective plans for the future, it is important to recognize the difficulty in planning for future needs while adhering to the needs of residents and business on a day-to-day basis.

Capital facilities are the services and infrastructure that the public sector provides to the community. Algona specifically defines capital facilities as land or structures owned by or operated for the benefit of the public use and necessity, including but not limited to public facilities as defined in RCW 36.70A.030, as amended, and may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

These services are vital to the community's health, safety, and productivity and is foundational to supporting the growth expected through 2044. Given that the services in this section are tied to expected growth, it is integral that the analysis in this section be coordinated with the *Land Use* element to ensure that goals and policies are consistent for achieving expected growth. *Land Use* is assessed in Chapter 2.

All capital facilities planned, provided, and paid for by the City and other public entities is covered in this element, to serve as a check on the practicality of achieving other elements of the comprehensive plan. Capital expenditures from park and recreation elements are also included in the Capital Facilities element. The element must be consistent with Countywide Planning Policies from PSRC and RCW 36.70A.070(3), and include:

1. **Policies or procedures to ensure capital budget decisions are in conformity** with the Algona Comprehensive Plan.
2. An **inventory of existing capital facilities** owned by public entities, including green infrastructure, showing the locations and capacities of existing capital facilities.
3. A **forecast of needed capital facilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.
4. **A Six-Year Plan (at-least) that will finance such capital facilities** within projected funding capacities and identify sources of public money to finance planned capital facilities. The City shall make capital budget decisions in conformity with the comprehensive plan.

5. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies constitutes the capital facilities demand.

6. **A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs,** and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

7. I**f impact fees are collected**: **identification of public facilities on which money is to be spent.**

Capital Facility Inventory & Forecasts

1. City Hall and Community Center

Existing Facilities

City Hall is located at 200 Washington Boulevard next to Matchett Park and the Algona Police Department. The building was completed in 2016, replacing the former city hall now used by the police department. The current building is a 10,971 square feet two-story building with the community center on the first floor and City Hall and Council Chambers on the second floor. The building is certified LEED Silver based on energy and water efficiency construction and regionally sourced materials.

Proposed Facilities

There are no current plans to expand or remodel City Hall and the Community Center. The facility is currently operating at 3,310 sf /1,000 people and is current meeting level of service standards. The City has a target of providing at least 1,000 sf / 1,000 people and is anticipated to meet future demand in 2044.

2. Public Works Maintenance Building

Existing Facilities

The Public Works Maintenance building contains the supplies and equipment used by the Public Works Department to conduct site investigations, maintenance, landscaping, and other materials used throughout the year. It includes a covered parking area for service vehicles and storage.

Proposed Facilities

The City intends to replace/expand the current maintenance building in the next 10 years. The current facility is 2,700 sq. ft. in size, and while it is expected to handle the projected population of 2044, the facility needs improvements that will increase the City's capacity and efficiency while reducing maintenance and

repair costs down the road. The expected Level of Service that needs to be met is approximately 580 sq. ft. / 1,000 people.

3. Police

Existing Facilities

The Algona Police Department operates out of a previously used school building adjacent to City Hall and John Matchett Memorial Park, located on 402 Warde Street in Algona. Maintenance on the building has increased since 2015 with several renovations to ventilation and communications systems. However, the need to modernize the building is an ongoing process.

The Algona Police Department has a staff of eight full-time officers including a Chief, two first-level supervisors, and five patrol officers. There are also two additional non- or limited commission employees that operate as office manager and record specialist. The following is the Police Department level of service (LOS) observed in 2010 when Algona had a population of 3,315:

- 2.7/1,000 for full time patrol staff, including Chief and Sergeant
- 3.6/1,000 for patrolmen and reserve officers
- 3.9/1,000 for uniformed staff and specialists

As of October 2023, Algona Police maintains levels of service around 2/1000 on average across all fields listed above. The Department expressed its desire to improve this number to 3/1000 on average and plans to bring on three to four new recruits in the near future. While there are no hard and fast standards for police services, surveys around the State of Washington (Municipal Research) show an average range of 1.7 – 2.3 police officers per one thousand population. Algona falls comfortably in that range.

Algona continues to hold the title of the smallest nationally accredited program in the State of Washington. Accreditation is based on meeting all 147 standards for police law enforcement services. This is an incredible point of pride for the small, dedicated police team and the City given the Department's size.

Proposed Facilities

Level of service is anticipated to remain the same for full time patrol staff, the Chief, and Sergeant. However, due to lack of space at the Police Station the anticipated number of administrative staff and specialists is anticipated to remain the same staff level as today. Ideally, Algona Police aims to increase to 13 full-time officers with a total staff of 15 as the population increases concurrently. The anticipated level of service in 2044, if Algona hits the population target of 4,660, would be:

- 2.8/1,000 for full time patrol staff, including Chief and Sergeant
- 1.5/1,000 for patrolmen and reserve officers
- .4/1,000 for uniformed staff and specialists

There are no new buildings or facilities expected to be developed between 2023 and 2044. The City will

begin initial feasibility work to determine an appropriate location for a future redevelopment and rough budget for a new Police Department facility. However, there are several planned updates for the Police Station expected for the current facility. The Department only has one locker room, so adding an additional locker room is a priority for the Department. This would also be to the benefit of adding more officers to reach LOS for the increasing Algona population. Additionally, updated security measures are needed at the existing Police Department, such as adding a sally port to safely manage people entering and exiting the facility.

Beyond building renovations, there is an emphasized need to replace vehicles in the Police Department's fleet. Vehicles have a seven-year lifespan or approximately 117,000 miles before needing to be replaced. The Department has also expressed its pivoting to an all-hybrid fleet which will reduce fuel costs and implement the City's commitment towards reducing their climate impacts and emissions. Additionally, vehicle laptops need replacement every four years and will be required in addition to new fleet vehicles.

Algona Police receives its funding out of the Algona's General Fund. Funding is expected to remain consistent with concurrent growth planned as the population grows and new businesses develop. An Asset Replacement Fund has recently been passed at City Council that will further allocate funding towards replacing public vehicles city-wide. This would reduce stress towards maintaining the seven-year lifespan.



The City of Algona Police Station sits adjacent to City Hall and John Matchett Memorial Park in downtown. Photo by Caitlin Hepworth.

4. Fire Protection

Existing Facilities

Fire protection services are provided by the Valley Regional Fire Authority (VRFA), which serves Algona, Pacific, and Auburn, along with King County Fire District 31. They currently operate five fire stations each serving a district within the VRFA's jurisdiction. Algona receives its service primarily from Station 38, located at 133 3rd Avenue SE in Pacific. Station 38 has a total of 5,000 square feet of space shared with the Pacific Police Department. Currently, three shifts for one captain and two firefighters, and one vehicle operate out of Station 38. Regardless of district, the whole battalion will allocate resources depending on the service needs at any given moment. Services available to Algona residents include emergency call response, fire prevention through permitting and fire inspection services, public education for school children, and social work services accessible via 911 (CARES). Over the past twenty years, there has been a consistent and continual rise in service demand. Like many fire and emergency service providers in the region, VRFA is meeting current service demands while balancing time spent towards innovating new solutions to respond to current challenges.

Fire suppression is handled through the Fire Marshal's Office which performs operations at Station 35. The Fire Marshall, along with their team of plan reviewers, are responsible for annual life-safety inspections, plan review, permit inspections through completion, and fire investigation services. Plan reviewers ensure that fire suppression systems are designed and implemented based on the most recently adopted building and fire codes. This ensures a reduced risk to properties by fire and therefore reduces fire insurance costs city-wide.

The VRFA receives its funding through a diverse portfolio of funding options. Its main funding mechanisms include a property tax levy and the voter approved Fire Benefit Charge (FBC). The property tax levy receives $1 for each $1,000 of assessed property value in the VRFA's jurisdiction. The FBC funding method assesses properties based on square footage, building use types, and delivery of crucial fire protection resources to structures in the service area. Therefore, equally distributing funding based on the level of need and resource requirement for each structure. The FBC was first approved in 2006 and has been approved every six-year period since. The current FBC six-year period ends in 2024 and will be voted on again. However, 2024 will be the first year that voters could choose to expand beyond six-year periods, including expanding the funding for perpetuity.

Proposed Facilities

While the VRFA does not have a level of service, the agency is looking to improve its service call times and expand its current response shed by relocating Station 38 to a more suitable location. The current facility shared with the Pacific Police Department is dilapidated and lacks space to handle the projected growth for the region. The new location is proposed at 205 5th Avenue NW in Pacific near Algona's southern border. The new location will allow increased staffing for years to come. It will also include the most modern code and standards for fire stations, adding resiliency to natural disasters and be safer for personnel. Electric emergency vehicles, such as fire engines, will also be supported by the new location.

The VRFA states that it is prepared for the oncoming future. The VRFA expects calls for emergency medical services (EMS) services will continue to grow and evolve until solutions towards drug use, mental health, and homelessness can be identified. Simultaneously, VRFA expects call volume for fire services to continue

to dwindle as fire suppression systems and improved building code reduce the risk of fire as exemplified over the last 10 to 20 years. Given this context, VRFA continues to evolve its services proactively based on forecasted need. An example of this is the CARES team currently implemented. The CARES team allows for a diversified staff of social workers to respond to calls based on the need. CARES unit specialists are suited to respond to non-emergent calls and provide alternative treatment and direct them to medical care appropriate to their needs. The team is staffed with three social workers, further increasing capacity to assist patients experiencing and battling homelessness, drugs, or mental health issues. The CARES unit is great example of how fire and emergency services are adapting to the changing need.



Valley Regional Fire Authority operates out of Auburn, Washington.
Photo by: Valley Regional Fire Authority

5. Schools

Existing Facilities

The Auburn School District No.408 encompasses a 62-mile area bridging King and Pierce Counties and serves 96,000 residents in Auburn, Algona, Pacific, Lake Tapps, and unincorporated areas of King County. The School District serves 17,000 students with a diverse ethnically, linguistically, and socio-economic diverse community.

In 2016, the community passed a $456 million bond to build two new elementary schools and replace its six aging schools. The nearest schools that serve the City of Algona include the following:

- Alpac Elementary School is located at 310 Milwaukee Blvd, Pacific, WA; it opened in 1972, had an addition and remodel in 1987, and a small renovation in 2012. The school is 49,000 square feet and offers an administrative area and gymnasium at the front, followed by the library and classroom wings. There are 19 general and specialty classrooms, a library, an office, a health room, a workroom area, a staff lounge, and a counselor's office.

- Auburn Riverside High School is located at 501 Oravetz Road, Auburn, WA; it opened in 1992. The school is 59,940 square feet and serves grades 9th through 12th. The high school can accommodate over 1,900 students and has general classrooms, labs, art studios, a theater, a gymnasium, a swimming pool, and a library.

- Mt. Baker Middle School is at 620 37th Street SE Auburn, WA. Opened in the fall of 1994, the school is 91,300 square feet and serves grades 6th through 8th. The middle school can accommodate over 900 students, 22 standard classrooms, and specialty rooms, including science, computer rooms, and a technology lab. In 2009, two additional portable classrooms were added for a total of four portable classrooms.

- Olympic Hill Middle School is at 915 4th Street NE, Auburn, WA. Completed in the summer of 2019, it is 98,000 square feet and on 17.4 acres. The middle school can accommodate 800 students in grades 6-8 and includes general classrooms, specialty classrooms such as art, CTE, music, science, special education, gymnastics, and common support spaces.

Proposed Facilities

The Auburn School District was contacted during the periodic update to collaborate on projects benefiting Algona's school-aged population. The school district was not prepared at the time of contact to discuss future improvements, level of service, and population growth through 2044. While there are no facilities located in Algona, the Auburn School District is required to separately prepare a Comprehensive Plan for the overall school district.

6. Green Facilities

Green Facilities are facilities designed to reduce the impacts of the built environment on the natural environment and human health. This is primarily done through energy and resource efficiency and sustainable development practices. [1] These buildings may reduce pollutants, have landscaping features that reduce water consumption, or incorporate sustainable materials in construction.

City Hall is certified LEED Silver, earning 56 of the total 110 possible points. Earning silver means you achieved between 59 and 50 points. City Hall achieved LEED Silver through its application and use of sustainably sourced resources and energy efficiency,

The future South County Regional Transfer Station (SCRTS) has been designed in accordance to the rules of the Living Building Challenge. The Living Building Challenge framework incentivizes positive environmental impacts both on and around the site. SCRTS is expected to be open in 2026, and will include solar panels, sustainable construction material, natural light, and native plant landscaping.

[1] Environmental Protection Agency, Definition of Green Building

In the future the city aims to develop more EV charging infrastructure to support an increasing number of electric vehicles (EVs). Funding was applied for through the State's EV Charging Grant program to design and implement EV charging facilities.

7. Essential Public Facilities

Beyond those facilities that are City-owned or provided through joint agreements with other communities or agencies, are "essential public facilities" or EPFs.

> *Essential public facilities include those facilities* that are *typically difficult to site, such as airports,* state *education facilities and state or regional transportation facilities...state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities...."*
>
> *--- RCW 3d.70A.200*

Comprehensive plans and the regulations that support them must provide for EPFs. Plans or regulations cannot preclude the siting of EPFs but can set the standards for how they are reviewed or designed. This is to ensure that the facilities are compatible with the surrounding area and that their significant impacts are mitigated.

Algona has adopted the King County Countywide Planning Policies including policy DP-40:

> *Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs.*

Algona City Code (AMC 22.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process.

Existing Facilities

Only one use in Algona meets the criteria as an Essential Public Facility, the Algona Transfer Station. The King County Solid Waste Division maintains the Algona Transfer Station on West Valley Highway. The facility is owned and operated by King County and is described in the County's Comprehensive Plan.

Proposed Facilities

As of 2023, the South County Regional Transfer Station (SCRTS) is currently under construction just north of the existing Algona Transfer Station site. This new state of the art facility has increased capacity to collect recyclables, which is currently restricted to specific metals at the current location. The facility is being developed in accordance with the standards of the Living Building Challenge to negate environmental and social impacts. The new facility will replace the current South King County Transfer Station.

8. Park and Recreation Facilities

Algona is home to eight park facilities serving the population. Below is a summarized inventory of the park system, which is described further in the *Parks and Recreation Element* in Chapter 7 along with future projects and level of service.

Existing

John Matchett Memorial Park

Matchett Park is one the largest parks within Algona and covers approximately 3.75 acres. The park is centrally located in Algona and is adjacent to City Hall and Algona Police Department. The Park has several amenities making it great for both passive and active recreation. Supported activities include baseball, softball, basketball, tennis, picnicking, and gardening. Included furnishings are restrooms, benches, playgrounds, a restroom, and a covered eating area. Several events are held here annually, which include Algona Days, Movie Night, and the Pumpkin Launch.



The basketball and tennis courts at John Matchett Memorial Park. Photo by Cyrus Oswald.

7th Avenue Park

This small neighborhood park is located at the west end of 7th Avenue N, adjacent to State Route (SR) 167. The space is approximately 4,770 square feet and is furnished with a barbeque pit, bench, and picnic table.

Stanley Park

This neighborhood park located along the Northeastern portion of Stanley Avenue is approximately 5,770 square feet. It includes a swing set, bench, and one picnic table.

Waffle Park

This triangularly shaped small park is adjoined to the County Interurban Trail. It provides a covered resting place for trail users with a picnic shelter and tables. The park shares approximately 5,300 square feet of open space with King County.

3rd Ave Pocket Park

This park is also adjacent to the Interurban Trail is the 3rd Ave Pocket Park. The park is composed of approximately 7,800 square feet of space, and includes a shelter, a barbeque pit, picnic tables and benches.

Stanley Tot Lot

The Stanley Tot lot is located at the intersection of Stanley Avenue and Iron Avenue. It has two picnic tables, a bench, and a playground for young children four and under.



The Stanley Tot Lot is located near single family homes off Stanley Avenue and near the Interurban Trail. Photo by: Betty Padgett

Interurban Trail

The Interurban Trail, also referred to as the Electric Avenue Interurban Trail, is owned and maintained by the Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in southern King County along its 14.72-mile length.

David E. Hill Wetland Preserve

Built in 2024, the David E. Hill Wetland Preserve is the city's second major park. The open space park is approximately 8.9 acres, making it the largest park in Algona. The preserve's walking trails and overlook support passive recreation options such as walking, birdwatching, and provide educational opportunities. The wetland ecology, holistic approach to local flora, and presence of stormwater infrastructure gives ample opportunity to learn about our restorative environment practices.



Mayor Troy Linnell and former Mayor David Hill attend the David E Hill Wetland Preserve dedication event on a warm October day in 2023. Former Mayor Hill is credited with prioritizing funding and resources for the park's development. Photo by: Betty Padgett

Utilities Element Overview

The City defines a "public utility" is a private business organization such as a public service corporation performing some public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either of which are paid for directly by the recipients thereof. Such services shall include, but are not limited to, water supply, electric power, gas, and telecommunications. This section provides a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each public service utility obligations.



Above ground powerlines bring electricity to Algona's homes and businesses. The City is powered by Puget Sound Electric (PSE) who is responsible for system upgrades and billing rates.
Photo by: Betty Padgett

The purpose of the *Utilities* subsection of the *Capital Facilities and Utilities* element is to ensure that current and future utility services are sufficiently available to accommodate the potential growth Algona will see over the next 20 years and carve out key improvement projects that are necessary to meet the needs of new residents, businesses, and government facilities. Utility investments are costly and must be proactively planned to achieve improvements in a time effective manner. The element must be consistent with RCW 36.70A.070(4), and include:

1. An **inventory of existing utilities** owned by public or private entities.
2. A **forecast of needed utilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period for publicly operated utility providers.
3. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities and infrastructure needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies in the utility system.
4. **Goals and policies** that demonstrate adherence to County and regional policies.

Utility Inventory & Forecasts

1. Potable Water Supply

Existing Facilities

The City of Algona purchases its water wholesale from the City of Auburn Water Department, and as such Auburn is responsible for determining how they will meet water capacity for all their current customers and anticipated customers by 2044. Between 2009 and 2014 Algona received on average approximately 330,000 gallons of water per day, which is the equivalent of 5 percent of Auburn's total daily water consumption. Auburn's water is primarily sourced through the Coal Creek Spring and West Hill Spring and is delivered via five interties located on the shared border between Algona and Auburn. Four interties are located along Boundary Boulevard and one is located at the intersection of Perimeter Road and 1st Avenue North. From these points water is then transferred to the City of Algona water mains located underground in the public right of way or in public water utility easements. Since 2015, several projects have commenced to improve water quality and quantity, including ongoing replacement of City of Auburn watermains, on-site well improvements, water meter installations, pressure reduction systems and reservoir seismic control valve installation.

Proposed Facilities

The City of Auburn Water Department (Water Department) is keen to the changing developments affecting the supply and demand for water utilities. Increased exposure to extreme weather events brought on by climate change has made planning for a changing climate a higher priority, as exemplified in Auburn's newly added *Climate Change* element of the 2024 Comprehensive Plan. Additionally, recent state legislation, such as the HB1110 and 1330, add another level of complexity of planning for future water demand. Finally, from a water quality perspective, new regulations on polyfluoroalkyl substances (PFAS) commonly referred to as forever chemicals are in development. The Water Department acknowledges that these obstacles will pose a challenge towards reliably supplying water, but still predict no future issues with overall capacity and service. There are several projects on-going to improve water quality including the Coal Creek Chlorination Center located near the Coal Creek Spring in southeast Auburn. Future projects expected to take place include applying for and receiving additional water rights and activating some of the offline wells.

2. Sanitary Sewer

Existing Facilities

King County Wastewater Division (KCWTD) provides wholesale wastewater treatment services to Algona and other cities throughout the region. King County is responsible for estimating capacity and demand based on anticipated growth by 2044. Capacity is defined by the size of wastewater mains, with the crown of these mains being the max capacity. King County owns a main sewer trunk line through the City which was previously considered sufficient capacity for the moderate growth forecast for 2035. However, new infrastructure was recently installed to bypass the Algona sewer trunk via parallel lines installed in Auburn. This installation reduces the City of Pacific's wastewater flow in Algona. The 2005 Plan reported that the line capacity in Algona was 4.14 million gallons per day (mgd), with a 24-inch intertie with King County.

KCWTD assesses its levels of service off 20-year design criteria. With the crown of the pipe as the max capacity of that length of infrastructure, the 20-year level of service means that this pipe should only hit capacity once. This has been standard practice since the agency's creation in 1999.

Proposed Facilities

There are no new changes proposed for the underground wastewater infrastructure within Algona outside of maintenance activities. There are no above-ground facilities in Algona, and none planned for the current planning period extending through 2044. However, the Department of Energy (DOE) has new requirements for nitrogen which will require permitting with Department of Ecology to maintain current discharge levels of nitrogen. Upgrades to the main facilities in King County will be necessary to reduce ongoing costs of this permit.

3. Stormwater

Existing Facilities

Algona owns and maintains their own stormwater conveyance system consisting of pipes, ditches, and catch basins. Due to high groundwater, flat topography, and backwater flow from Mill Creek, Algona struggles with having enough capacity to convey water downstream. This issue is further exacerbated by more frequent high-intensity storms experienced over the past 10 to 20 years. The northwest corner of the City experiences flooding due to downstream impacts from overflow from Kent and Auburn into Mill Creek. The flat terrain of the region combined with sediment and vegetation in the downstream conveyance system, results in the area from 8th Ave N to Boundary Boulevard (Blvd.) to flood between Highway (Hwy) 167 and Algona Blvd. on a consistent basis during the winter months.

Level of Service

When designing stormwater conveyance systems, the City's *Public Works Standards* indicate that the 25-year 24- hour storm should be conveyed. The National Pollutant Discharge Elimination System (NPDES) Phase 99 Municipal Stormwater Permit issued by the Department of Ecology requires the City to inspect catch basins every two years and maintain them as necessary. In addition, public and private flow control and water quality facilities are inspected on an annual basis.

Proposed Facilities

Algona recently obtained a King County grant to complete the *2024 Flood Hazard Management Plan* to study stormwater flow within the City and a downstream analysis to evaluate the exact sources and recommended solutions to stormwater related flooding. Given the severity of the issue, Algona is making strides towards mitigating flooding in its limits. In 2023, Algona obtained permission from WSDOT to dredge a ditch running parallel to Hwy 167 which allows runoff to more freely flow to the drainage ditches and further downstream. Algona is also actively seeking out grants that will fund a high efficiency street sweeper, stormwater improvements, and flooding mitigation. Most notably, Algona is in negotiation to purchase property at the northwest corner of 11th Ave N. and Algona Blvd. for the purposes of constructing a detention pond that will absorb any overflow the stormwater system cannot accommodate during peak storm season. The City will continue to determine new projects (or maintain

some of the existing project list) during the compilation of the Flood Hazard Management Plan. There is little growth anticipated and therefore a large addition of runoff flows is not anticipated. City efforts and concentration will lie with dealing with existing flows and high groundwater levels. More immediately, the priority is meeting NPDES Phase II Permitting for the next 2024-2029 permit timeframe. From this, the city will be required to provide water quality treatment for 0.7 acres, maintain street sweeping three times a year, and maintain the typical schedule of inspecting stormwater facilities on a regular basis.



Newer developments in Algona have the most recent set of stormwater design standards apply while older properties do not. This creates a duality in the city in which older properties are more likely to have stormwater flooding due to the lack of gutters while newer properties have a stormwater design that moves surface water away from properties into conveyance channels. Photo by: Betty Padgett

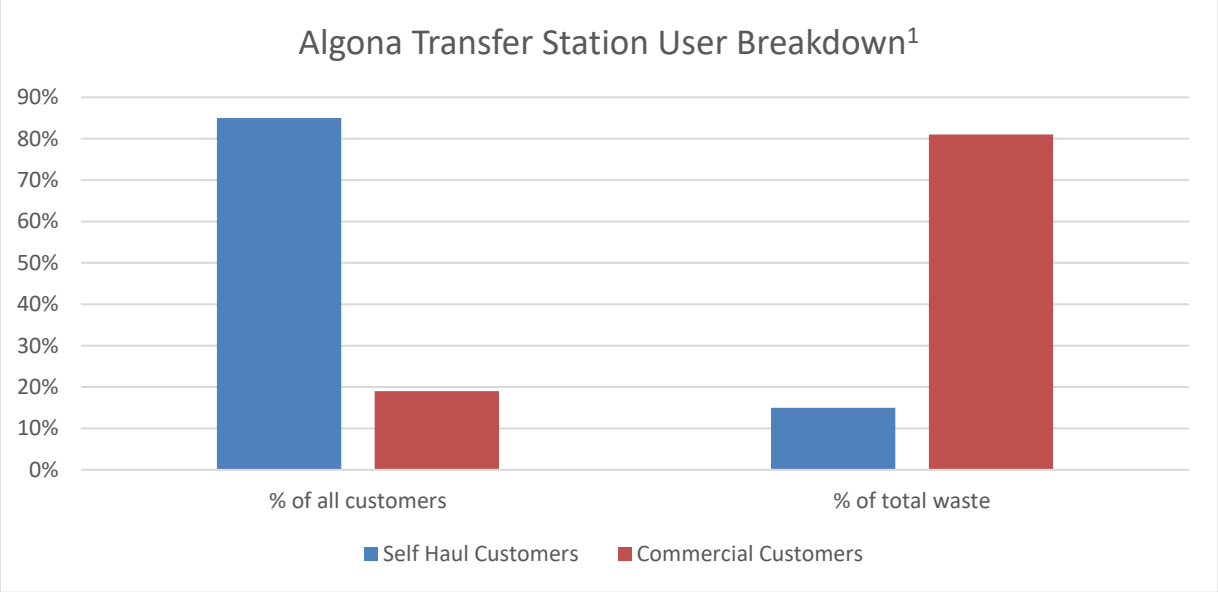
4. Solid Waste Management

Existing Facilities

Algona maintains an agreement for private waste services with Waste Management for pick-up and hauling of garbage, recycling, and compost (subscription based). Waste Management bills their customers directly for this service. After pick-up, the waste is diverted to three different locations. Recyclables are taken to the Cascade Recycling Center in Woodinville, a plant owned and operated by Waste Management. Algona's garbage is diverted to the Cedar Hills landfill located in Maple Valley and owned and operated by King County. Compost is diverted to Cedar Grove Compost which is a private company with multiple locations throughout the Puget Sound region. Waste Management continues to offer several outreach services including free recycling, compost, and garbage posters, answering the public's questions, and offers free site visits, waste audits, and providing recycling workshops for residents or city staff interested in visiting the plant.

King County's Solid Waste Division also has an active presence in Algona. The Algona Transfer station was constructed in the mid-1960's on 4.6 acres of the West side of the city at 35315 W Valley Hwy South. Recycling services are limited at this location given the lack of space available to cater to these services. In 2021, self-haul customers made up 85% of visits and contributed 19% of the total solid waste received while commercial customers made up only 15% of visits but contributed 81% of total solid waste as shown in **Figure 3**. The facility received 140,944 total customer visits in 2021 and the station contributed 152,483 tons of waste. The is approximately 18% of the total tonnage processed at all King County transfer stations[2]. According to AMC 22.08.018, the Algona Transfer Station is also considered an Essential Public Facility. See the *Essential Public Facility* section below for further discussion.

Figure 3: South King County Transfer Station User Breakdown



Proposed Facilities

Waste Management has invested $56 million in Washington State Recycling Centers to rebuild and update their three major recycling centers in Woodinville, Tacoma, and Spokane. The investment is purposed to advance recycling technology including automation and addition of facilities across the Puget Sound region. These investments will help facilitate a circular economy, support resiliency during natural events, and create more efficiency at existing recycling centers.

King County Solid Waste is in the process of replacing the existing Algona Transfer Station with the South King County Recycling and Transfer Station (SCRTS). This facility, which will be opening in Algona in 2026, will have increased dedicated space to both garbage disposal and recycling collection. This facility will also be developed using the *Living Building Challenge Framework* to create positive environmental, sustainable, and regenerative impacts.

[2] Fact Sheet for Algona Transfer Station

System facility modernization will continue to take place through the next 20 years with the eventual siting and implementation of Northeast Recycling and Transfer Station (NRTS), to be located at 35101 W Valley Hwy South, just north of the existing Algona Transfer Station.

Currently, the biggest decision for King County Solid Waste of the next 20 years is deciding the future location for waste disposal. Cedar Hills Regional Landfill, located approximately 21 miles northwest in Maple Valley, WA, is set to close between 2040 and 2041. Several alternatives are currently being considered under a Long-Term Disposal Study which is expected to be complete by 2024. Alternatives include waste export by rail, reduce derived fuel, sustainable aviation fuel, and a waste energy plant.

9. Electricity

Existing Facilities

Puget Sound Energy (PSE) is the current provider of electrical services in the City of Algona. Power is provided through a portfolio of green and renewable energy sources including hydro, wind, and solar, with hydro power being the largest source. Power is delivered via transmission lines going through Algona and is delivered to the Edgewood Substation south in the City of Edgewood. Recent improvements have been made to transmission facilities in Pierce County that benefit Algona due to the City's proximity to Pierce County's boundary. As a disclaimer, addresses and exact locations are not disclosed to protect these facilities from any possible disruption.

Proposed Facilities

PSE is working towards meeting requirements of the Clean Energy Transformation Act by 2045. This Washington State bill regulates clear milestones for utility providers to use non-emitting resources by 2045. Power production has largely diversified with private customers adding their own electrical sources and batteries for power storage. However, unless radical land-use changes were to occur in the vicinity of Algona, there should be ample power supply to match the growing demand for electrical services through 2044.

10. Gas

Existing Facilities

PSE is also the provider of natural gas services in Algona. Service is provided by a high-pressure gas main adjacent to the city and partially through Algona in certain locations. Currently, PSE is meeting demand for natural gas services in Algona and expects this to be the case through at least 2044.

Proposed Facilities

There are no proposed gas facilities expected to serve Algona residents or businesses. There are several bills at the state legislature and national level that are likely to change future natural gas demand through the 2045 planning period. These bills are altering building codes to phase out natural gas facilities within building and transition to all electric utilities. This is both a health and environmentally purposed change as our society pivots to low or non-emission heating and electrical services.

11. Telecommunication facilities

Existing Facilities

There are several private providers of telecommunication services ranging from cable to mobile phones, to fiber and high-speed internet. Providers include AT&T, Xfinity, Quantum, HugesNet, Viasat, and T-Mobile. Several of these once isolated services can be received in bundles by a single utility provider. Network infrastructure is located both underground and on aerial facilities such as utility poles and roofs of commercial facilities. There are no known telecommunication hubs in Algona that were disclosed.

Proposed Facilities

At this time no additional facilities of note are planned that impact Algona's telecommunication services. Private telecommunication companies will continue to maintain and upgrade network infrastructure based on requirements of Washington's *Internet For All Initiative* filling gaps in equity of costs and coverage.



Telecommunication facilities link residents and businesses to the world through internet, television, and phone lines. Above ground telecom facilities are visible throughout the city along public roads. Photo by: Betty Padgett

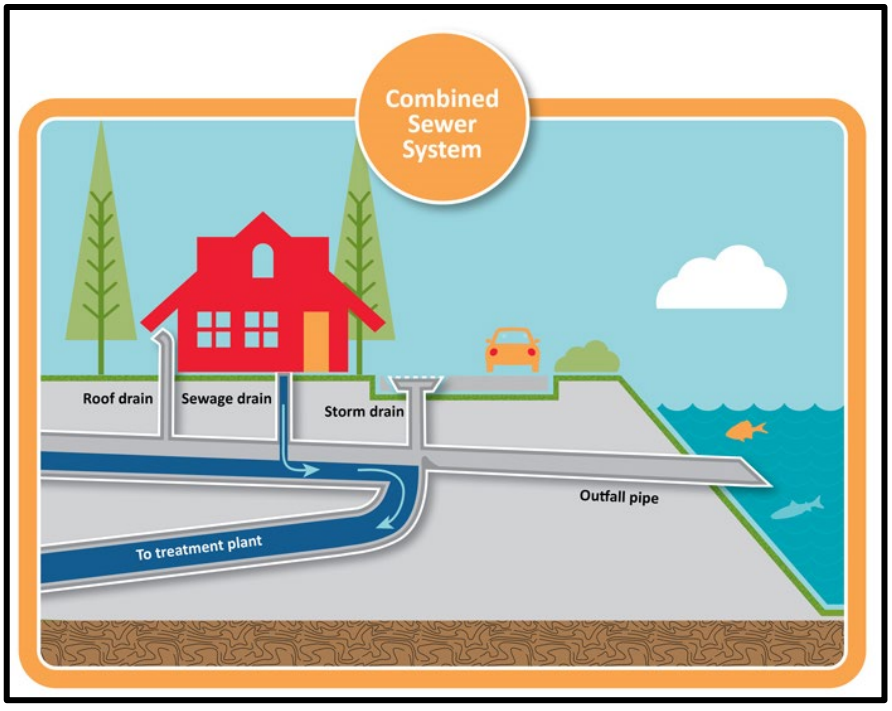
How is Utility Billing Determined?

The rate of utility billing for a company can be determined by considering various factors, and the specific details can vary depending on the type of utility (electricity, water, gas, etc.) and the regulatory environment. It's important to note that the specific combination and weight of these factors can vary widely based on the utility type, location, and regulatory framework. Companies often work closely with regulatory bodies to ensure that their rates are fair, reasonable, and cover the necessary costs while allowing for a reasonable profit margin.
Here are some common factors that are typically taken into consideration:

1. Consumption Volume	6. Operational Costs
2. Time of Use	7. Environmental and Sustainability Initiatives
3. Demand Charges	8. Government Taxes and Fees
4. Infrastructure Costs	9. Metering and Billing Costs
5. Regulatory Requirements	10. Customer Class (Commercial or Residential)

Sewer as an Example

Billing for sewer service is handled between KCWTD and the City. Customers are billed by the City an amount sufficient to recover the county charge plus the amount needed to operate and maintain the local collection system. In 2014, the residential sewer service was $48.91 per month. Algona retained $9.12 of the sewer charge for maintenance and operations with the balance being passed on to KCWTD. As of 2023, residential sewer service is $68.02 per month. Algona now retains $21.29 of the sewer charge for maintenance and operations and $46.73 is passed on to KCWTD. Discounts for 15 percent of total fees are available to qualifying low income and disabled persons.

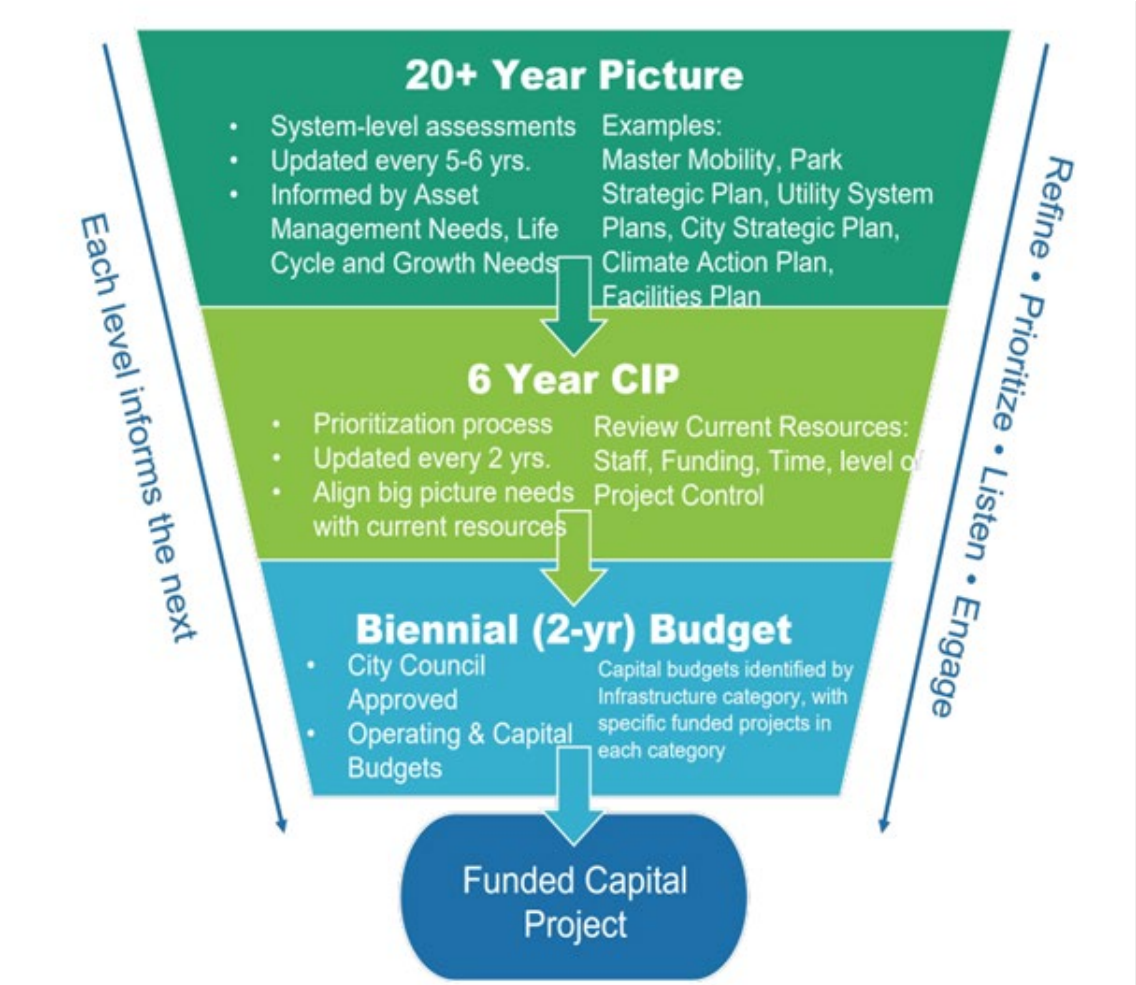


King County as the sewer utility provider is responsible for treating water before it is directed toward waterbodies. Sewer water is directed to treatment plants to clean the water.
Graphic By: King County Wastewater Program

Algona's Capital Improvement Plan

The *Capital Facilities and Utilities* element is accompanied by *Appendix D: Capital Improvement Plan*, which presents the City's physical and funding plan to meeting or exceeding level of service for residents through 2044. Concurrent growth of population is needed to support growth and investment in capital facility improvements and expansion of existing services. *Appendix D* is a 6-year plan prioritizing infrastructure projects and outlining the time, staffing, funding, and effort needed to complete projects critical to sustaining concurrent, thoughtful growth. Capital improvement plans (CIPs) are evaluated annually as part of the annual budgeting process and every 5 to 6 years for project changes and updates.

Figure 4: Capital Improvement Planning Process



Source: PSRC

Capital Facility Goals and Policies

GOAL CF-1 Capital Improvement Planning

Strategically plan for system improvements that address past deficiencies and anticipate future growth for the benefit of all residents.

Policies:

CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.

CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:

a. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth.
b. Elimination of public hazards.
c. Elimination of capacity deficits.
d. Financial feasibility.
e. Site needs based on projected growth patterns.
f. New development and redevelopment.
g. Plans of state agencies.
h. Budget impact.

CF-1.3 Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.

GOAL CF-2 Concurrent Growth

Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth.

Policies:

CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.

CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action:

a. Contribute to a condition of public hazards.
b. Exacerbate any existing condition of public facility capacity deficits.
c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.
d. Conform to future land uses as shown on the future land use map of the Land Use Element.
e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.

f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.
g. Affect State agencies' facilities plans and siting of essential public facilities.

GOAL CF-3 Funding the Future

Manage the City's fiscal resources to support the provision of needed capital improvements.

Policies:

CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.

CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.

CF-3.3 Ensure consistency of capital planning with other policies of this Plan.

CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

CF-3.5 Focus capital facility decisions on those projects that will achieve the goals of this Plan.

CF-3.6 Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.

GOAL CF-4 Collaboration with our Neighbors

Support regionwide coordination for phasing, timing and delivering of public facilities and services.

Policies:

CF-4.01 Coordinate with regional and local utility providers on implementing same construction standards for utility design.

CF-4.02 Add redundancy to services like stormwater facilities by creating a hierarchy of regional, county, and local systems to increase system resiliency.

CF- 4.03 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4)

Cf-4.05 Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation (MPP-PS-4).

CF-4.06: Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.

CF-4.07: Consider working with local institutions to site schools, institutions, and other community facilities within Algona’s UGA.

New goal CF-5 Essential Public Facilities

Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities.

Policies:

CF-7.01 Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF-7.02 Evaluate co-locating separate uses at planned capital facilities beyond their primary function such as recreation, or emergency management.

CF-7.03 Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.

CF-7.04 Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.

CF-7.05 Maintain inventory of new technical innovations that can reduce ecological harm and promote goals in climate change, natural environment, and utilities.

CF-7.06 Consider adopting a surface water management element.

CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities.

CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites.

CF-7.09 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

CF-7.10- Prioritize historically disadvantaged communities when siting green infrastructure.

Utilities Goals and Policies

GOAL UT-1A Ensuring Quality Services

Ensure long term maintenance of service levels in the design of utilities. Public utilities and facilities should be designed to fit with their surroundings.

Policies:

UT-1.1: Promote co-location and timing of new public and private utility facilities.

UT-1.2: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

UT-1.3: Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.

UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.

UT-1.5: Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

UT-1.8: The City will employ a "State of Good Repair" principle in maintaining its capital facilities to avoid more major capital repair needs in the future.

GOAL UT-2 Conserving Energy

Encourage Energy Conservation and Conversion.

Policies:

UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.

UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.

UT-2.5: The City should encourage the use of emerging technologies that promote environmental sustainability.]

UT-2.6: The city should explore strategies and technologies to reduce the solid waste stream.

GOAL UT-3 Regional Coordination

The City should coordinate City planning with the utility providers' planning.

Policies:

UT-3.1: Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

UT-3.2: Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.

UT-3.3: Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by federal and State law.

UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.

UT-3.5: Coordinate disaster response planning for quick utility system recovery.

UT-3.6: Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.

GOAL UT-4 Stormwater Management

Maintain a Surface Water Management Utility.

Policies:

UT-4.1: Adopt stormwater regulations that are consistent with the Department of Ecology's Stormwater Management Manuals (SWMM).

UT-4.2 Ensure the integration of the stormwater management plan strategies with other plan elements such as land use, transportation, natural environment, parks and recreation, and capital facilities.

UT-4.3 Support water quality improvements through stormwater management programs and projects.

Goal UT-5 Resiliency and the Natural Environment

The development or provision of utilities in Algona is completed with resiliency as a necessary component.

Policies:

UT-5.1 Coordinate environmental restoration efforts with utility providers**.**

UT-5.2 Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure**.**

UT-5.3 Support efforts to increase the resiliency of utility by preparing for disasters and other impacts.

Goal UT-6 Considering Climate Change

Climate change will be factored into decisions regarding utility development and provision.

Policies:

UT-6.1 Acknowledge the impact of climate change on the region's water supply.

UT-6.2 Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools**.**

UT-6.3 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

UT-6.4 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

Goal UT-7 Equitable Access

Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.

Policies:

UT-7.1 Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and sustainably sourced water.

UT-7.2 Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.

UT-7.3 Ensure that all community members have equitable access to public services.

Chapter 7: Parks and Recreation

Introduction

Algona is a residential community characterized by its single-family homes, placid roadways, and "know your neighbor" atmosphere. The City has the appearance of a suburban community through it's limited commercial and industrial uses, a low-density residential nature, and high value on parks and recreation opportunities. The *Parks and Recreation* element is an update to the 2015 elemental chapter incorporating 9 years of changes in approach, goals, inventory, and strategies improving the City's parks system and increase opportunities for physical activity and social engagement. As part of the comprehensive planning process, Algona anticipates an increase in population warranting a critical evaluation of the current needs of residents and performance of amenities.

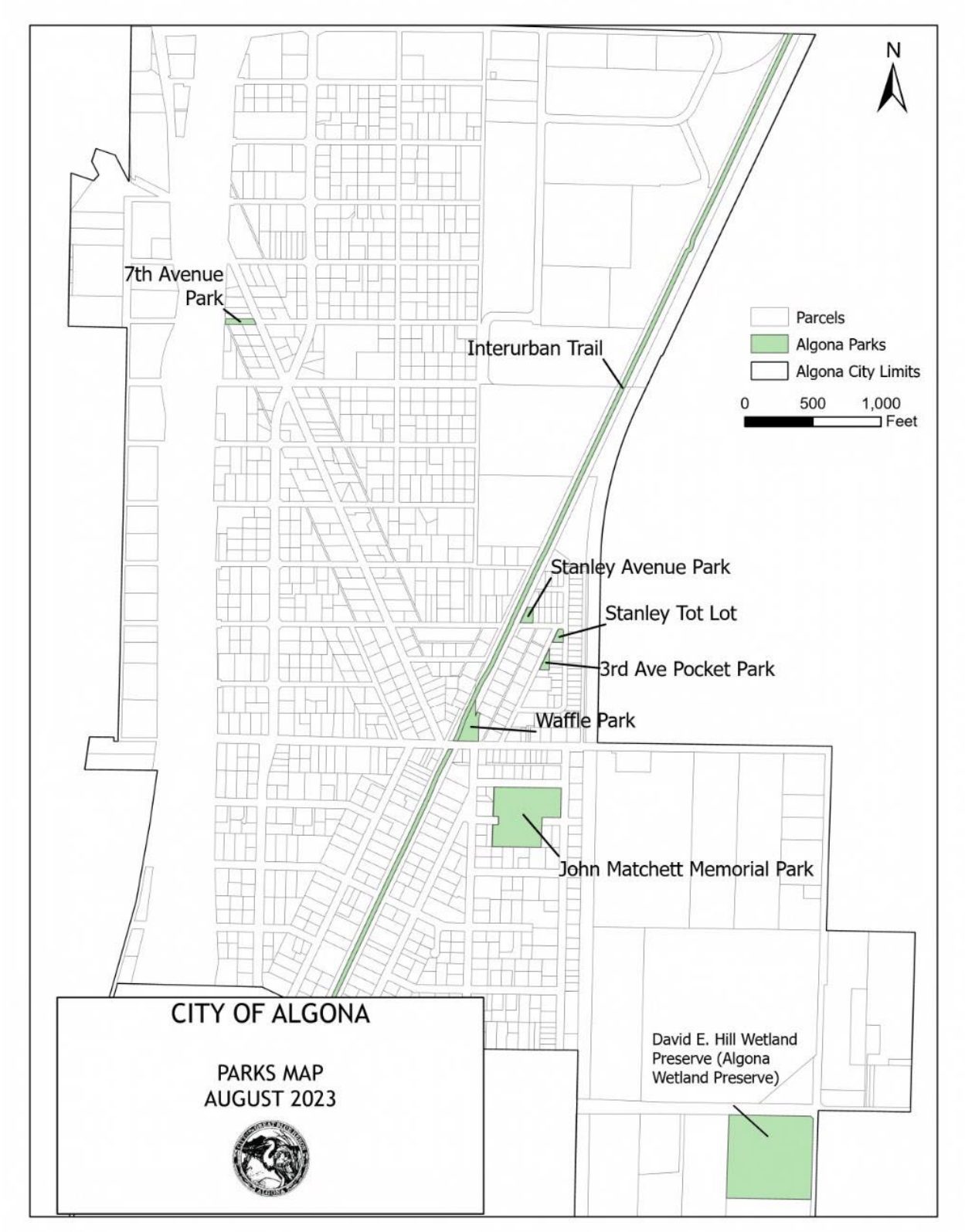
The Growth Management Act (GMA) has an option for fully planning cities to create a *Parks and Recreation* element in the *2024 Comprehensive Plan* describing the inventory, demand, and goals as it relates to public operating parks and recreation facilities. The GMA directs local governments to identify lands useful for public purposes, as well as open space corridors within urban growth areas useful for recreation and encourages planning and design policies that integrate park and recreation opportunities with new public and private development.

The City of Algona is committed to providing opportunities for outdoor activity and has opted to update and maintain the *Parks and Recreation* elemental chapter. The Washington Administrative Code (WAC 365-196-440) requires the *Parks and Recreation* element to include:

1. Evaluation of facilities and service needs;
2. Estimates of park and recreation demand for at least a ten-year period;
3. Demonstrates consistency with the Capital Facilities element; and
4. Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

The *Parks and Recreation* element plays a critical role in promoting good public health, high quality of life, and preserving sensitive lands for residents and future generations. Algona values investing in parks and recreation opportunities that meet local needs of all abilities, diverse backgrounds, and various interests that all residents can utilize. The following chapter summarizes the current conditions, future demands, and future opportunities for parks and recreation. **Figure 1** catalogues all the parks and open spaces owned by the city and each park is described further below in the *Inventory* section.

Figure 1: Parks Map



Inventory

The City of Algona develops, maintains, and operates parks within the city's boundaries. There are a total of seven parks occupying 13.24 acres across Algona's approximately 661 acres of lands, which means parks account for approximately two percent of city lands. The following is a summary of the existing parks operated by the City of Algona. A map describing the locations of these parks is located at the beginning of the *Parks and Recreation* elemental chapter.

John Matchett Memorial Park

Matchett Park is a community park covering approximately 3.75 acres at the heart of the city, adjacent to the City Hall and Police Department. The park has both passive and active opportunities for recreation, and includes the following amenities:

- Fenced Baseball/Softball Field
- Basketball Court
- Tennis Court
- Playground
- Benches
- Community Garden
- Picnic Tables
- Public Restrooms

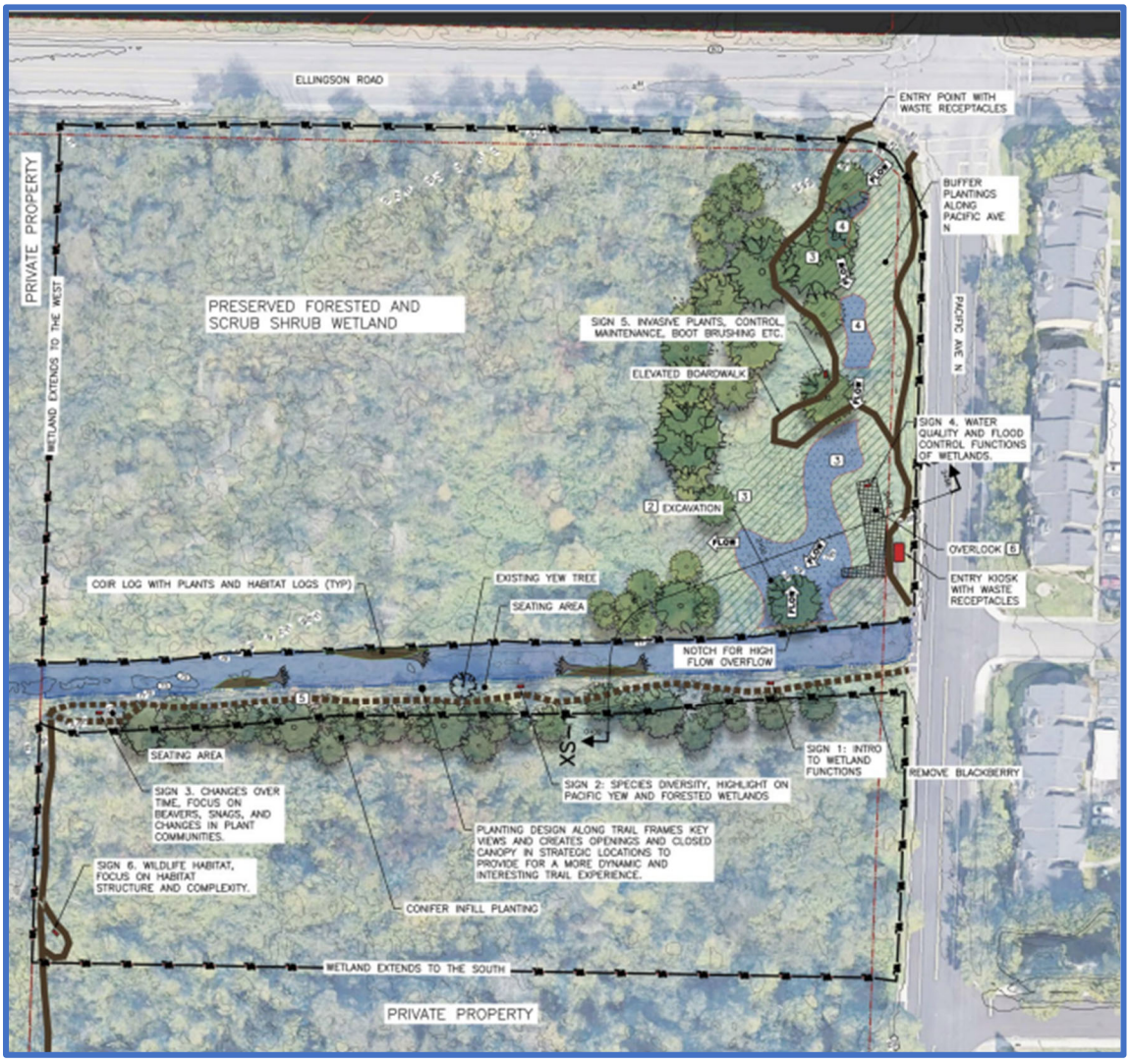
The park is also utilized as a community event space. John Matchett Memorial Park adjoins the Algona City Hall, which includes a full commercial kitchen and community space. Events like Movie Night, Algona Days, and the Pumpkin Launch use the park as a hosting space where vendors, residents, and staff members can celebrate community and camaraderie together with kid's activities, educational demonstrations, food, and music. The community garden is a recent addition to the park, developed in 2018. Residents may apply to occupy a plot in the community garden on the City's website.



Shown left: An overview of the John Matchett Memorial Park, taken via drone. The park is named after Mayor Matchett, who was the City's mayor for 13 years between 1968-1981. Photo by Betty Padgett.

David E. Hill Wetland Preserve

Built in 2023, the David E. Hill Wetland Preserve is the City's newest and largest park addition. The 8.9-acre open space park is a passive recreation opportunity with walking trails meandering through the wetland to an overlook deck and benches. Interpretive signage is available throughout the site providing residents with educational information about wetland ecology, Native American uses of local flora, and the benefit of wetlands as stormwater systems. The site is located south of the Boeing Facility and west of Washington Boulevard. The City is in the process of acquiring an adjacent property to expand the park and trails under a future addition project. See the *Capital Improvement Plan* for additional details.



Shown above is the conceptual drawing of the David E. Hill Wetland Preserve developed by Natural Systems Design. Construction of the park is ongoing and is anticipated to be open to the public in late 2024. Graphic by Natural Systems Design.

7th Avenue Park

A small neighborhood park, developed in 2005, the 7th Avenue Pocket Park is located at the west end of 7th Avenue North, adjacent to SR 167. The park has a playground, open space, barbeque, bench, and picnic table. The open space is approximately 4,770 square feet.



Shown Above: 7th Avenue Park. Photo by Betty Padgett.

Stanley Avenue Park

Stanley Avenue Park is a neighborhood park located along the northeastern portion of Stanley Avenue, north of Pullman Avenue. The park is approximately 5,770 square feet and has a swing set, a bench, and one picnic table.



Shown Above: Stanley Avenue Park. Photo by Betty Padgett.

Waffle Park

Waffle Park is a triangle-shaped pocket park of approximately 23,000 square feet and adjoins the Interurban Trail, which is operated by the county. The park provides a resting place for trail users with a picnic shelter, picnic tables, and benches. The park shares approximately 5,300 square feet of open green space with King County.



Waffle Park sits adjacent to the Interurban Trail. The park was named after Mayor Waffle (1988-1992). Photo by Betty Padgett.

3rd Ave Pocket Park

A small park on Third Avenue North is also adjacent to the Interurban Trail and operates as a pocket park. There is a shelter, barbecue facility, picnic tables, and benches. The park serves as a resting spot for Interurban Trail users and provides a grassy open space for residents to use. The park is approximately 7,800 square feet, however due to its shared boundary with the trail there is an open space of approximately 4,200 square feet.



Shown Above: 3rd Avenue Pocket Park. Photo by Betty Padgett.

Stanley Tot Lot

Located at the intersection of Stanley Avenue and Iron Avenue, the Stanley Tot Park has two picnic tables, a bench, and a playground oriented toward young children four and under. The park is considered a pocket park meant to serve residents in the immediate vicinity of the property.



Shown Above: Stanley Tot Lot. Photo by Betty Padgett.

Interurban Trail

The Interurban Trail, also known as the Electric Avenue Interurban Trail, is not part of City-owned property but is owned and maintained by Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in south King County together. The paved trail cuts through contiguous Algona (east of SR 167) and provides opportunities for walking, biking, or other non-motorized activities like skating and skateboarding. While this amenity is not provided by the City of Algona, the City does consider this key trail in it's level of service analysis.



A resident and their dog enjoying a walk on the Interurban Trail during a quiet summer evening. Photo by Cyrus Oswald.

Current Conditions

Algona's Public Works Department maintains and operates the city's parks network while the *Community Connector* coordinates city events, community newsletters and communication, and youth activities. There is no Parks Department, Parks Division, or recreation program operated by the City. There are limited opportunities to annex new lands into the city's limits and the demand for land that supports housing, new jobs, and municipal services leave a limited number of lands suitable for park development.

With a target of 4,660 residents by 2044, Algona will remain a small-town community likely without a Parks Department or recreation program. A Parks Division may be sustained with one to two full or part time staff members as Algona grows larger in 2044 and beyond. The division would focus on park projects, maintenance coordination, grant administration, and developing partnerships. A fiscal analysis is a necessary first step toward developing a Parks Division or hiring parks staff. Partnerships and grants will equally be a critical step toward expanding opportunities to engage with the outdoors as discussed in *Interagency Coordination.*

Local Needs and Demand

A key component to understanding local needs is identifying the community's vision for future parks and amenities. Residents participated in a variety of methods during public engagement, as described in the *Introduction* chapter. Parks were consistently highly prioritized by the community, receiving the most funding during the Funding Bucket activity.

Community Feedback

A community survey for the *2024 Comprehensive Plan* was distributed by mail, social media, and community events to the City's residents beginning on July 1, 2023 and was requested to be returned no later than February 20, 2024. Of the XXXX residents, XX surveys were completed and returned with a response rate of X%. Responses were tracked and are described in *Appendix J: Public Engagement Summary*. The survey identified the following needs relating to parks: **TO BE PROVIDED AFTER SURVEY CLOSES.** **Figure 2** captures the frequent requests for amenities and park needs in a word cloud, with larger words reflecting a greater number of responses.

Figure 2: Parks Needs Word Cloud

TO BE PROVIDED AFTER SURVEY CLOSES.

Statewide Trends

While local residential needs were gathered through the engagement process, Algona also evaluates new opportunities for recreation through trends seen at the state level. The Washington Recreation and Conservation Office (RCO) tracks current trends in preferred active and passive recreation in the *State Recreation and Conservation Plan (SCORP).* The plan was recently updated in 2023 ranking the popularity of activities residents valued. The top twelve activity trends statewide are described in **Figure 3**. Residents across Washington State most often participated in walking or day hiking, nature viewing, and leisurely activities like hanging out, scenic driving, or enjoying a picnic outdoors.

Figure 3: Statewide Recreation Trends (2023)[1]

Activity	*Activity Category*	Percent of Population	Number of Responses
Walking or using Mobility Device on Roads or Sidewalks	Trail and Road Based Activity	91%	5,390
Walking or Day Hiking or Using Mobility Device on Trails	Trail and Road Based Activity	90%	5,331
Wildlife and Nature Viewing	Nature and Culture Based Activity	85%	4,812
Scenic Driving (Sightseeing)	Nature and Culture Based Activity	85%	4,767
Hanging Out	Leisure Activities in Parks	70%	3,679
Picnic, Barbecue, or Cookout	Leisure Activities in Parks	68%	3,639
Community Garden or Farmers' Market	Leisure Activities in Parks	66%	3,556
Visiting Outdoor Cultural or Historical Facility, includes Attending Cultural Events	Nature and Culture Based Activity	62%	3,413
Swimming in Natural Settings	Water Based Activity	61%	3,374
Paddle Sports (Rafting, Canoes, Kayaks, Stand-up, Rowing)	Water Based Activity	52%	2,910
Outdoor Concert or Special Event	Leisure Activities in Parks	49%	2,602
Gathering or Collecting Anything in Nature	Nature and Culture Based Activity	49%	2,635

[1] Washington RCO, State Recreation and Conservation Plan (2023)

Level of Service

Level of Service (LOS) is a measurable standard utilized in understanding the quality and quantity of parks and recreation spaces necessary to meet a community's local needs. The National Recreation and Park Association (NRPA) and the Washington State Recreation and Conservation Office (RCO) do not have universally recommended level of service standards for parks or recreation programs. Parks are difficult to measure – they are places experienced and felt as users but often not measured. Park amenities are often determined by available budgets, community interests, and location of available undeveloped, suitable lands. Instead, the NRPA and RCO recommend jurisdictions craft their own LOS standards that cater to the unique qualities of their communities. This creative approach to LOS standards grants localities flexibility to design standards that fit into their existing character and development pattern that residents and city staff alike can identify with and support.



A warm summer evening at the Community Garden at John Matchett Memorial Park. Residents are able to reserve a plot in the community garden and often grow perennials, fruit, and vegetables. Photo by Betty Padgett.

LOS Standards

Algona strives to acquire, develop, and maintain high-quality parks within close proximity to residents. Historically, Algona has not administered parks LOS standards due to the limited population it serves and its proximity to neighboring communities that administer a Parks Department or recreation program (City of Auburn, City of Pacific, and King County).

Much like the Puget Sound region, Algona has grown over time. Populations have steadily and consistently increased since 2000 and Algona is serving a greater population now than it did 24 years ago. Changing community conditions are pushing Algona to consider how to support equity in parks and recreation opportunities for residents. Local initiative for park availability and equitable development triggers the need to begin administering LOS standards to evaluate where the City should invest new park development to better meet all community needs.

One standard the City has evaluated in past iterations of the comprehensive plan is service areas. A service area indicates how many people are served within an appropriate distance to a certain park type. Appropriate distances are determined by what is seen as a walkable distance to a park, based on the size and amenities of the park. Service areas are an ideal starting place for park LOS metrics as they evaluate the availability of a park against how accessible the park is to residents who are likely walking to the amenity. **Figure 4** describes the City's parks service area LOS metric.

Service area metrics are driven by accessibility – how far are residents likely walking to visit a park or use equipment and facilities? Typically, residents will walk approximately 15 minutes, or a quarter mile, comfortably to visit a place. Residents are more likely to drive if the distance to a location exceeds a quarter mile. Algona's parks have limited parking facilities – only John Matchett Memorial Park and Waffle Park have their own designated parking lots. Other parks rely upon on-street parking to accommodate residents who are outside the service area or are more likely to drive than walk to the park.

Figure 4: Algona Parks Level of Service

Level of Service Standard	*Performance Metric*				
	E	*D*	*C*	*B*	*A*
Pocket Park - 50% of the population within 0.15 mile	<30%	30-49%	49-63%	64-84%	>85%
Neighborhood Park -- 75% of the population within 1/4 mile					
Community Park -- 90% of the population within ½ mile					
Trails -- 90% of population within ½ mile of a trail					

Park Classifications

There are four park types that exist within Algona as described in **Figure 5**. Park classifications determine how the LOS metrics are applied to the City's parks and ultimately what the current needs are to enhance the demand for parks now and over the next 20 years. Park classifications are noted in the *Inventory* subsection and are categorized below.

Figure 5: Park Classifications[2]

Park Type	*Definition*	*Designation*
Pocket Park	A small, pedestrian oriented park of one-half acres or less that provides green space in more developed areas. Pocket parks typically include landscaping, seating, art, smaller play features, and community identification features such as interpretive signage or historic markers.	Waffle Park
		Stanley Avenue Park
		3rd Avenue Pocket Park
		Stanley Tot Lot
Neighborhood Park	A pedestrian oriented park that is typically one acre or less and is intended to serve adjacent residential units. Parks typically provides playground area and open space. Neighborhood parks can provide a single sports court.	7th Avenue Park
Community Park	A large park ranging from one to five acres in size. Park provides active recreation facilities and includes features such as parking lots, sports fields/courts, and natural areas.	John Matchett Memorial Park
		David E. Hill Wetland Preserve
Trail	Trails are identified as a network or pathway for the exclusive use of pedestrians, cyclists, or other non-motorized forms of transportation. The intent of trails is to both provide recreational and transportation uses. Ideally, trails create a well connected city and supplement sidewalks and bike lanes. Trails can include features such as parking areas, paved or unpaved paths, picnic tables or benches, and informational markers.	Interurban Trail

[2] References to park classification are made using National Parks and Recreation Association, Park, Open Space, and Greenway Guidelines (1996).

LOS Analysis

On average, 1,625 residents live within the service area of a City park[3] and the City overall has an average park performance of LOS D (49%). Algona's parks serve most of the community in one way or another – most residents are within the service area of the Interurban Trail and one of the community parks. Parks LOS performance is described in **Figure 6** and **Figure 7.** There is a noticeable discrepancy in who has access to pocket and neighborhood parks. Algona, as a whole, has an adequate number of parks; however they are not distributed equitably resulting in a lack of park access in certain areas of the City. In particular, the north half of Algona (north of 10th Avenue, east of Celery Avenue) and along the western side of SR 167 have the lowest access to City operated parks as shown in **Figure 9**.

The Interurban Trail effectively serves the community within it's assigned service area. Only about 11% of the population is located outside a walkable distance (one half mile) from the corridor. It is the overall highest performing park facility within the City with a LOS A despite not being owned, maintained, or operated by the city.

Algona's greatest performing park is John Matchett Memorial Park which serves the most residents. This park performs better than all of the City's other parks because it is a community park with more amenities, it has a centralized location near residential units, and has a larger service area that other park classes. The park individually serves approximately 2,140 residents. John Matchett Memorial Park has an LOS C (64.56%).

The David E. Hill Wetland Preserve also serves a great need for park access in the southeast area. The Preserve has a lower LOS since it serves a limited number of Algona residents due to its location adjacent to a commercial corridor (Ellingson Road) and its remote location. When the Preserve is combined with John Matchett Memorial Park, Algona's community parks overall have a LOS B and serve about 74% of the overall population.



Algona's youth enjoying a hula hoop competition coordinated by Gary Klein, the Community Connector, at Algona Days 2022. Photo by Tanner Machala.

[3] As of 2023, the estimated population is 3,315 people and the estimated housing units are 1,061. There are approximately 3.12 residents per housing unit assumed in service area calculations.

Algona only has one neighborhood park, 7th Ave Park, and effectively meets immediate park and recreation needs in the northern half of the City. This park alone serves nearly a fifth of residents by service area. One neighborhood park on it's own cannot meet the citywide service area metric of 75% of residents within a quarter mile of a neighborhood park. An additional park is needed in the northern half of contiguous Algona to improve the LOS grade.
There is an over-concentration of pocket parks in one area of the city, along Stanly Avenue, and a lack of pocket park opportunities throughout the city. The clustering of the pocket parks results in a lower LOS since they are serving the same households in their respective service areas. A greater distribution of pocket parks in the future will increase the city's performance in small, informal park opportunities. Pocket parks only serve about 41% of the population.

Figure 6: Park LOS Analysis by Park

Park	Classification	Service Area	Est. Population within Service Area[4]	% of Population in Service Area
Stanley Tot Lot	Pocket Park	50% of the population within 0.15 mile	321	9.7%
3rd Avenue Pocket Park	Pocket Park	50% of the population within 0.15 mile	409	12.33%
Waffle Park	Pocket Park	50% of the population within 0.15 mile	552	16.65%
Stanley Avenue Park	Pocket Park	50% of the population within 0.15 mile	399	12.04%
7th Avenue Park	Neighborhood Park	75% of the population within 1/4 mile	643	19.38%
Algona Wetland Preserve	Community Park	Community Park -- 90% of the population within ½ mile	468	14.11%
John Matchett Memorial Park	Community Park	Community Park -- 90% of the population within ½ mile	2140	64.56%
Interurban Trail	Trail	90% of population within ½ mile of a trail	2976	89.78%

[4] Service areas are estimated based on the number of residential units within each park's service area and the average number of residents per household. Parks may overlap with one another.

Figure 7: Park LOS Analysis by Class

Classification	Service Area	Est. Population within Service Area[5]	% of Population in Service Area	Park Classification LOS
Pocket Park	50% of the population within 0.15 mile	680	41%	D
Neighborhood Park	75% of the population within 1/4 mile	643	25%	E
Community Park	Community Park -- 90% of the population within ½ mile	2200	73.7%	B
Trail	90% of population within ½ mile of a trail	2976	99%	A
		Average No. of People in Service Area:	1,625	
		Average LOS:	D	

Consistency with Capital Facilities

The State requires the *Parks and Recreation* element to describe how it is consistent with the *Capital Facilities* element under WAC 365-196-440. Parks are considered to be a capital facility or an asset (property owned and maintained) by the City. Parks are described as assets within the *Capital Facilities and Utilities* element, however their LOS performance is described within this *Parks and Recreation* element. There are a number of proposed parks projects the City is currently considering, including:

1. **David E. Hill Wetland Preserve – Acquisition and Expansion:** The City is in the process of acquiring additional lands west of the current site. There are plans to expand the trail westerly and create an loop trail throughout the site connecting to a small parking lot along Ellingson Road.
2. **Algona Village Trail Acquisition and Development**: A trail is proposed to be developed along the wooded, steep slopes off the West Valley Highway South, adjacent to the old site of the South King County Transfer Station connecting to a proposed mixed-use project in the southwest corner of Algona.
3. **New Park – Acquisition and Development:** The City is evaluating opportunities to acquire new public lands in the Algona, north of 8th Avenue North. The city is aiming to develop a neighborhood or community park in this area to effectively have all residents be served by a community park within the service area standards described in *Level of Service Standards* subsection above.

[5] Service areas are estimated based on the number of residential units within each park's service area and the average number of residents per household. Parks may overlap with one another

The city will continue to acquire parcels for new within its neighborhoods as opportunities become available. Details on the above proposed projects as well as other parks projects and capital projects are detailed in *Appendix D: Capital Improvement Plan*.

Park Impact Fees

Algona currently collects a Parks Impact Fee as described in Algona Municipal Code Chapter 2.50. As of 2024, the City collects $1,000 per new residential unit developed. The impact fee program was established in 2004 and updated in 2017 as a result of a consistent community interest in improving park accessibility and anticipated influx of new residential development spurred by code updates expanding permitted forms of housing.

The City will evaluate the need to incrementally increase park impact fees as it corresponds with inflation costs for materials, permitting, construction, and property values. Updating fee schedules for impact fees is a quasi-judicial process requiring rate studies and a fiscal analysis. City Council must vote to adopt changes to the fee schedule. Generally, impact fees do not recover the full cost of developing new facilities since the fee must be directly related to a specific development project and their proportional impacts.

In Washington, impact fees are authorized for those jurisdictions planning under the Growth Management Act and creating a comprehensive plan, as part of “voluntary agreements” under RCW 82.02.020 to mitigate for impacts of new development.



A basketball lies on the court at John Matchett Memorial Park. Photo by Caitlin Hepworth.

Interagency Opportunities

Additionally, the State requires the *Parks and Recreation* element to describe opportunities to work collaboratively with other agencies to expand park and recreation opportunities under WAC 365-196-440. As noted previously, it is critical for the City to work with grant opportunities and develop partnerships to meet local park needs. Algona is a relatively small community; it is the ninth smallest[6] in geographic size and eighth smallest[7] in population in King County. Due to Algona's limited size and population, creative approaches to getting the community outside to enjoy recreation are absolutely necessary to maintain level of service while expanding opportunity.

Grants

Public grants are an option to supplement the City's budget for parks development, acquisition, design, and construction. The City of Algona has successfully obtained parks grants in the past to fund acquisition, design, and development projects. While the grant process is competitive and provides limited financial assistance, it historically has been instrumental in providing complete funding for projects in smaller communities like Algona where there is a more limited residential and commercial tax base.

Grants are not intended to be relied upon for nominal funding for each project the City pursues. However, grants reduce the burden of a project's overall cost on local taxpayers and annual budgets. **Figure 8** lists grants the City is eligible to pursue in future parks related capital improvement projects.

Figure 8: Park and Recreation Grant Opportunities

King County Grants	*Description*
Parks Capital and Open Space Grant	This grant can fund a broad range of parks projects, including land acquisition, park planning, and development of passive and active parks and trails.
Healthy Communities and Park Fund	This grant funds projects and programs that provide new, increased, or enhanced access to recreation, parks, and open space in underserved communities, including investing in capacity-building for community groups.

[6] Algona is 1.29 square miles in geographic size. Smallest cities by geographic area in King County (in order): Beaux Arts Village, Skykomish, Wilderness Rim, Hunts Point, Yarrow Point, Clyde Hill, Baring, and Carnation

[7] Algona's population is 28th out of 35 jurisdictions in King County. Smallest city populations in King County (in order): Skykomish, Beaux Arts Village, Hunts Point, Yarrow Point, Carnation, Medina, and Clyde Hill.

Youth and Amateur Sports	This grant funds programs and capital projects that increase youth access to physical activity.
Conservation Futures	This grant funds the purchasing or preservation of open space lands to be used for passive, low-impact recreation.
Water Works	The Water Works program funds park projects that improve water quality in the service area of the County's regional wastewater system, including creek and wetland restoration projects.
Washington State Grants	***Description***
RCO – Planning for Recreation Access	Grants are used to support planning, community engagement, and collaboration between local governments, community-based organizations, and residents to define outdoor recreation needs, prioritize investments to address those needs, and prepare on-the-ground projects for RCO and other funding opportunities.
RCO – Community Outdoor Athletic Facilities	Eligible community outdoor athletic facilities should attract and accommodate practice, training, or competition using a participant's physical skills or capabilities. Such athletic activities should be the primary focus of the facility rather than leisure activities. Specific policies for eligible elements, costs and activities are in development; however, examples of typical projects that likely could be funded through this program include the following outdoor facilities: • Rectangular fields for soccer, football, lacrosse, etc. • Fields for baseball, softball, cricket, etc. • Tracks and courses • Skateparks, BMX, and mountain bike parks • Paddling facilities, rock climbing • Ice and roller hockey • Swimming pools • Acquisition of land for such facilities
RCO – Parks Maintenance Grant	The Washington State Legislature provided one-time funding in the operating budget to help local parks departments maintain their working facilities to meet the needs of their residents. This program will focus on helping communities in need address maintenance backlogs for key local parks facilities and capital improvements. Accessed through a simple application process, grants can be used for general maintenance of things such as trails, restrooms, picnic sites, playgrounds, signs, and kiosks.

No Child Left Inside	The Washington State Legislature created the No Child Left Inside grant program to provide under-served youth with quality opportunities to experience the natural world. Grants are available for outdoor environmental, ecological, agricultural, or other natural resource-based education and recreation programs serving youth. Funding focuses on serving youth with the greatest needs and helping them improve their overall academic performance, self-esteem, personal responsibility, community involvement, personal health, and understanding of nature.
Youth Athletic Facilities	The Youth Athletic Facilities program provides grants to buy land and develop or renovate outdoor athletic facilities such as ball fields, courts, swimming pools, mountain bike tracks, and skate parks that serve youth through the age of 18. While the program focuses on youth, RCO strongly encourages grant recipients to design facilities to serve all ages and multiple activities. An athletic facility is an outdoor facility used for playing sports or participating in competitive athletics and excludes playgrounds, tot lots, vacant lots, open or undeveloped fields, and level open space used for non-athletic play.

Partnerships

Partnerships are another pathway to supporting growing demands for parks and recreational activities in Algona, and can include land donations, funding, interlocal agreements, and park stewardship. Partnerships can happen between public, private, and non-profit agencies to help meet community needs publicly or privately. Mutual goals shared between agencies drive the need to develop partnerships.

Algona does not currently have any parks partnerships, however there is interest in beginning to partner with other agencies, community groups, and non-profits to increase public access to recreation and garner environmental stewardship. Partnerships in particular are beneficial in granting opportunities to participate in recreation programs. The City of Auburn has an established recreation program that the City of Algona could develop an interlocal agreement to help fund and participate in. Other cities in King County have similar agreements – in particular the City of Clyde Hill has an interlocal agreement with the City of Bellevue to be eligible for participation in Bellevue's recreational programing.

Partnerships can advance completion of various park projects and opportunities and also reduce the demand for funding from local taxpayers. For example, Algona could consider a partnership with it's jurisdictional neighbors (City of Auburn or City of Pacific) to help meet mutual needs for parks or recreation in mutually underserved areas.



The YMCA held a booth at 2022 Algona Days presenting different opportunities for youth and adults to get active in nearby YMCA facilities in Auburn or Kent. Photo by Tanner Machala.

Washington Recreation and Conservation Office (RCO)

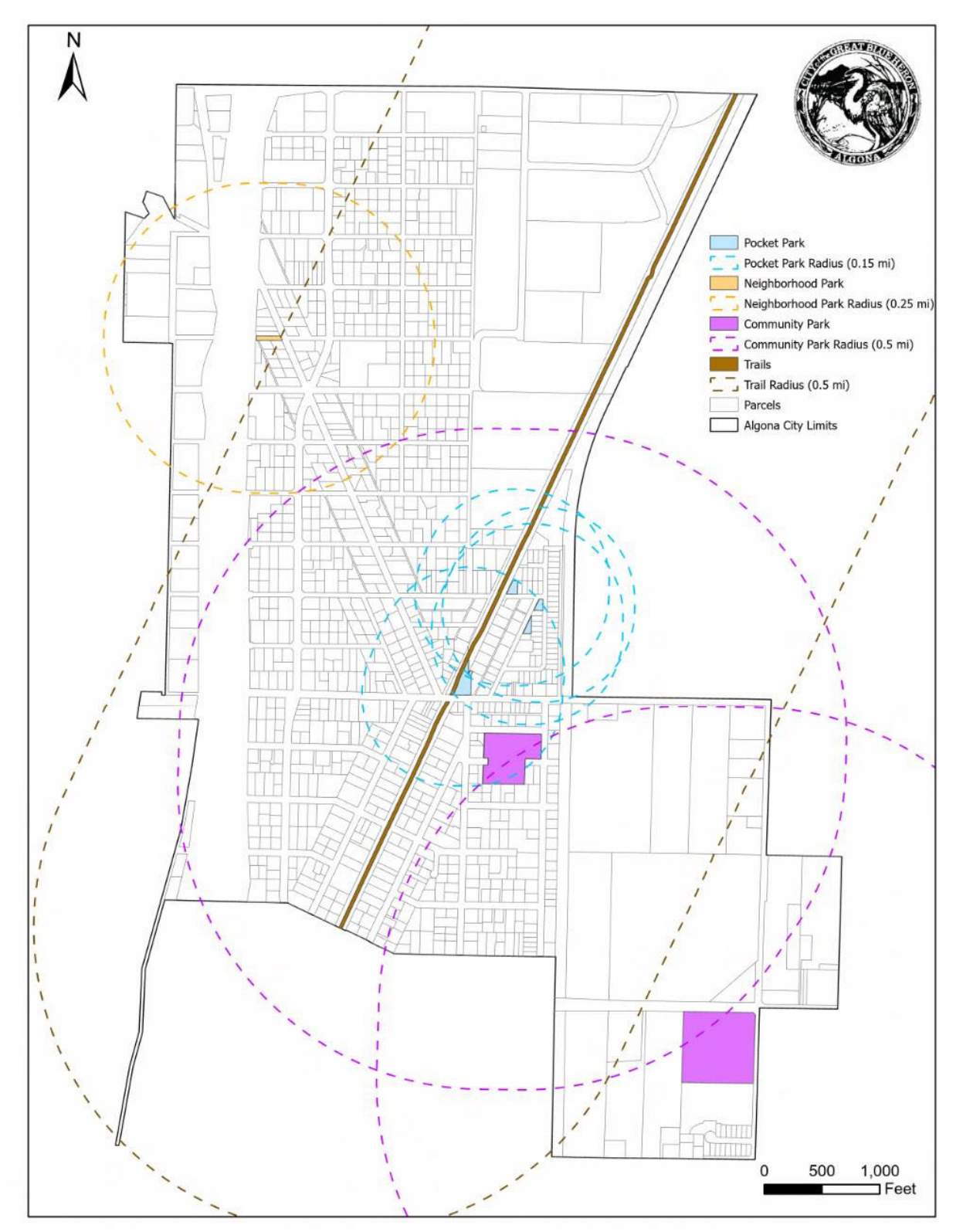
The Washington RCO offers a number of grant programs annually to assist local jurisdictions in planning for parks and recreation to meet local and future demands. While some grants are eligible for any jurisdiction to apply for, there are a number of grants that are exclusively developed and eligible for cities that develop a *Parks, Recreation, and Open Space Plan (PROS Plan).* A PROS Plan would need to be reviewed and certified by the RCO to allow Algona to have additional grant opportunities. Certification is conducted by RCO every even numbered year and expires after six (6) years. A PROS Plan requires the following elements to be considered a complete report:

1. Goals and Policies
2. Inventory
3. Public Engagement
4. Needs and Demand Analysis
5. Capital Improvement Plan
6. Adoption



Civic events like Algona Days bring the community together sparking a love for the outdoors, community, and recreation while championing community pride and identity. Photo by Tanner Machala.

Figure 9: Parks Service Area Map



Goals and Policies

Goal PR-1 Uniting Park and City Identity

Maintain and enhance a parks system that meets the needs and desires of Algona Residents.

Policies:

PR-1.2 Emphasize physical activity in the review and approval of public or private recreational facilities proposed in site plans or park designs.

PR-1.2 Promote revision of standards for public street development that include aesthetic enhancement, distinctive street signage, lighting, and/or furnishings, enhanced pedestrian walkways, and street tree plantings. Ensure coordination of changes with Public Works standards.

PR-1.3 Features, signs, and design should be compatible with the capability of the site to sustain the anticipated recreational uses.

PR 1.4: Incorporate placemaking or educational signage at parks to communicate historical context and explain park naming practices.

PR-1.5: Prioritize investment in parks to serve historically underserved neighborhoods.

Goal PR-2 Enhancing User Experience

Maintain and improve the Parks and Recreational opportunities within the City of Algona to the benefit of its citizens.

Policies:

PR-2.1 Work with new development and other agencies to fund park maintenance, development, and acquisition.

PR-2.2 Encourage low-maintenance park facilities options with consideration to minimize long-term maintenance, operation, and renovation /replacement costs.

PR-2.3 Seek to increase federal, State, regional, and local grants for Park & Recreational facilities.

PR-2.4 Explore concession “enterprises” at Matchett Park from April 1 to September 1, to provide services to the public in exchange for rental fees. These fees are to be designated to the Park Facilities fund for park upkeep and improvement.

PR-2.5: Develop and maintain the Algona Wetland Preserve to provide additional recreational opportunities for community members.

Goal PR-3 Expanding Our Trails

Maintain a trail system that joins the existing public/ private trail system with future trail systems both inside and outside the city limits.

Policies:

PR-3.1 Facilitate the creation of a trail system corridor where new development can link the existing trail system.

PR-3.2 Facilitate public education and awareness of Electric Avenue (P.S. P&L. Co. R.O.W.) Bike Trail as a length in a "Heron Bike Tour Route".

NEW (From email correspondence): PR-3.3: Work with PSE and King County to maintain and improve the Interurban Trail by maintaining the trail surface and adding trailside amenities.

Goal PR-4 Considering Natural Lands

Enhance the natural environment through the preservation of natural vegetation and the addition of landscaping throughout the city.

Policies:

PR-4.1 Use open space, greenbelts, and natural vegetation to reduce noise and visual pollution and encourage natural buffering between land uses and separate incompatible land uses from residential areas.

PR-1.1 Parks, Bike/Pedestrian Corridors, and Open Space areas shall emphasize and protect the environmental qualities and natural amenities within and along their boundaries.

PR 1.3 Include natural areas such as wetlands, streams, and wildlife habitats into the park design and identified with interpretive signage to foster understanding of the natural environment.

Goal PR-5 Improving Park Accessibility

New and existing parks should be safe and convenient.

Policies:

PR-5.1 Park and recreation facilities, park designs, facilities, and fixtures should be encouraged to incorporate measures that reduce the exposure of users to unsafe conditions.

PR-5.2 Park facilities shall meet the requirements of the Americans with Disabilities Act (ADA) by incorporating designated spaces for barrier-free parking, curb cuts, hard surface trails, low gradient ramps and inclines, recreational equipment, plumbing fixtures, and any other improvements required by the ADA that ensure that parks are accessible to all persons.

Appendix A- Glossary

Appendix A Glossary of Terms

A

Accessibility
A continuous, unobstructed pathway that supports travel between two points in compliance with the Americans with Disabilities Act.

Accessory Dwelling Unit (ADU)
A habitable dwelling unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation. An accessory dwelling unit is accessory to the primary unit on a lot and may be added to, created within, or detached from the primary single-family dwelling unit.

ACS
See definition for "American Community Survey".

Active Transportation
A form of transportation using pedestrian mobility, such as walking or running, or a mobility assistive device, such as a wheelchair, bike, or scooter. Active transportation can include both traditional and electric assist devices.

ADA
See definition for "Americans with Disabilities Act".

ADU
See definition for "Accessory Dwelling Unit".

Affordable Housing
Residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

1. For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development; or
2. For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development.

Affordable Housing Unit
Housing reserved for eligible households and affordable to households earning less than 80 percent of the area median income. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see "Vouchers" below for more details).

Allowed Use
A permitted or conditional use in the Algona Zoning Code.

American Community Survey (ACS)
An ongoing nationwide survey conducted by the U.S. Census Bureau. It is designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households.

Americans with Disabilities Act (ADA)
A federal civil rights law prohibiting, under certain circumstances, discrimination based on disability. The ADA requires public entities to include access to programs and services and provide access to public facilities and infrastructure as described in the ADA Standards for Accessible Design.

AMI
See definition for "Area Median Income".

Annexation
A procedure for transferring land from one jurisdiction into another. An annexation area is usually adjacent to an incorporated city, town,

or special-purpose district. Washington State law governs the procedures for annexation.

Aquifer
A body of soil or rock that contains sufficient saturated material to conduct groundwater and yield usable quantities of groundwater to springs and wells.

Area Median Income (AMI)
A measurement of the middle of all household incomes within a jurisdiction. AMI is used as a benchmark income to determine the level of housing affordability within a jurisdiction.

Arterial, Major
A connected network of rural arterial routes with appropriate extensions into and through urban areas, including all routes designated as part of the interstate system, which serves corridor movements having travel characteristics indicative of substantial statewide and interstate travel.

Arterial, Minor
In conjunction with the principal arterial system, form a rural network of arterial routes linking cities and other activity centers that generate long-distance travel, and, with appropriate extensions into and through urban areas, form an integrated network providing interstate and interregional service.

Arterial, Collector
A road that primarily serves the more important intercounty, intra-county, and intraurban travel corridors, collects traffic from the system of local access roads and conveys it to the arterial system, and on which, regardless of traffic volume, the predominant travel distances are shorter than on arterial routes.

Attainable Housing
Attainable Housing is market-rate housing in which people spend no more than 30% of their income on their home. Implicit in this idea of attainability is the idea that a range of housing options (type, size, tenure, cost) needs to exist in the local market to serve a range of household incomes and preferences.

Automotive Transportation
A form of transportation using a motorized form of transportation, such as a car, truck, or motorcycle.

B

Best Available Science
Current scientific information used in the process to designate, protect, or restore critical areas, which is derived from a valid scientific process as defined by WAC 365-195-900 through 365-195-925. Examples of best available science are included in Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas published by the Washington State Department of Commerce.

Best Management Practices
conservation practices or systems of practices and management measures that:

1. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxins, and sediment;
2. Minimize adverse impacts to surface water and groundwater flow and circulation patterns and to the chemical, physical, and biological characteristics of wetlands and fish and wildlife habitat conservation areas;
3. Protect trees, vegetation, and soils designated to be retained during and following site construction and use of native plant species appropriate to the site for revegetation of disturbed areas; and
4. Provide standards for the proper use of chemical herbicides within and adjacent to critical areas.

BIPOC
Black, Indigenous, and people of color. Pronounced “bye-pock,” a term specific to the United States, intended to center the experiences of Black and Indigenous groups and demonstrate solidarity between communities of color.

Buildable Lands
An assessment determining the amount of land suitable for urban development, and evaluating the capacity for growth, based upon measurement of recent actual development activity, and evaluates achieved urban densities. The assessment includes determining land needed for commercial, industrial, and residential growth. This is sometimes also referred to as a "Land Capacity Analysis".

Built Environment
Refers to the human-created surroundings that provide the setting for human activity, ranging from large-scale civic districts, commercial, and industrial buildings, to neighborhoods and individual homes.

C

Capital Facilities
Any publicly owned properties used for public uses, such as but not limited to streets, roads, highways, sidewalks, street, and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, city buildings, fire stations, police stations, parks and recreational facilities, and schools.

Capital Improvement Plan (CIP)
A six-year plan for future capital expenditures that identifies capital projects packaging, timelines, and funding. The CIP is updated and adopted biennially, along with the City's two-year operating budget.

CIP
See definition of "Capital Improvement Plan".

Climate
The historically usual weather of a place.

Climate Change
The long-term shifts in temperatures and weather patterns. Such shifts can be natural, due to changes in the sun's activity or large volcanic eruptions. But since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels like coal, oil and gas.

Congestion
A traffic condition in which the number of vehicles using a facility is great enough to cause reduced vehicle speeds and increased travel times.

Commercial Use
The use of a building, land, or structure primarily for non-residential and nonpersonal use involving retail, sales, wholesale, office, entertainment, or other similar uses.

Commute
The trip made from an employee's residence to a worksite for a regularly scheduled workday.

Complete Streets
Streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Comprehensive Plan
A long-range plan regulated by the Growth Management Act guiding 20 years of physical, economic, and social development in Algona.

Community Park
A large park ranging from one to five acres in size, that provides active recreation facilities, and includes features such as parking lots, sports fields/courts, and natural areas.

Concurrency
A Growth Management Act planning requirement to ensure that needed services and facilities are in place by the time development is completed and occupied, or that funding has been committed to provide such services within six years.

Cost-Burdened Household
Households spending more than 30 percent of their income on housing.

Cost-Burdened Household, Severely
A household that spends more than 50 percent of its gross income on housing costs.

Countywide Planning Policy

An adopted provision developed collaboratively between the regional and/or county government or agency that applies to incorporated and unincorporated cities and towns within that county. Countywide planning policies provide a common framework for individual comprehensive plans prepared by each local jurisdiction to ensure region-wide consistency in the regional vision for future development.

Critical Areas
Any of the following areas or ecosystems: wetlands, fish and wildlife habitat conservation areas, critical aquifer recharge areas, and geologically hazardous areas, as defined in Chapter 36.70A RCW and this chapter.

Critical Aquifer Recharge Area
Areas designated by WAC 365-190-080(2) where an aquifer that is a source of drinking water is highly susceptible to contamination.

D

Density
The number of units within a specified area calculated by dividing the total number of square feet of the area by the number of dwelling units in the area.

Development
The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or water**.**

Development Regulations
The controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto. A development regulation does not include a decision to approve a project permit application, as defined in RCW 36.70B.020, even though the decision may be expressed in a resolution or ordinance of the legislative body of the county or city.

Development Standards
In respect to any development, fixed requirements, or standards imposed by regulation or ordinance. For example, a setback is a development standard.

Displacement
The process by which a household is forced to move from its community because of conditions beyond its control.

Displacement, Cultural
Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

Displacement, Economic
Households are compelled to move by rising rents or costs of home ownership like property taxes.

Displacement, Physical
Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster, or deterioration in housing quality.

Displacement Risk
The likelihood that a household, business, or organization will be displaced from its community.

Drainage Basin
Drainage basins are small watersheds, and have natural boundaries defined by the shape of the land and the flow of the water; smaller watersheds become part of larger watersheds.

Duplex
A detached residential building designed for occupancy by two self-contained attached dwelling units living independently of each other.

Dwelling Unit
A building designed exclusively for residential purposes, including one-family, two-family and multiple dwellings, but not including hotels or motel units having no kitchens. Factory-built housing and mobile homes are dwellings when they meet state requirements under Chapter 43.22 RCW and are so certified by the state.

E

Electric Vehicles
Any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on board for motive purpose. “Electric vehicle” includes (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; and (4) a medium-speed electric vehicle.

Emergency Housing
Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Emergency Shelter
A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelters may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

Environmental Effects
Indicators that account for adverse environmental quality generally, even when population contact with an environmental hazard is unknown or uncertain.

Environmental Exposures
The levels of certain pollutants that populations encounter.

Environmental Justice
The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, concerning the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits.

EPF
See definition of "Essential Public Facility".

Equity (Social Equity)
The full and appropriate access to power, opportunities, and resources so that all people achieve their potential and thrive. All people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential. Those who identify as impoverished, a racial or ethnic group, and historically marginalized communities are engaged in decision-making processes, planning, and policymaking.

Essential Public Facility (EPF)
A public facility that is 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.

F

Fair Market Rent
HUD determines what a reasonable rent level should be for a geographic area and sets this as the area's fair market rent. Section 8 (Housing Choice Voucher program) voucher holders are limited to selecting units that do not rent for more than fair market rent.

Family
This census term refers to a household where two or more people are related by birth, marriage, or adoption.

Fish and Wildlife Habitat Conservation Area
Areas necessary for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available is sufficient to support viable populations over the long term and isolated subpopulations are not created (WAC 365-190-130).

Floodplain (100-year Floodplain)
The total land area adjoining a river, stream, watercourse, or lake subject to inundation by the base flood. This is land susceptible to inundation with a one percent chance of being equaled or exceeded in any given year as determined by the Federal Emergency Management Agency (FEMA).

Forecasted Traffic Volume
Travel forecasting model output; the number of vehicles forecast to travel on all or part of the future year street and highway network over a given period of time for a future year. Estimated volume also refers to modeled traffic, but for the current year or a previous year.

G

GMA
See definition of "Growth Management Act".

Green Building (Green Design)
Building design that yields environmental benefits, such as savings in energy, building materials, and water consumption, or reduced waste generation. Green development minimizes energy consumption, pollution, and the generation of wastes, while maximizing the re-use of materials and creating healthful indoor environments.

Green Infrastructure
A wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

Gross Floor Area
All floor area within the exterior walls of the building including areas in halls, storage, and partitions, but excluding furnace and similar utility space used solely to maintain the building of occupancy.

Ground Disturbance
Any activity that disturbs the soil includes but is not limited to excavation with heavy equipment, tree removal, and geotechnical analysis.

Groundwater
Water held underground in the soil, or pores and crevices in rock. Groundwater in a saturated zone is separated from the underlying main body of groundwater by an unsaturated rock zone.

Goal
A general statement of a future condition towards which actions are aimed.

Growth Management Act (GMA)
A Washington State law requiring urban counties and associated cities within them to develop a comprehensive plan to address growth and the potential impacts of growth over a 20-year planning period, as described in RCW 36.70A.

H

Habitats of Importance
These areas include a seasonal range or habitat element with which a given species has a primary association, and which if altered may reduce the likelihood that the species will maintain and reproduce over the long term. These might include areas of high relative density or species richness, breeding or roosting habitat, winter range, and movement corridors. These might also include habitats that are of limited availability or high vulnerability to alterations such as cliffs, talus, and wetlands.

Historic Landmark
A physical property that has been formally designated and listed on a register of historic places by an agency of government in a process defined by the laws, policies, and procedures adopted by a particular governmental agency, including local, regional, state, and federal agencies. A landmark can be a building, a structure, a site (including an archaeological site), a district with multiple buildings, or an object such as a ship or a railway locomotive.

Household
A household is a group of people living within the same housing unit. The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households. The census sometimes refers to "occupied housing units" and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

Household Income
The census defines household income as the sum of the income of all people 15-years and older living together in a household.

Housing Choice Vouchers
Also referred to as Section 8 Vouchers. A form of federal housing assistance that pays the difference between the Fair Market Rent and 30 percent of the tenant's income. HUD funds are administered by Public Housing Agencies (PHA).

Housing Exclusion
The act or effect of shutting or keeping certain populations out of housing within a specified area, in a manner that may be intentional or unintentional, but which leads to non-inclusive impacts.

Housing Unit
See definition of "Dwelling Unit".

Housing, Extremely Low Income
Housing affordable to households making 0-30% AMI. An example of extremely low-income housing units is permanent supportive housing.

Housing, High Income
Housing affordable to households making >120% AMI. An example of high-income housing units is detached single family homes.

Housing, Low Income
Housing affordable to households making >50-80% AMI. Examples of low-income housing units are apartments, condominiums, and accessory dwelling units.

Housing, Moderate Income
Housing affordable to households making >80--120% AMI. Examples of moderate-income housing units are townhomes, duplex, triplex, and quadruplex.

Housing, Very Low Income
Housing affordable to households making >30-50% AMI. Examples of low-income housing units are apartments, condominiums, and accessory dwelling units.

I

Impact Fee
A payment of money required as a condition of development approval to pay for capital

improvements needed to serve new growth and development and is: reasonably related to the new development that creates additional demand and need for capital improvements; a proportionate share of the cost of the public improvements; and used for improvements that reasonably benefit the new development.

Implementation Action
Steps required to achieve a specific goal. Actions breakdown the metrics required to achieve a goal, such as individual tasks, timeframes, resources, management, and implementation.

Impervious Surface Area
Any material or ground treatment that prevents or substantially reduces absorption of stormwater into the ground (i.e., concrete, asphalt, sidewalks, buildings, etc.).

Inclusionary Housing
An affordable housing production program which requires a specified number of affordable and/or low-income units within new housing developments. Inclusionary units are generally provided through density bonus incentives, requirements for cash contributions to a pool, or minimum percentages of affordable units, or combinations of requirements and incentives.

Income-Restricted Housing
This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Industrial Development, Light
A manufacturing use, typically having limited potential of creating noise, smoke, dust, vibration or other environmental impacts or pollution, and including, but not limited to, the following:

1. Production, assembly, finishing, and/or packaging of articles from parts made at another location, such as assembly of clocks, electrical appliances, or medical equipment;
2. Production of finished household and office goods, such as jewelry, clothing or cloth, toys, furniture, or tents, from materials that are already refined, or from raw materials that do not need refining, such as paper, fabric, leather, pre-milled wood, or wool, clay, cork, semiprecious or precious metals or stones, fiber, or other similar materials;
3. Canning or bottling of food or beverages for human or animal consumption using a mechanized assembly line;
4. Printing plants;
5. Wholesale trucking operations.

Infill Development
Development consisting of either (1) construction on one or more lots in an area which is mostly developed or (2) new construction between two existing structures.

Infrastructure
The facilities and capital equipment that jurisdictions need to function effectively. Common examples include sewer service, waste collection, and transportation service.

J

Jurisdiction
The extent of a governing body's authority. Alternatively, the governing body which has authority in an explicit area.

K

No definitions.

L

Land Capacity Analysis
See definition of "Buildable Lands".

Lands, Developed
Parcels that have been fully developed for a primary use.

Lands, Partially-Developed
Parcels occupied by a use, but which include enough land to be further subdivided for additional development without rezoning.

Lands, Under-Developed
Parcels that are likely to redevelop to a more intensive land use than that which currently occupies the property, either due to market forces or because applicable zoning allows a more intensive use than the current development.

Lands, Vacant
Parcels of land that contain no structures or have buildings with low value. The Commerce UGA Guidebook (2012) includes lands with improvement values of less than $500 in the vacant classification.

Land Use
The term used to indicate the use of any piece of land, such as agricultural or residential.

Level of Service
Measure of a public facility's, program/service's, or infrastructure's operational characteristics used to gauge its performance and potential to accommodate new users.

Live/Work Unit
A dwelling unit in combination with a shop, office, studio, or other workspace within the same unit, where the resident occupant both lives and works. A live/work unit is intended to function predominantly as a living space with incidental accommodations for work-related activities that are beyond the scope of a home occupation.

Local Street
A local road, also called a street, is a road in a built environment that has all kinds of properties beside it which can be accessed from the road, or a parking lot connected to the road.

Lot
A building site that is described by reference to a recorded plat, by metes and bounds, or by section, township, and range which has direct legal access to a street or has access to a street over an easement approved by the county.

Lot Coverage
The amount of land covered, occupied, or permitted to be covered/occupied by a roofed building or buildings, usually expressed in square feet or percentage of land on the lot, and measured horizontally at the outside of external walls or supporting members of all primary and accessory structures.

Low-Income
Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size.

M

Manufactured Home
A single-family dwelling constructed after June 15, 1976, per the U.S. Department of Housing and Urban Development (HUD) requirements for manufactured housing and bearing the appropriate insignia indicating such compliance.

Market Forces
Economic factors that impact the provision, price, and/or demand for housing.

Market Rate Housing
Housing stock that exists or is proposed based on an area's market values, demand, and American Median Income (AMI). Location, amenities, size, and building conditions help determine how much monthly incomes are contributed to housing costs.

Median Income
The median income for a community is the annual income at which half of the households earn less and half earn more.

Mitigate/Mitigation
To reasonably reduce or eliminate the impact of development, primarily in relationship to critical areas. In Algona, this requires the use of any combination or all of the following actions:

1. Avoiding impacts to environmentally sensitive areas by not taking a certain action or parts of an action;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environmentally sensitive area;
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the development proposal;
5. Compensating for the impact by replacing or enhancing environmentally sensitive areas, or providing substitute resources;
6. Monitoring the impact and taking appropriate corrective measures.

Missing Middle Housing
Housing types that fall between a single-family home and mid-rise apartment buildings. These housing types can include, but are not limited to, townhomes, duplexes, triplexes, fourplexes, courtyard clusters, or cottage homes and can be more compatible in scale with the single-family or transitional neighborhood.

Mixed-Use
A land use where more than one classification of land use (for example, residential, commercial, and recreational) permitted within a zoning district is combined on a lot or within a structure.

Mixed-Use Development
The development of a parcel or structures with one or more different land uses, such as a combination of residential, office, retail or commercial use vertically integrated or a physically integrated group of structures.

Mobile Home
A factory-built dwelling constructed before June 15, 1976, and acceptable under applicable state codes in effect at the time of construction or introduction of the home into the state. Mobile homes have not been built since the introduction of the HUD Manufactured Home Construction and Safety Standards Act.

Multifamily Residential
A collection of multiple housing units in one structure. Often multifamily units are located in apartment buildings, but small-scale multifamily residential structures also exist as duplexes, townhomes, quadplexes, or other smaller buildings with multiple housing units.

Multimodal Transportation
A term referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

Municipal Code
A collection of all of the regulatory and penal ordinances and certain administrative ordinances of the City of Algona.

N

Natural Environment
All living and non-living things that occur naturally, meaning not artificial or man-made.

Neighborhood Park
A pedestrian-oriented park that is typically one acre or less and is intended to serve adjacent residential units. Parks typically provide playground areas and open spaces. Neighborhood parks can provide a single sports court.

O

Objective
An objective is a statement of measurable activity, a benchmark, to be reached in pursuit of the goal.

P

Park
Land under public ownership devoted to passive and active recreation activities and facilities. Such activities include open spaces, playgrounds, athletic fields, and athletic or recreation structures.

Park Classification
A system identifying different park types and how they meet different residential needs. Classifications are based upon the National Parks and Recreation Association (NPRA) but are locally amended to fit Algona's development pattern and needs.

Peak Hour
The consecutive 60-minute period during a 24-hour period that experiences the highest sum of traffic volumes as determined by the City on a roadway segment, passing through a roadway intersection, or entering or leaving a development. The peak hour typically takes place between 4 p.m. and 6 p.m. on a workday.

Peak Hour (A.M)
The consecutive 60-minute period during the a.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

Peak Hour (P.M)
The consecutive 60-minute period during the p.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

Pedestrian Amenities
Features of the built environment that improve the quality of foot or wheelchair travel, including ground floor retail uses in adjacent buildings, landscaped walkways, limited interference from automobiles, street furniture, etc.

Permanent Supportive Housing
Subsidized, leased housing with no limit on length of stay, paired with on-site or off-site voluntary services designed to support a person living with a disability to be a successful tenant in a housing arrangement, improve the resident's health status, and connect residents of the housing with community-based health care, treatment, and employment services.

Pocket Park
A small, pedestrian-oriented park of one-half acres or less that provides green space in more developed areas. Pocket parks typically include landscaping, seating, art, smaller play features, and community identification features such as interpretive signage or historic markers.

Policy
A statement of intent or definite course guiding the legislative or administrative body while making a new decision or evaluating a new project.

Potable Water
Water that is safe and palatable for human use.

Priority Habitat
A habitat type or element with unique or significant value to one or more species as classified by the State Department of Fish and Wildlife. A priority habitat may consist of a unique or rare vegetation type or dominant plant species, a described successional stage, or a specific structural element.

PSRC
See definition of "Puget Sound Regional Council".

Public Engagement
The practice of involving members of the public in the agenda-setting, decision-making, and policy-forming activities of organizations/institutions responsible for policy development.

Public Transit
A system of transport for passengers by group travel systems available for use by the general public unlike private transport, typically managed on a schedule, operated on established routes, and may charge a posted fee for each trip**.**

Puget Sound Regional Council (PSRC)
A regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MP) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization (RTPO) for the four counties. PSRC manages the adopted regional growth strategy, Vision 2050, and the regional transportation plan Transportation 2050.

Q

No definitions.

R

Racially Disparate Impacts (RDI)
When policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups. These impacts can be the result of homeownership rates, rates of housing, cost burden, rates of overcrowding, housing, cost compared to median household income, and concentration of racial groups in certain areas of the city with specific economic characteristics.

Recreation
Passive or active activities done for the purpose of enjoyment and physical exercise.

Residential Use
A land use term that includes living areas; common areas used to access living areas; offices for the renting, leasing, or selling of housing units in the development; and recreational areas used exclusively by residents and their guests.

RDI
See definition of "Racially Disparate Impacts".

Roadway Classification
The functional classification of a road is the class or group of roads to which the road belongs. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

S

SEPA

See definition of "State Environmental Policy Act".

Shared Mobility
Shared transport or shared mobility is a transportation system where travelers share a vehicle either simultaneously as a group or over time as personal rental, and in the process share the cost of the journey, thus creating a hybrid between private vehicle use and mass or public transport.

Single Family Home
A residential structure that is designed to shelter one household. This is the most common type of housing found in the region.

Stakeholder
A member of the public with an interest in the outcome of the project or specific knowledge of the topic.

State Environmental Policy Act (SEPA)
Contained in RCW Chapter 43.21C, this Washington State law is intended to minimize environmental damage. SEPA requires that state agencies and local governments consider

environmental factors when making decisions on activities, such as development proposals over a certain size and comprehensive plans. As part of this process, environmental checklists are prepared to disclose impacts and propose mitigation. This process also provides an opportunity for public comment.

Stormwater
Water that is generated by rainfall and is often routed into drain systems to prevent flooding.

Stormwater Facilities
Constructed or natural systems that are designed to provide stormwater management.

Stormwater Management
The collecting, conveyance, channeling, holding, retaining, detaining, infiltrating, and diverting, treating, or filtering of surface water, groundwater, and/ or runoff together with applicable managerial (nonstructural) measures.

Stream
An area where open surface water produces a defined channel or bed, not including irrigation ditches, canals, storm or surface water runoff devices, or other entirely artificial watercourses unless they are used by salmonids or are used to convey a watercourse naturally occurring before construction. A channel or bed need not contain water year-round, provided there is evidence of at least intermittent flow during years of normal rainfall.

Structure
Anything constructed or erected above or below ground, affixed to the ground, or attached to something fixed to the ground.

Subdivision
The division of a parcel of land into two or more parcels. Subdivisions are classified into short subdivisions, also referred to as short plats, and long subdivisions, also referred to as long plats, based on the number of lots created.

Subsidized Housing
Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it. Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably.

T

Tenure
Tenure references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is “owned” if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is “owned” only if the owner or co-owner lives in it. All other occupied units are classified as “rented,” including units rented for cash rent and those occupied without payment of cash rent.

TIP
See definition of "Transportation Improvement Plan".

Trail
Trails are identified as a network or pathway for the exclusive use of pedestrians, cyclists, or other non-motorized forms of transportation. Trails intend to both provide recreational and transportation uses. Ideally, trails create a well-connected city and supplement sidewalks and bike lanes. Trails can include features such as parking areas, paved or unpaved paths, picnic tables or benches, and informational markers.

Transitional Housing
Programs that provide housing and support services to move individuals and families from homelessness to self-reliance and permanent housing. Transitional housing is provided for a specified period, typically six months to two years.

Transportation

In the context of the Location Affordability Index,
this term refers to costs associated with auto ownership, auto use, and transit use.

Transportation Demand Management
Public and/or private programs designed to reduce travel demand and that are ongoing substitutes for additional motor vehicle traffic lanes and traffic signals. These programs include but are not limited to transit, bicycling, and ridesharing incentives, flexible working hours, parking management, and supporting pedestrian enhancements to decrease single occupancy vehicle trips.

Transportation Improvement Plan (TIP)
The TIP is a short-range planning document that is updated every year and shows the funding sources and amounts for transportation improvement projects planned for the next six years. All cities, towns, and counties are required to develop and adopt a six-year transportation improvement program (TIP), also known as a transportation improvement plan (See RCW 35.77.010).

U

UGA
See definition of "Urban Growth Area".

Undergrounding
The construction or relocation of electrical wires, telephone wires, and similar facilities, placing them underground.

Urban Growth Area (UGA)
The area designated in the King County Comprehensive Plan for urban development and to be served with urban services, in addition to greenbelts, open space, and other appropriate areas.

Utilities
Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, power, electricity, light, heat, gas, oil, crude oil products, water, steam, waste, stormwater not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public.

V

Vegetation, Native
Plant species that occur naturally in a particular region or environment and were not introduced by human activities.

Vision 2050
A regional plan developed by PSRC guiding development and local comprehensive plans through 2050. All GMA planning cities within the Puget Sound region must update their comprehensive plans to align with Vision 2050.

Vision Statement
A vision statement captures what community members most value about their community, and the shared image of what they want their community to become.

Vouchers (Tenant-based and Project-based)
HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be “tenant-based”, meaning the household can use the vouchers to help pay for market-rate housing in the location of their choice. They pay the difference between the fair market rent and 30 percent of the tenant’s income. Or the vouchers can be “project-based”, meaning they are assigned to a specific building.

W

Walkability
The accessibility of amenities by foot. It is based on the idea that urban spaces should be more than just transport corridors designed for maximum vehicle throughput. Typically, a walkable neighborhood has several services, goods, or key locations within a ¼ mile walk, or about 10 minutes.

Watershed

The geographic region within which water drains into a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Well
A bored, drilled, or driven shaft, or a dug hole whose depth is greater than the largest surface dimension, and is used to withdraw or inject water or other liquids.

Wetland
An area inundated or saturated by groundwater or surface water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas (Army Corps of Engineers Regulation 33 CFR 323.2(c)). Wetlands include ponds but do not include those artificial wetlands intentionally created from non-wetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention/retention facilities, farm ponds, and landscape amenities. However, wetlands shall include those artificial wetlands intentionally created from non-wetland areas created to mitigate the conversion of wetlands.

Wildlife
All species of the animal kingdom whose members exist in Washington in a wild state.

X

No definitions.

Y

No definitions.

Z

Zone
An area accurately defined as to boundaries and location on an official map and within which area only certain types of land uses are permitted, and within which other types of land uses are excluded, as prescribed by Algona Municipal Code Title 22.

Zoning Code
A method in which a municipality or other tier of government divides land into "zones", each with a set of regulations for new development that differs from other zones.

Zoning Map
A visual layout of land use classifications within the city.

Appendix B- Periodic Update Checklist for Fully-Planning Cities

Washington State Department of Commerce

LOCAL GOVERNMENT DIVISION
GROWTH MANAGEMENT SERVICES

Periodic Update Checklist for Fully-Planning Cities

The City of Algona
City

_____

_____

_____
Staff contact, phone + email

Notice: This checklist has been updated with the new 2022-2023 GMA legislation. Rows that include new 2022-2023 legislative changes or updated Commerce guidance are marked with an orange dot ●. Statutory changes adopted since 2015 are emphasized in highlighted text to help identify new GMA requirements that may not have been addressed during the last periodic update or through other amendments outside of the required periodic update process. Additionally, amendments to the GMA, including those from the 2023 legislative session, are summarized in this document on Commerce's GMA Laws and Rules webpage.

Overview: This checklist is intended to help cities that are fully planning under the Growth Management Act (GMA) conduct the "periodic review and update" of *comprehensive plans* and *development regulations* required under RCW 36.70A.130 (5). This checklist identifies components of comprehensive plans and development regulations that may need updating to reflect the latest local conditions or to comply with GMA changes since the last periodic update cycle (2015-2018).

Local governments should review local comprehensive plan policies, countywide planning policies and multicounty planning policies (where applicable) to be consistent with the new requirements.

Checklist Instructions

With the most recent versions of your comprehensive plan and development regulations in hand, fill out each item in the checklist, answering the following questions:

Is this item addressed in your current plan or development regulations? If YES, fill in the form with citation(s) to where in the plan or regulation the item is addressed. Where possible, we recommend citing policy or goal numbers by element rather than page numbers, since these can change. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the Commerce Periodic Update webpage or contact the Commerce planner assigned to your region.

Is amendment needed to meet current statute? Check YES to indicate a change to your plan will be needed. Check NO to indicate that the GMA requirement has already been met. Local updates may not be needed if the statute hasn't changed since your previous update, if your jurisdiction has kept current with required inventories, or if there haven't been many changes in local circumstances.

Use the "Notes" column to add additional information to note where your city may elect to work on or amend sections of your plan or development regulations, to call out sections that are not strictly required by the GMA, or to indicate if the item is not applicable to your jurisdiction.

Submit your checklist! This will be the first deliverable under your periodic update grant.

PlanView system and instructions: Completed checklists can be submitted through Commerce's PlanView portal. The PlanView system allows cities and counties to submit and track amendments to comprehensive plans or development regulations online, with or without a user account. You can also submit via email: reviewteam@commerce.wa.gov Fill out and attach a cover sheet, a copy of your submittal and this checklist. *Please be advised that Commerce is no longer accepting paper submittals*.

For further information about the submittal process, please visit Commerce's Growth Management Act Laws and Rules webpage.

Need help?

Please visit Commerce's periodic update webpage for additional resources.

Or contact:

Suzanne Austin, AICP
Senior Planner
Growth Management Services
WA Department of Commerce
509.407.7955
Suzanne.Austin@commerce.wa.gov

Or, your assigned regional planner

Checklist Navigation

Section I: Comprehensive Plan	Section II: Development Regulations	Appendices
LAND USE	CRITICAL AREAS	APPENDIX A: HOUSING UNIT MINIMUMS PER POPULATION
HOUSING	ZONING CODE	APPENDIX B: ELEMENT UPDATES UNDER HB 1181
CAPITAL FACILITIES	SHORELINE MASTER PROGRAM	
UTILITIES	RESOURCE LANDS	
TRANSPORTATION	ESSENTIAL PUBLIC FACILITIES	
SHORELINE	SUBDIVISION CODE	
ESSENTIAL PUBLIC FACILITIES	STORMWATER	
TRIBAL PLANNING	ORGANIC MATERIALS MANAGEMENT	
CLIMATE CHANGE & RESILIENCY	IMPACT FEES	
ECONOMIC DEVELOPMENT	CONCURRENCY & TDM	
PARKS & RECREATION	TRIBAL PARTICIPATION	
OPTIONAL ELEMENTS	REGULATIONS FOR OPTIONAL ELEMENTS	
CONSISTENCY	PROJECT REVIEW PROCEDURES	
PUBLIC PARTICIPATION	PLAN & REGULATION AMENDMENTS	

Section I: Comprehensive Plan

Land Use Element

Consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1), amended in 2023

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: 2021-2022 legislation ESSB 5593: includes changes to RCW 36.70A.130 regarding UGA size, patterns of development, suitability and infrastructure. Coordinate these efforts with your county.	Yes Goal LU-1 Policies LUP-1.1 to 1.5 LU-9.1 LUP-3.2 LU-6.1	Yes	LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environment agencies within the adopted Urban Growth Area or proposed Planned Action Areas.	Completed: ☐ Date:
a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the central Puget Sound region, the plan is consistent with applicable multicounty planning policies. RCW 36.70A.210 WAC 365-196-305 Coordinate these efforts with your county.	Yes Goal LU-9 LU-9.1 LUP-2.3	Yes	**It is recommended that policies are evaluated as each elemental chapter is, do, and are routinely checked against any new or revised policies that are released from Puget Sound Regional Council or King County.**	Completed: ☐ Date:
b. A future land use map showing city limits and UGA boundaries. RCW 36.70A.070(1) amended in 2023 and RCW 36.70A.110(6), WAC 365-196-400(2)(d), WAC 365-196-405(2)(i)(ii)	Yes Chapter 2 Figure: 2-1	Yes	Figure 2-1 shows existing city limits and potential annexation areas. It is recommended that this map be updated to show UGA Boundaries instead of potential annexation areas.	Completed: ☐ Date:
c. Consideration of urban planning approaches that increase physical activity and reduce per capita vehicle miles 25 traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. RCW 36.70A.070(1) (amended in 2023) and WAC 365-196-405(2)(j). Additional resources: Commerce's Climate guidance, Transportation Efficient Communities' guidance, and the WA Department of Health Washington State Plan for Healthy Communities	No	Yes	Physical activity is mentioned during the transportation element and the parks and rec element. However the land use element must show consideration of approaches that increase physical activity and reduce per capita vehicle miles. This shall be updated in the *Land Use Elemental* chapter.	Completed: ☐ Date:

Section I: Comprehensive Plan

and Active Community Environment Toolkit				
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. A consistent population projection throughout the plan which should be consistent with the jurisdiction's allocation of countywide population and housing needs. RCW 36.70A.115, RCW 43.62.035 and WAC 365-196-405(f)	Yes Chapter 4: Population and Employment Chapter 5: Housing Chapter	Yes	The comprehensive plan includes population projections in the Population and Employment Chapter and the Housing Chapter. Per RCW 36.70A.115, RCW 43.62.035 requirements, it is recommended that these be updated and located in the Land Use Element.	Completed: ☐ Date:
e. Estimates of population densities and building intensities based on future land uses and housing needs. RCW 36.70A.070(1) (amended in 2023), WAC 365-196-405(2)(i) • For cities required to plan under the Buildable Lands Program, RCW 36.70A.215 amended in 2017, some jurisdictions may need to identify reasonable measures to reconcile inconsistencies. See Commerce's Buildable Lands Program page.	No	No	The Buildable Lands Guidance (2018, pg. 19) states that reasonable measures analysis is recommended when planned densities are not being achieved *and* there is insufficient capacity to accommodate growth. While Algona has capacity for growth, they are not meeting planned densities. Growth targets established by OFM and King County have generally overestimated how fast Algona is growing. As one of the smallest cities in the state's most populated county, with limited resources, transit services, and inability to annex new lands, Algona and King County should work closely together for the 2034 update to ensure growth targets are reflective of the documented rate of growth.	Completed: ☐ Date:
f. Provisions for protection of the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1) (amended in 2023), WAC 365-196-405(1)(c); WAC 365-196-485(1)(d)	No	No	Algona receives their drinking water from the City of Auburn through an interlocal agreement.	Completed: ☐ Date:

Section I: Comprehensive Plan

g. Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools and other public uses. RCW 36.70A.150 and WAC 365-196-340	**Yes UT-1.2 Figure 2.8 Capital Improvement and Transportation Improvement Plan**	**No**	**The comprehensive plan includes a policy on the location of utility lines along transportation corridors in the Utilities section of the goals and policies chapter. The comprehensive plan also includes a map of capital and transportation improvements. However, neither of these are located in the land use element. Per RCW 36.70A.150 It is recommended that this policy and map are updated and located in the Land Use Element of the comprehensive plan.**	**Completed: ☐ Date:**

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
h. Identification of open space corridors and green spaces within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails and connection of critical areas, and urban and community forests within the UGA. RCW 36.70A.070(1) amended in 2023, RCW 36.70A.160 and WAC 365-196-335	Yes Chapter 8	No	Language should be updated to include more language describing lands useful for wildlife habitat, trails and connections to critical areas, and community forests. Currently only identifies lands for recreation. The City has lands that will be retained as critical areas, including wildlife habitats. No critical, priority, or endangered species live in Algona or it's critical habitats.	Completed: ☐ Date:
i. If there is an airport within or adjacent to the city: policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports. RCW 36.70A.510, RCW 36.70.547 Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455	No	No	There are no airports within or adjacent to the City of Algona.	Completed: ☐ Date:
j. Where applicable, a review of drainage, flooding and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.070(1) (amended in 2023) and WAC 365-196-405(2)(e) Note: RCW 90.56.010(27) defines waters of the state. Additional resources: Commerce's climate guidance, Protect Puget Sound Watersheds, Building Cities in the Rain, Ecology Stormwater Manuals, Puget Sound Partnership Action Agenda	Yes UT-4.1 Chapter 6	Yes	Review of drainage, flooding and storm water run-off is included but does not consider nearby jurisdictions or provide guidance for corrective actions to mitigate or cleanse those discharges. As of 12/29/2023, the city is in the process of evaluating the current stormwater related drainage and flooding issues under the 2024 Flood Hazard Management Plan that is currently in development. Mitigation efforts will be incorporated into the Capital Improvement Plan and will be described in the Natural Environment element.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.030(6), RCW 36.70A.172, WAC 365-190-080. Best Available Science: see WAC 365-195-900 through -925	Yes Goal NE-1 NE-1.1	No		Completed: ☐ Date:
l. If forest or agricultural lands of long-term commercial significance are designated inside a city: a program authorizing Transfer (or Purchase) of Development Rights. RCW 36.70A.060(4), RCW 36.70A.170	No	No		Completed: ☐ Date:
m. If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3), WAC 365-196-475	No	No	There are no military bases in Algona.	Completed: ☐ Date:
n. New section RCW 36.70A.142 (2022), HB 1799: Development regulations newly developed, updated, or amended *after January 1, 2025* allow for the siting of organic materials (OM) management facilities as identified in local solid waste management plans (SWMP) to meet OM reduction and diversion goals. Siting must meet criteria described in RCW 70A.205.040(3). See also RCW 36.70.330. For applicability, see RCW 70A.205.540.	No	No	As described in RCW 70A.205.040, the city shall note it's comprehensive solid waste management plan to include organic materials management facilities. Algona does operate an individual plan, as it is not required to be implemented until January 1, 2027.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
o. Give special consideration to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities. RCW 36.70A.070(1) amended in 2023.	No	No	Algona, at this time, is not required to develop the climate change element until the mid-period evaluation in 2029. Algona shall evaluate environmental health disparities and shall implement regulations that address disparities under the Climate Change Element due in 2029.	Completed: ☐ Date:
p. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools and through wildfire preparedness and fire adaptation measures. RCW 36.70A.070(1) amended in 2023. See also: International Wildland-Urban Interface Code	No	Yes	Algona, at this time, is not required to develop the climate change element until the mid-period evaluation in 2029. Algona shall evaluate wildfire hazard risks and shall implement regulations that address proportional risks under the Climate Change Element due in 2029.	Completed: ☐ Date:

Housing Element

New 2021 and 2022 legislation substantially amended the housing-related provisions of the Growth Management Act (GMA), RCW 36.[illegible] Local governments should review local comprehensive plan policies and countywide planning policies to be consistent with the updated requirements. Please refer to Commerce's housing webpage for further information. See also Appendix A of this checklist for the new 2023 minimum housing unit requirements per city population.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: For more information about what these housing element requirements involve and what Commerce staff will be reviewing for, please see the Expanded Housing Checklist located on the Updating GMA Housing Elements webpage.	NA	NA	NA	
a. Goals, policies and objectives for: • the preservation, improvement and development of housing RCW 36.70A.070(2)(b); • moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes, within an urban growth area boundary, RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a); and • Consideration of housing locations in relation to employment locations and the role of ADUs. RCW 36.70A.070(2)(d) new in 2021 **Notice:** *These items were separately listed in the previous version of the checklist. No content was changed.*	Yes Goal HU-4 HU-4.1	No	The City is already placing higher density housing in the commercialized zones in the city. High rise apartments are permitted in the Heavy Commercial zone, aligning with the development of a major mixed use project known as the Algona Village. Additionally, the Mixed Use Commercial zone permits middle housing and is located adjacent to Medium Density Residential zones, which are intended to act as a barrier between commercial and low density residential lands.	Completed: ☐ Date:
b. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce. RCW 36.70A.070(2)(a) amended in 2021, WAC 365-196-410(2)(b) and (c)	Yes HU-2.4	No	This is completed as part of the City's housing needs assessment.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters and permanent supportive housing. RCW 36.70A.070(2)(c) amended in 2021, WAC 365-196-410(e) and (f)	Yes Goal HU-3 HU-2.4	Yes	The comprehensive plan includes policies that take into consideration different housing types in appropriate zones. There is no specific mention of the role of ADUs and considering their location in relation to employment. **It is recommended that goals and policies provided in the comprehensive plan be updated to include ADUs and their proximity to employment locations.**	Completed: ☐ Date:
d. Adequate provisions for existing and projected housing needs for all economic segments of the community, including documenting barriers and actions needed to achieve housing availability. RCW 36.70A.070(2)(d) amended in 2021, WAC 365-196-010(g)(ii), WAC 365-196-300(f), WAC 365-196-410 and see Commerce's Housing Action Plan (HAP) guidance: Guidance for Developing a Housing Action Plan.	No	Yes	RCW 36.70A.070(2)(a) requires the housing element to inventory and project existing and future demands on housing for each economic level in the city, including emergency, permanent supportive housing, and transitional housing. **It is recommended that inventory and projection data is included in the housing element.**	Completed: ☐ Date:
e. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: • Zoning that may have a discriminatory effect; • Disinvestment; and • Infrastructure availability RCW 36.70A.070 (2)(e) new in 2021	No	Yes	RCW 36.70A.070(2)(c) requires the housing element to find capacity to meet housing needs at every economic level. **It is recommended that capacity information is added to the housing element.**	Completed: ☐ Date:
f. Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions. RCW 36.70A.070(2)(f) new in 2021	Yes Goal HU-1 HU-1.1 Goal HU-2 HU-2.7	No		Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
g. Identification of areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments. **RCW 36.70A.070(2)(g) new in 2021** **Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.** **RCW 36.70A.070(2)(h) new in 2021** **See also: Support Materials for Racially Disparate Impacts, Exclusion and Displacement Work**	**No**	**Yes**	**RCW 36.70.070(e) requires the city to evaluate how zoning may have a discriminatory impact on the community, disinvestment, and infrastructure availability.** **It is recommended that a racial equity analysis is completed to completely address the RCW requirement, develop appropriate anti-displacement policies, and allow a third party consultant to report the information to city staff and the public. This is recommended to facilitate community consensus in understanding local responsibility to a regional and national planning issue.** **Commerce has provided guidance to aid planners on evaluating historic racially disparate impacts to communities.**	**Completed: ☐** **Date:**

Capital Facilities Plan (CFP) Element

To serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided and paid for by public entities including local government and special districts, etc. including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and RCW 36.70A.070(3) amended in 2023. Changes made to this element through HB 1181 (climate change and resiliency) are not required, although jurisdictions should make a good faith effort to incorporate these items to be consistent with the new legislation.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. RCW 36.70A.120	Yes CF-3.5	No		Completed: ☐ Date:
b. An inventory of existing capital facilities owned by public entities, including green infrastructure. RCW 36.70A.070(3)(a) amended in 2023 and WAC 365-196-415(1)(a)	Yes	No	Inventory of capital facilities incorporated in document. Green Infrastructure will need to be identified	Completed: ☐ Date:
c. A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415(1)(b) Note: The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.	Yes Infrastructure and Public Services Chapter	Yes	The comprehensive plan includes a forecast of needed capital facilities in the infrastructure and public Services Chapter of the comprehensive plan. **Per RCW 36.70A.070(3)(b), it is recommended that this forecast of needed capital facilities be updated and moved to the Capital Facilities Element.**	Completed: ☐ Date:
d. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (1)(c) and (3)(c) Infrastructure investments should consider equity and plan for any potential displacement impacts.	Yes CF-2.2.d. Figure 2.8 Capital Improvement and Transportation Improvement Plan	Yes	The comprehensive plan provides a policy and a map indicating the proposed locations and capacities of expanded or new capital facilities in the Goals and Policies Chapter and the Maps and Figures Chapter. Per RCW 36.70A.070(3)(c), **it is recommended that this policy and map be updated and located in the Capital Facilities Element.**	Completed: ☐ Date:
e. A six-year plan (at minimum) that will finance such capital facilities within projected funding capacities and identify sources of public money to	Yes CF-2.2.c. Table 9-5 Six Year	Yes	The comprehensive plan includes a policy and Table for a Six Year Transportation Improvement in the Maps and Figures Chapter.	Completed: ☐ Date:

finance planned capital facilities. RCW 36.70A.070(3)(d), RCW 36.70A.120, WAC 365-196-415(1)(d)	Transportation Improvement Plan		Per RCW 36.70A.070(3)(d) and RCW 36.70A.120, it is recommended that this table be updated and policy be moved to the Capital Facilities Element of the comprehensive plan.	

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
f. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) WAC 365-196-415(2)(d) Note: park and recreation facilities shall be included in the capital facilities plan element.	Yes CF-1.3 Capital Improvement Plan Chapter	Yes	The comprehensive plan includes a policy that reassesses the policies, plans, zoning, and capital facilities plan and amends plans accordingly in the Goals and Policies Chapter. This policy does not reassess the Land Use element if probable funding falls short of meeting existing needs. **Per RCW 36.70A.070(3)(e), it is recommended that this policy be updated and moved to the Capital Facilities Element.**	Completed: ☐ Date:
g. If impact fees are collected: identification of public facilities on which money is to be spent. RCW 82.02.050(5) and WAC 365-196-850(3)	No	Yes	The City participates in a park impact fee program and is developing a transportation impact fee program. The comprehensive plan does not identify public facilities on which the money is to be spent. **Per RCW 82.02.050(5), it recommended that the comprehensive plan be updated to include the identification of public facilities where money is to be spend based on collected impact fees.**	Completed: ☐ Date:
h. Identify and include information about all public entities, including special purpose districts that own capital facilities. RCW 36.70A.070 (3) amended in 2023	Yes	No	Information on special purpose districts are not included but public entities are.	Completed: ☐ Date:
Utilities Element **Consistent with relevant CWPPs and RCW 36.70A.070 (4) amended in 2023. Utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines. Changes made to this element through HB 1181 (climate change and resiliency) are not required, although jurisdictions should make a good faith effort to incorporate these items to be consistent with the new legislation.**				
a. The general location, proposed location and capacity of all existing and proposed utilities, to include telecommunications. RCW 36.70A.070(4)(a) amended in 2023 and WAC	Yes	Yes	General location is not given evenly across all services but good faith effort is made. It is recommended to keep the dialogue on location of utilities as general as that can be.	Completed: ☐ Date:

365-196-420				
b. Identify and include information and contact information about all public entities, including special purpose districts that own utility systems. RCW 36.70A.070 (4)(b) new in 2023	**No**	**Yes**		**Completed: ☐ Date:**

Transportation Element

Consistent with relevant CWPPs and RCW 36.70A.070 (6) amended in 2023 by HB 1181. See also the new climate element below for jurisdictional requirements.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. An inventory of air, water and ground transportation facilities and services, including transit alignments, active transportation facilities, state-owned transportation facilities and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) amended in 2023 and WAC 365-196-430(2)(c)	Yes	Yes	Need to add general aviation airports and state owned transportation facilities beyond SR 167.	Completed: ☐ Date:
b. Adopted multimodal levels of service standards for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice. RCW 36.70A.070(6)(a)(iii)(B) and (C) amended in 2023, WAC 365-196-430	No	Yes	The city will need to adopt multimodal service standards.	Completed: ☐ Date:
c. Identification of specific actions to bring transportation facilities and services to established multimodal LOS. RCW 36.70A.070(6)(a)(iii)(D) amended in 2023, WAC 365-196-430	No	Yes	The city will need to adopt multimodal service standards and evaluate how to bring existing infrastructure to meet standards.	Completed: ☐ Date:
d. A forecast of multimodal transportation for at least 10 years including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i), RCW 36.70A.070 (6)(a)(iii)(E) amended in 2023, WAC 365-196-430(2)(f)	No	Yes	The city will need to adopt multimodal service standards and evaluate the forecasted demand on multimodal transportation.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
e. A projection of state and local system needs to equitably meet current and future demand and equitably implement the multimodal network. RCW 36.70A.070(6)(a)(iii)(F) amended in 2023, WAC 365-196-430(1)(c)(vi) and RCW 47.06	No	Yes	There is no current mention of multimodal transportation or equity in transportation.	Completed: ☐ Date:
f. A transition plan for transportation as required in Title II of ADA. Perform self-evaluations of current facilities and develop a program access plan to address deficiencies and achieve the identification of physical obstacles, establish methods, perform modifications and identify leadership roles. RCW 36.70A.070(6)(a)(iii)(G) new in 2023.	No	Yes	A transition plan will be developed.	Completed: ☐ Date:
g. An active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. RCW 36.70A.070(6)(a)(vii) amended in 2023, WAC 365-196-430(2)(j)	No	Yes	Active transportation projects will be described within the capital improvement plan.	Completed: ☐ Date:
h. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) and WAC 365-196-430(2)(i)(i)	Yes Table 9-5 Six Year Transportation Improvement Plan	Yes	The comprehensive plan includes a Six Year Transportation Plan in the Maps and Figures Chapter. **Per RCW 36.70A.070.(6)(a)(iv)(A), it is recommended that this is updated and located in the Transportation Element.**	Completed: ☐ Date:
i. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A), WAC 365.196-430(2)(k)(iv)	Yes Table 9-5 Six Year Transportation Improvement Plan	Yes	The comprehensive plan includes a Six Year Transportation Plan in the Maps and Figures Chapter. **Per RCW 36.70A.070.(6)(a)(iv)(A), it is recommended that this is updated and located**	Completed: ☐ Date:

			in the Transportation Element.	
	In Current Plan? Yes/No **If yes, cite section**	**Changes needed to meet current statute?** **Yes/No**	**Notes**	
j. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010, WAC 365-196-430(2)(k)(ii)	**Yes** **Capital Improvements Plan Chapter**	**Yes**	**The comprehensive plan includes a narrative of additional funding should probable funding fall short in the Capital Improvements Plan Chapter.** **Per RCW 36.70A.070(6)(a)(iv)(C), it is recommended that this is updated and located in the Transportation Element.**	**Completed:** ☐ **Date:**
k. If probable funding falls short of meeting identified needs of the transportation system, including state transportation facilities, a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C) amended in 2023, WAC 365-196-430(2)(l)(iii)	**No**	**Yes**		**Completed:** ☐ **Date:**
l. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v); WAC 365-196-430(1)(e) and 430(2)(a)(iii)	**Yes** Goal TR-2 TR-5.5 TR-5.11 TR-7.3 TR-8.2 TR-8.3	**No**		**Completed:** ☐ **Date:**

Shoreline

For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of the Growth Management Act (GMA) as set forth in RCW 36.70A.480. The goals and policies of a shoreline master program for a county or city approved under RCW 90.58 shall be considered an element of the county or city's comprehensive plan.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. The policies, goals, and provisions of RCW 90.58 and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of RCW 36.70A.070, 36.70A.040(4), 35.63.125, 35A.63.105, 36.70A.480	NA	NA	NA	Completed: ☐ Date:
b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to RCW 90.58.060.	NA	NA	NA	Completed: ☐ Date:
c. Shorelines of the state shall not be considered critical areas under this chapter except to the extent that specific areas located within shorelines of the state qualify for critical area designation based on the definition of critical areas provided by RCW 36.70A.030(5) and have been designated as such by a local government pursuant to RCW 36.70A.060(2)	NA	NA	NA	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. If a local jurisdiction's master program does not include land necessary for buffers for critical areas that occur within shorelines of the state, as authorized by RCW 90.58.030(2)(f), then the local jurisdiction shall continue to regulate those critical areas and their required buffers pursuant to RCW 36.70A.060(2).	NA	NA	NA	Completed: ☐ Date:
Provisions for siting essential public facilities (EPFs) **Consistent with CWPPs and RCW 36.70A.200, amended 2021. This section can be included in the Capital Facilities Element, Land Use Element or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.**				
a. A process or criteria for identifying and siting essential public facilities (EPFs). RCW 36.70A.200 and WAC 365-196-550(1) Notes: RCW 36.70A.200, amended 2021 regarding reentry and rehabilitation facilities. EPFs are defined in RCW 36.70A.200. Regional transit authority facilities are included in the list of essential public facilities.	Yes CF-2.2.g	No		Completed: ☐ Date:
b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs. RCW 36.70A.200(5) Note: If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)	NO	YES		Completed: ☐ Date:

Tribal Participation in Planning **new in 2022 (see HB 1717)**

A federally recognized Indian tribe may voluntarily choose (opt-in) to participate in the local and regional planning processes.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period. RCW 36.70A.040(8)(a) new in 2022, RCW 36.70A.190 new in 2022	No	Yes	The comprehensive plan does not include policies regarding the collaboration and participation of tribes in the planning process. **Per RCW 36.70A.040(8)(a), it is recommended that the comprehensive plan include polices regarding the participation of tribes in the planning process or that King County Countywide Planning Policies or Multi-County Planning Policies be adopted by reference.**	Completed: ☐ Date:
b. *Port elements*, if adopted, are developed collaboratively between the city, the applicable port and the applicable tribe(s), which shall comply with RCW 36.70A.040(8). RCW 36.70A.085 amended in 2022	No	No	There are no ports in Algona.	Completed: ☐ Date:
c. *Urban Growth Areas:* counties and cities coordinate planning efforts for any areas planned for urban growth with applicable tribe(s). RCW 36.70A.110(1) amended 2022, RCW 36.70A.040(8)	No	Yes	The comprehensive plan does not include policies regarding the coordinated planning efforts for any areas planned for urban growth with applicable tribes. **Per RCW 36.70A.040(8)(a), it is recommended that the comprehensive plan include polices regarding coordinated planning efforts with applicable tribes within areas planned for urban growth or that King County Countywide Planning Policies or Multi-County Planning Policies be adopted by reference.**	Completed: ☐ Date:

Climate Change and Resiliency

New in 2023, see HB 1181. RCW and WAC updates are forthcoming.

A new required element for comprehensive plans and new goal of the GMA. Designed to reduce greenhouse gas (GHG) emissions, plan for resiliency and support environmental justice. Climate elements must maximize economic, environmental and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities. A climate element can take the form of a single comprehensive plan chapter or be integrated into several chapters/elements such as housing, transportation and land use. Visit Commerce's Climate Program webpage for further guidance, grants, tools and staff contacts.

These requirements for GHG emission reductions and resiliency apply to the following counties and their cities with a population greater than 6,000 as of April 1, 2021. Please also review Appendix B for requirements due in the upcoming periodic update.

- **June 30, 2025 Deadline: Clark, Skagit, Thurston, Whatcom**
- **June 30, 2026 Deadline: Benton, Franklin, Spokane**
- **June 30, 2029 Deadline: These jurisdictions are only required to update two elements this cycle – the transportation and climate elements**

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Greenhouse gas emissions reduction sub-element: must include goals and policies to reduce emissions and vehicle miles traveled. This sub-element is mandatory for the state's largest and fastest-growing counties and the cities within those counties. RCW 36.70A.070(9) new in 2023	No	No	This will be updated in 2029.	Completed: ☐ Date:
b. Resiliency sub-element: must include goals and polices to improve climate preparedness, response and recovery efforts. This is mandatory for all counties and cities fully planning under the GMA and encouraged for others. RCW 36.70A.070(9) new in 2023	No	No	This will be updated in 2029.	Completed: ☐ Date:

Future required elements: pending state funding

As of 2022, these elements have not received state funding to aid local jurisdictions in implementation. Therefore, these elements are not required to be added to comprehensive plans at this time. Commerce encourages jurisdictions to begin planning for these elements, pending the future mandate.

	In Current Plan? Yes/No If yes, cite section	Notes	
Economic Development Although included in RCW 36.70A.070 "mandatory elements" an economic development element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) amended in 2017	Yes		Completed: ☐ Date:
Parks and Recreation Implements and is consistent with the capital facilities plan. Include a ten-year demand estimate, evaluation of service and facilities needs and evaluation of tree canopy coverage within UGAs. RCW 36.70A.070(8) amended in 2023 Although included in RCW 36.70A.070 "mandatory elements" a parks and recreation element is not currently required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, parks, recreation and open space planning are GMA goals, and it is important to plan for and fund these facilities.	Yes		Completed: ☐ Date:

Optional Elements

Pursuant to RCW 36.70A.080, a comprehensive plan may include additional elements, items, or studies dealing with other subjects relating to the physical development within its jurisdiction, including, but not limited to:

	In Current Plan? Yes/No If yes, cite section	Notes	
Sub-Area Plans	No	It has been recommended that the City consider a sub-area plan for the main street corridor (1st Avenue) over the mixed use and adjacent medium density residential zones.	Completed: ☐ Date:
Conservation	No		Completed: ☐ Date:
Recreation	No	The City does not have funding in the foreseeable future to host an recreation program with classes and services.	Completed: ☐ Date:
Solar Energy	No	This is likely to be updated in 2029.	Completed: ☐ Date:

Consistency is required by the GMA	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, multi-county planning policies (MPPs), and the GMA. RCW 36.70A.100 and 210, WAC 365-196-305; 400(2)(c); 510 and 520	Yes Appendix D: Consistency Matrix Transportation Chapter	No		Completed: ☐ Date:
b. All plan elements must be consistent with each other. RCW 36.70A.070 (preamble) and WAC 365-197-040	Yes LUP-2.2 ED-3.1	Yes	There is mention of consistency in the Land Use chapter and the Economic Development chapter. However, clarity could be provided as to whether consistency is maintained across all plan elements to each other. **It is recommended, per RCW 36.70A.070, that a policy is written or updated to ensure all plan elements are consistent with each other.**	Completed: ☐ Date:
c. The plan must be coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100 and WAC 365-196-520	Yes LUP-2.3 ED-1.3 LU-9 LU-9.1	No		Completed: ☐ Date:
Public Participation				
a. Plan ensures public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and .140, WAC 365-196-600(3) provide possible public participation choices.	Yes LUP-2.1	Yes	The comprehensive plan mentions including public participation in the review of development regulations but does not explicitly say that it ensures public participation in the comprehensive planning process. **It is recommended that the comprehensive plan include a policy that ensures public participation int the comprehensive planning process.**	Completed: ☐ Date:
b. If the process for making amendments is	Yes CF-2.2	Yes	The comprehensive plan includes a process for making amendments to the comprehensive	Completed: ☐ Date:

Consistency is required by the GMA

included in the comprehensive plan: • The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2), WAC365-196-640 • The plan sets out a procedure for adopting emergency amendments and defines emergency. RCW 36.70A.130(2)(b) and RCW 36.70A.390, WAC 365-196-650(4)			plan. It does not, however, include that amendments are not to be considered more than once a year and there are no emergency procedures to adopting amendments. **It is recommended that the comprehensive plan be updated to include a process for making amendments no more than once a year and for adopting emergency amendments.**	
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comp plan's goals and the goals of the GMA. WAC 365-196-660 discusses a potential review of growth management implementation on a systematic basis. New 2021-2022 legislation HB 1241 provides that those jurisdictions with a periodic update due in 2024 have until December 31, 2024 to submit. The legislation also changed the update cycle to every ten years after the 2024-2027 cycle. Jurisdictions that meet the new criteria described in RCW 36.70A.130(9) will be required to submit an implementation progress report five years after the review and revision of their comprehensive plan.	No	Yes	There is no plan or program to determine how well comprehensive plan policies, development regulations, and other implantation techniques are achieving the goals of the comprehensive plan or GMA. **It is recommended that a plan or program is developed to measure how well policies, regulations, and techniques achieve the goals of the comprehensive plan.**	Completed: ☐ Date:
d. Considerations for preserving property rights. Local governments must evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property. RCW	No	Yes	There is no language in the comprehensive plan pertaining to preserving property rights. **It is recommended that a policy is added to affirm the rights of private property owners.**	Completed: ☐ Date:

Consistency is required by the GMA				
36.70A.370. For further guidance see the 2018 Advisory Memo on the Unconstitutional Taking of Private Property				
e. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts. HB 1181 (2023) revised RCW 36.70A.020 *Planning Goals* for inclusion of vulnerable populations and overburdened communities. RCW 36.70A.035 *Public Participation* was not amended under HB 1181.	No	Yes	Specialized efforts were made under the 2024 plan to include more vulnerable communities.	Completed: ☐ Date:

Section II: Development Regulations

Must be consistent with and implement the comprehensive plan. RCW 36.70A.040, WAC 365-196-800 and 810

Critical Areas

Regulations protecting critical areas are required by RCW 36.70A.060(2), RCW 36.70A.172(1), WAC 365-190-080 and WAC 365-195-900 through 925.

Please visit Commerce's Critical Areas webpage for resources and to complete the Critical Areas Checklist. Critical areas regulations must be reviewed and updated, as necessary, to incorporate legislative changes and best available science. Jurisdictions using periodic update grant funds to update critical areas regulations must submit the critical areas checklist as a first deliverable, in addition to this periodic update checklist.

Zoning Code

Note: Please review the new 2023 housing laws in the Washington State Housing Laws of 2019 through 2023 guidance, on Commerce's Planning for Housing webpage and Appendix A of this checklist.

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: For more information about housing regulatory changes regarding supportive housing types, see Supportive Housing Types Review Checklist on the Updating GMA Housing Elements webpage. And for additional information on middle housing and ADU regulations, see the Middle Housing webpage.				
a. Zoning designations are consistent and implement land use designations that accommodate future housing needs by income bracket as allocated through the countywide planning process. (RCW 36.70A.070(2)(c) - amended in 2021 (HB 1220)				Completed: ☐ Date:
b. Permanent supportive housing or transitional housing must be allowed where residences and hotels are allowed. RCW 36.70A.390 new in 2021, (HB 1220 sections 3-5) "permanent supportive housing" is defined in RCW 36.70A.030; "transitional housing" is defined in RCW 84.36.043(2)(c)	No	Yes	City Code currently allows permanent supportive housing in C-1 Mixed Use Commercial and halfway homes in Heavy Commercial and Light Industrial zones. Hotels are permitted in Mixed Use Commercial, General Commercial, Heavy Commercial, and Light Industrial. It is recommended that the City update the Code to allow permanent supportive housing or	Completed: ☐ Date:

			transitional housing in all residential zones and commercial zones.	
	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Indoor emergency shelters and indoor emergency housing must be allowed in any zones in which hotels are allowed, except in cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within one-mile of transit. RCW 35A.21.430 amended in 2021, RCW 35.21.683, amended in 2021, (HB 1220 sections 3-5) "emergency housing" is defined in RCW 84.36.043(2)(b)	No	Yes	City Code currently does not exhibit language pertaining to indoor emergency shelters and indoor emergency housing nor is there an Ordinance that authorizes indoor emergency shelters or indoor emergency housing in a majority of zones within one mile of transit. Hotels are permitted in Mixed Use Commercial, General Commercial, Heavy Commercial, and Light Industrial. It is recommended that the City develop and adopt codes permitting the development of indoor emergency shelters and indoor emergency housing within zones that are within 1 mile of transit and indoor emergency housing in all commercial zones.	Completed: ☐ Date:
d. The number of unrelated persons that occupy a household or dwelling unit except as provided in state law, for short-term rentals, or occupant load per square foot shall not be regulated or limited by cities. (HB 5235), RCW 35.21.682 new in 2021, RCW 35A.21.314 new in 2022, RCW 36.01.227 new in 2021	No	Yes	City Code does not explicitly define "household". However, "dwelling unit" is defined as, "a building or portion thereof providing separate cooking, eating, sleeping, and living facilities for *one family*" and "family" is defined as, "an individual or two or more persons living together as a single housekeeping unit and occupying a dwelling unit, but shall not be comprised of more persons than allowed per square foot as provide in the international residential and building codes." It is recommended that the City update the Code to define "household" as defined in RCW 84.14.010.7 for consistency.	Completed: ☐ Date:
e. Limitations on the amount of parking local governments can require for low-income, senior, disabled and market-rate housing units located		Yes	City Code does not have minimum residential parking requirements or exemptions for low income, senior, disabled, and market rate housing units located near transit services.	Completed: ☐ Date:

near high-quality transit service. RCW 36.70A.620 amended in 2020 and RCW 36.70A.600 amended in 2019	No		The state does not explicitly define "high-quality transit service". As used in chapter 108, Laws of 1967, "urban public transportation system" means a system for the public transportation of persons or property by buses, streetcars, trains, electric trolley coaches, other public transit vehicles, or any combination thereof operating in or through predominantly urban areas and owned and operated by the state, any public agency, any city or county or any municipal corporation of the state, including all structures, facilities, vehicles and other property rights and interest forming a part of such a system. RCW 36.70A.620(1) requires low-income housing to have a maximum of one (1) parking space per bedroom or 0.75 space per unit if the housing unit is within a quarter mile of a transit stop that receives transit services at least two times per hour for twelve hours. The city may elect to require the developer to record a covenant that prohibits rental of unit subject to this parking restriction for any other purpose other than providing housing for low-income individuals. DART bus route 917 sustains one bus stop for every hour for twelve hours: Stop #81178 on Milwaukee Blvd S and Warde Street. **It is recommended the code is updated to capture the required parking limitation.** RCW 36.70A.620(2) requires senior specific housing units to not have a minimum parking requirement for residents if the units are located within a quarter mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day. **The City does not have transit that trigger this requirement.** RCW 36.70A.620(3) requires market rate multifamily housing units to provide 0.75 parking spaces per unit if the unit is within a	

			quarter mile of a transit stop that receives transit service from at least one route that provides service at least four times per hour for twelve hours. **The City does not have transit that trigger this requirement.**	
f. Family day care providers are allowed in all residential dwellings located in areas zoned for residential or commercial RCW 36.70A.450. Review RCW 43.216.010 for definition of family day care provider and WAC 365-196-865 for more information.	Yes. AMC 22.48.070.A	No		Completed: ☐ Date:
	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
g. Manufactured housing is regulated the same as site built housing. RCW 35.21.684 amended in 2019, RCW 35.63.160, RCW 35A.21.312 amended in 2019 and RCW 36.01.225 amended in 2019. A local government may require that manufactured homes: (1) are new, (2) are set on a permanent foundation, and (3) comply with local design standards applicable to other homes in the neighborhood, but may not discriminate against consumer choice in housing. See: National Manufactured Housing Construction and Safety Standards Act of 1974	Yes. AMC 22.48.070.A	No		Completed: ☐ Date:
h. Accessory dwelling units: cities (and counties) must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations and other official controls. RCW 36.70A.680 amended in 2023, RCW 36.70A.681 amended in 2023, RCW 36.70A.696 amended in 2023, RCW 36.70A.697 amended in 2020, RCW 36.70A.698 amended in 2020, RCW 36.70A.699 amended in 2020 See new Commerce guidance on the Middle Housing webpage				Completed: ☐ Date:

i. Residential structures occupied by persons with handicaps, and group care for children that meets the definition of "familial status" are regulated the same as a similar residential structure occupied by a family or other unrelated individuals. No city or county planning under the GMA may enact or maintain ordinances, development regulations, or administrative practices which treat a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by a family or other unrelated individuals. RCW 36.70A.410, RCW 70.128.140 and 150, RCW 49.60.222-225 and WAC 365-196-860	Yes. AMC 22.48.040	No	City Code does not have regulations regarding residential structures occupied by persons with handicaps be regulated the same as similar residential structures occupied by a family or other unrelated individuals. However, the City does have regulations regarding Community Residential Facilities, or group homes, which include housing for persons with disabilities, children, domestic abuse shelters, and adult family home use. Community Residential Facilities are single-family structures allowed in all residential and commercial zones where special accommodation is allowed per AMC 22.48.040.E.	Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
j. Affordable housing programs enacted or expanded under RCW 36.70A.540 amended in 2022 comply with the requirements of this section. Examples of such programs may include: density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed-use projects. WAC 365-196-300 See also RCW 36.70A.545 and WAC 365-196-410(2)(e)(i) "affordable housing" is defined in RCW 84.14.010 Review RCW 36.70A.620 amended in 2020, for minimum residential parking requirements.	No	No	RCW 36.70A.540 is only applicable if the City adopts an affordable housing incentive program.	Completed: ☐ Date:
k. Limitations on regulating: outdoor encampments, safe parking efforts, indoor overnight shelters and temporary small houses on property owned or controlled by a religious organization. RCW 36.01.290 amended in 2020	No	No	Cities are not required to comply with RCW 36.01.290. It is only applicable to counties.	Completed: ☐ Date:
l. Regulations discourage incompatible uses around general aviation airports. RCW 36.70.547 and WAC 365-196-455. Incompatible uses include: high population intensity uses such as schools, community centers, tall structures, and hazardous wildlife attractants such as solid waste disposal sites, wastewater or stormwater treatment facilities, or stockyards. For more guidance, see WSDOT's Aviation Land Use Compatibility Program.	No	No	There are no aviation airports in Algona.	Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
m. If a U.S. Department of Defense (DoD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, zoning should discourage the siting of incompatible uses adjacent to military base. RCW 36.70A.530(3) and WAC 365-196-475. Visit Military One Source to locate any bases in your area and help make determination of applicability. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.	No	No	There are no Department of Defense military bases within or adjacent to Algona.	Completed: ☐ Date:
n. Electric vehicle infrastructure (jurisdiction specified: adjacent to Interstates 5, 90, 405 or state route 520 and other criteria) must be allowed as a use in all areas except those zoned for residential, resource use or critical areas. RCW 36.70A.695	No	No	Algona is not adjacent to Interstate 5, 90, 405, or State Route 520.	Completed: ☐ Date:
Shoreline Master Program **Consistent with RCW 90.58 Shoreline Management Act of 1971**				
a. Zoning designations are consistent with Shoreline Master Program (SMP) environmental designations. RCW 36.70A.480	**No**	**No**	There are no shorelines or areas that would qualify the city to participate in the shoreline master program.	Completed: ☐ Date:
b. If updated to meet RCW 36.70A.480 (2010), SMP regulations provide protection to critical areas in shorelines that is at least equal to the protection provided to critical areas by the critical areas ordinance. RCW 36.70A.480(4) and RCW 90.58.090(4) See Ecology's shoreline planners' toolbox for the SMP Checklist and other resources and Ecology's Shoreline Master Programs Handbook webpage	**No**	**No**	There are no shorelines or areas that would qualify the city to participate in the shoreline master program.	Completed: ☐ Date:

Resource Lands

Defined in RCW 36.70A.030(3), (12) and (17) and consistent with RCW 36.70A.060 and RCW 36.70A.170

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning is consistent with natural resource lands designations in the comprehensive plan and conserves natural resource lands. RCW 36.70A.060(3), WAC 365-196-815 and WAC 365-190-020(6). Consider innovative zoning techniques to conserve agricultural lands of long-term significance RCW 36.70A.177(2). See also WAC 365-196-815(3) for examples of innovative zoning techniques.	No	No	There are no lands designated or zoned as resource lands within the city's limits.	Completed: ☐ Date:
b. Regulations to assure that use of lands adjacent to natural resource lands does not interfere with natural resource production. RCW 36.70A.060(1)(a) and WAC 365-190-040 Regulations require notice on all development permits and plats within 500 feet of designated natural resource lands that the property is within or near a designated natural resource land on which a variety of commercial activities may occur that are regulations to implement comprehensive plan	No	No	There are no lands designated or zoned as resource lands within the city's limits.	Completed: ☐ Date:
c. For designated agricultural land, regulations encourage nonagricultural uses to be limited to lands with poor soils or otherwise not suitable for agricultural purposes. Accessory uses should be located, designed and operated to support the continuation of agricultural uses. RCW 36.70A.177(3)(b)	No	No	There are no lands designated or zoned as resource lands within the city's limits.	Completed: ☐ Date:
d. Designate mineral lands and associated regulations as required by RCW 36.70A.131and WAC 365-190-040(5). For more information review the WA State Dept. of Natural Resources (DNR)'s Geology Division site	No	No	There are no lands designated or zoned as resource lands within the city's limits.	Completed: ☐ Date:

Siting Essential Public Facilities

Regulations for siting essential public facilities should be consistent with RCW 36.70A.200 and consider WAC 365-196-550. Essential [illegible] include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities. Regulations may be specific to a local jurisdiction, but may be part of county-wide planning policies (CWPPs).

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Regulations for CWPPs include a process for siting EPFs and ensure EPFs are not precluded. RCW 36.70A.200 amended in 2023, WAC 365-196-550(6) lists process for siting EPFs. WAC 365-196-550(3) details preclusions. EPFs should be located outside of known hazardous areas. Visit Commerce's Behavioral Health Facilities Program page for information on establishing or expanding new capacity for behavioral health EPFs. Note: RCW 36.70A.200 amended by SB 5536 to include EPFs for opioid treatment programs				Completed: ☐ Date:

Subdivision Code

a. Subdivision regulations are consistent with and implement comprehensive plan policies. RCW 36.70A.030(8), RCW 36.70A.040(4)	**No.**	**Yes.**	**RCW 36.70A.030(5) provides a definition for comprehensive plan. City Code does not define *comprehensive plan*. It is recommended that the Code is updated to define comprehensive plan.**	Completed: ☐ Date:
b. Written findings to approve subdivisions establish adequacy of public facilities. RCW 58.17.110 amended in 2018 • Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students. • Potable water supplies, sanitary wastes, and drainage ways. RCW 36.70A.590 amended 2018 • Open spaces, parks and recreation, and playgrounds • Schools and school grounds	**Yes. AMC.19.080**	**No**	**The city is currently working on a transportation impact fee (TIF) program which would affect the development of subdivisions on their ability to establish adequacy of public facilities.** **Should the TIF program be adopted, it is recommended that the City update the municipal code to reflect this change.**	Completed: ☐ Date:

Other items related to the public health, safety and general welfare, WAC 365-196-820(1).				
	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Preliminary subdivision approvals under RCW 58.17.140 and RCW 58.17.170 are valid for a period of five or seven years (previously five years). Note: preliminary plat approval is valid for: seven years if the date of preliminary plat approval is on or before December 31, 2014; five years if the preliminary plat approval is issued on or after January 1, 2015; and ten years if the project is located within city limits, not subject to the shoreline management act, and the preliminary plat is approved on or before December 31, 2007.	Yes. AMC 19.20.130	No		Completed: ☐ Date:
d. Include in short plat regulations procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots. RCW 58.17.060 (3) new in 2023 by SB 5258 -section 11				Completed: ☐ Date:

Stormwater

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Regulations protect water quality and implement actions to mitigate or cleanse drainage, flooding, and storm water run-off that pollute waters of the state, including Puget Sound or waters entering Puget Sound. RCW 36.70A.070(1) Regulations may include: adoption of a stormwater manual consistent with Ecology's latest manual for Eastern or Western Washington, adoption of a clearing and grading ordinance –See Commerce's 2005 Technical Guidance Document for Clearing and Grading in Western Washington. Adoption of a low impact development ordinance. See Puget Sound Partnership's 2012 Low Impact Development guidance and Ecology's 2013 Eastern Washington Low Impact Development guidance. Additional Resources: Federal Grants to Protect Puget Sound Watersheds, Building Cities in the Rain, Ecology Stormwater Manuals, Puget Sound Partnership Action Agenda	**Yes** **AMC 13.46.090** **AMC 22.60.030**	**Yes**	**AMC 13.46.090A adopts the 2019 DOE. Section 13.46.120 (BMPs) adopts the most current DOE SWMMWW manual.** **I suggest referencing the most current manual in section 13.46.090 as well.** **The AMC references the LID Technical Guidance Manual for Puget Sound for trees and bioretention facilities. They do not specify a year. They do not adopt an LID ordinance.** **I suggest adopting the most current version of the Western Washington Phase II Municipal Stormwater Permit and the Stormwater Management Manual for Western Washington in reference to low impact development, and add it to section 13.46.120.**	Completed: ☐ Date:
b. Provisions for corrective action for failing septic systems that pollute waters of the state. RCW 36.70A.070(1). See also: DOH Wastewater Management, Ecology On-Site Sewage System Projects & Funding	**No**	**No**	**It is prohibited to construct or maintain septic tanks within the City under AMC 13.10.030. Additionally, all buildings for human occupation are required to be connected to the public sewer system per AMC 13.10.050. It is recommended that AMC 13.14 is updated to describe corrective action for any failing septic sewer systems that may exist in the city.**	Completed: ☐ Date:

Organic Materials Management Facilities

New in 2022, HB 1799 added a section to the GMA aimed at reducing the volumes of organic materials collected in conjunction with other solid waste and delivered to landfills, supporting productive uses of organic material waste and reduction of methane gas (a greenhouse gas).

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
New section RCW 36.70A.142; new in 2022 legislation HB 1799: Development regulations newly developed, updated, or amended *after January 1, 2025* allow for the siting of organic materials (OM) management facilities as identified in local solid waste management plans (SWMP) to meet OM reduction and diversion goals. Siting to meet criteria described in RCW 70A.205.040(3) See also RCW 36.70.330. For applicability, see RCW 70A.205.540				Completed: ☐ Date:

Impact Fees

May impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new development must provide for a balance between impact fees and other sources of public funds; cannot rely solely on impact fees.

a. If adopted, impact fees are applied consistent with RCW 82.02.050 amended in 2015, RCW 82.02.060 amended in 2023 by SB 5258, .070, .080, .090 amended in 2018 and .100. WAC 365-196-850 provides guidance on how impact fees should be implemented and spent.				Completed: ☐ Date:
b. Jurisdictions collecting impact fees must adopt and maintain a system for the deferred collection of impact fees for single-family detached and attached residential construction, consistent with RCW 82.02.050(3) amended in 2016	**No**	**Yes**	**RCW 82.02.050(3) requires that cities collecting impact fees must adopt and maintain a system for the deferred collection of impact fees for single-family detached and attached residential construction. The deferral system must include a process by which an applicant for a building permit for a single-family detached or attached residence may request a deferral of the full impact fee payment.**	Completed: ☐ Date:

			The city is currently working on a transportation impact fee program. Should the transportation impact fee get adopted, it is recommended that the code ensures a system for deferred collection of impact fees for single family detached and attached residential construction consistent with RCW 82.05.050(3). **In general, it is recommended that the Code is revised to adopt and maintain an impact fee deferral system.**	
c. If adopted, limitations on impact fees for early learning facilities RCW 82.02.060 amended in 2021				Completed: ☐ Date:
	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. If adopted, exemption of impact fees for low-income and emergency housing development RCW 82.02.060 amended in 2023. See also definition change in RCW 82.02.090(1)(b) amended in 2018	**No**	**Yes**	RCW 82.02.060(4) allows the City to provide exemption from impact fees for low-income housing or early learning facilities. It is recommended that the Code be revised to adopt limitations or exemptions to early learning facilities.	Completed: ☐ Date:
e. Ensure impact fees are not assessed on the construction of accessory dwelling units that are greater than 50 percent (50%) of the impact fees that would be imposed on the principal unit. RCW 36.70A.681 new in 2023 by HB 1337				Completed: ☐ Date:
f. The schedule of impact fees reflects the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, or trips generated, in the housing unit in order to produce a proportionally lower impact fee for				Completed: ☐ Date:

smaller housing units. RCW 82.02.060 amended in 2023 by SB 5258				

Concurrency and Transportation Demand Management (TDM)

Ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, maximizes the efficiency of existing transportation systems, limits the impacts of traffic and reduces pollution.

a. The transportation concurrency requirement includes specific language that prohibits development when level of service standards for transportation facilities cannot be met. RCW 36.70A.070(6)(b) amended in 2023, WAC 365-196-840. Note: Concurrency is required for transportation, but may also be applied to park facilities, etc.				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
b. Measures exist to bring into compliance locally owned, or locally or regionally operated, transportation facilities or services that are below the levels of service established in the comprehensive plan. RCW 36.70A.070(6)(a)(iii)(B) and (D), RCW 36.70A.070(6)(b) amended in 2023 **Levels of service can be established for automobiles, pedestrians and bicycles. See WAC 365-196-840(3) on establishing an appropriate level of service.**				**Completed:** ☐ **Date:**
c. Highways of statewide significance (HSS) are exempt from the concurrency ordinance. RCW 36.70A.070(6)(a)(iii)(C)	**No**	**No**	The city in operation does not conduct concurrency evaluations of highways of statewide significance.	**Completed:** ☐ **Date:**
d. Traffic demand management (TDM) requirements are consistent with the comprehensive plan. RCW 36.70A.070(6)(a)(vi) Examples may include requiring new development to be oriented towards transit streets, pedestrian-oriented site and building design, and requiring bicycle and pedestrian connections to street and trail networks. WAC 365-196-840(4) recommends adopting methodologies that analyze the transportation system from a comprehensive, multimodal perspective.	**No**	**No**	RCW 36.70A.070(6)(a)(vi) requires transportation demand management (TDM) strategies to be within the adopted comprehensive plan. There are no TDM strategies or methodologies adopted within the code. The RCW does not require TDM to be regulated by the code.	**Completed:** ☐ **Date:**
e. If required by RCW 82.70, a commute trip reduction (CTR) ordinance to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted. The ordinance should be consistent with comprehensive plan policies for CTR and Department of Transportation rules.	**Yes AMC 16.16**	**No**	It should be noted that RCW 70.94.527 was recodified in 2020 as RCW 70A.15.4020.	**Completed:** ☐ **Date:**

Tribal Participation in Planning new in 2022 (see HB 1717)

A federally recognized Indian tribe may voluntarily choose to participate in the county or regional planning process. See Commerce's new Tribal Planning Coordination for GMA webpage for guidance and staff contacts.

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period RCW 36.70A.040(8)(a) new in 2022.				Completed: ☐ Date:
b. Policies consistent with countywide planning policies that address the protection of tribal cultural resources in collaboration with federally recognized Indian tribes that are invited, provided that a tribe, or more than one tribe, chooses to participate in the process. RCW 36.70A.210(3)(i) new in 2022.				Completed: ☐ Date:

Regulations to Implement Optional Elements

a. New fully contained communities are consistent with comprehensive plan policies, RCW 36.70A.350 and WAC 365-196-345	No	No	RCW 36.70A.350 and WAC 365-196-345 is only applicable to GMA planning counties.	Completed: ☐ Date:
b. If applicable, master planned resorts are consistent with comprehensive plan policies, RCW 36.70A.360, RCW 36.70A.362 and WAC 365-196-460	No	No	RCW 36.70A.360, RCW 36.70A.362, and WAC 365-196-460 are all applicable to GMA planning counties. Additionally, there are no master planned resorts within the city limits.	Completed: ☐ Date:
c. If applicable, major industrial developments and master planned locations outside of UGAs are consistent with comprehensive plan policies, RCW 36.70A.365, RCW 36.70A.367 and WAC 365-196-465	No	No	There are industrial developments within Algona, **however there are no planned industrial zones permitted in the code.** Algona is within an Urban Growth Area, thus RCW 36.70A.365 and 36.70A.367 don't apply. Additionally, RCW 36.70A.365, RCW 36.70A.367, and WAC 365.196.465 all	Completed: ☐ Date:

			pertain to county requirements. Although a county may be required to consult with a city as a part of these titles, the city is not regulated.	
d. Regulations include procedures to identify, preserve, and/or monitor historical or archaeological resources. RCW 36.70A.020(13), WAC 365-196-450	No	No	WAC 365-196-450 gives a recommended framework for identifying and encouraging the preservation of culturally significant site, but there are not standards to regulate processes, definitions, or monitoring/mitigation requirements. Within the Filling and Grading chapter, AMC 15.22, historic or archaeological sites fall under the designation of Environmentally sensitive areas. In AMC 16.18A, historic sites fall under the designation of "functions and values" within critical areas. The critical area project review process contained therein include sections determining likely impacts and mitigation sufficiency as pertaining to these functions and values. It is recommended that language is added to these two sections of code to clarify the administrative processes, terms, and methodologies as they specifically pertain to historical or archeological resources. Staff recommends following guidance in WAC 365-196-450.	Completed: ☐ Date:
	In Current Regs? Yes/No	Changes needed to meet current statute?	Notes	

	If yes, cite section	Yes/No		
e. Other development regulations needed to implement comprehensive plan policies such as energy, sustainability or design are adopted. WAC 365-196-445	Yes, AMC 16.18,	No	WAC 365-196-445 recommends specific optional elements for comprehensive plans, including design, sustainability, natural hazards, and historic preservation. Although this is a recommendation pertaining to the comprehensive plan and therefor no action is required, it is worth noting many of the recommended optional elements are manifested as sections in the Critical Areas divisions of the Algona Municipal Code.	Completed: ☐ Date:
f. Design guidelines for new development are clear and easy to understand; administration procedures are clear and defensible	Yes, AMC 22.82	No	The Algona Municipal Code includes a Design Guidelines chapter (AMC 22.82) which is broken into different sections and subsections. These appropriately outline various housing types, such as duplexes, courtyard apartments, and townhouses, and universal standards, such as finished floor elevations for flood prevention. These guidelines apply to commercial areas and other land uses. There are no design districts or sub areas within Algona.	Completed: ☐ Date:
g. Local design review includes one or more ascertainable guideline, standard or criterion by which an applicant can determine whether a given building design is permissible under that development regulation. May not result in a reduction in density, height, bulk or scale below the generally applicable development regulations for a development proposal in the applicable zone. RCW 36.70A.630 new in 2023 by HB 1293				Completed: ☐ Date:

Project Review Procedures

In 2023, SB 5290 substantially amended local permit review processes. Codification and additional resources from Commerce are forthcoming.

Project review processes integrate permit and environmental review. RCW 36.70A.470, RCW 36.70B and RCW 43.21C. Also: WAC 365-196-845, WAC 197-11(SEPA Rules), WAC 365-197 (Project Consistency Rule, Commerce, 2001) and Ecology SEPA Handbook. Integrated permit and environmental review procedures for: • Notice of application • Notice of complete application • One open-record public hearing • Combining public hearings & decisions for multiple permits • Notice of decision • One closed-record appeal	Yes, AMC 14.04.120	No	Title 14.04.120 defines environmental review within permit processing in Algona. This requires consolidated review related to any permit application.	Completed: ☐ Date:

Plan & Regulation Amendments

If procedures governing comprehensive plan amendments are part of the code, then assure the following are true:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Regulations limit amendments to the comprehensive plan to once a year (with statutory exceptions). RCW 36.70A.130(2) and WAC 365-196-640(3)	Yes, AMC 14.08.040	No	AMC says that amendments to the comprehensive plan are considered no more than once each calendar year except in the event of an emergency or a neighborhood plan is being adopted.	Completed: ☐ Date:
b. Regulations define *emergency* for an emergency plan amendment. RCW 36.70A.130(2)(b) and WAC 365-196-640(4)	Yes, AMC 14.08.100	No	AMC explicitly defines an emergency as, "an issue of communitywide significance that promotes the public health, safety, and general welfare."	Completed: ☐ Date:
c. Regulations include a docketing process for requesting and considering plan amendments.	Yes, AMC 14.08.040	No	AMC gives a process for docketing amendments.	Completed: ☐ Date:

RCW 36.70A.130(2), RCW 36.70A.470, and WAC 365-196-640(6)				
d. A process has been established for early and continuous public notification and participation in the planning process. RCW 36.70A.020(11), RCW 36.70A.035 and RCW 36.70A.140. See WAC 365-196-600 regarding public participation and WAC 365-196-610(2) listing recommendations for meeting requirements.	Yes, AMC 14.08.070	Yes	AMC 14.08.070 describes notice requirements for City hearing procedures. It is recommended language be added to AMC 14.08.070 to more fully encompass the recommendations given in RCW 36.70A.035	Completed: ☐ Date:
e. A process exists to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property RCW 36.70A.370. See the 2018 Advisory Memo on the Unconstitutional Taking of Private Property	No	Yes	Under RCW 36.70A.370, all cities who plan under the GMA must put policies in place to ensure comprehensive plan implementation does not result in unconstitutional taking of property. It is recommended establishing such a process	Completed: ☐ Date:
f. Provisions ensure adequate enforcement of regulations, such as zoning and critical area ordinances (civil or criminal penalties). See implementation strategy in WAC 365-196-650(1).	Yes, AMC 9, 8.26.060, 13.46.360, 15.22.310, 19.28.010, 22.76, 16.18A.350	No	Titles describing weeds and vegetation (8.26.060), storm water management (13.46.360), filling and grading (15.22.310), land divisions (19.28.010), zoning (22.76), critical areas (16.18A.350), and public peace, morals, and welfare (AMC 9) all include enforcement provisions. Including enforcement provisions in municipal code is in the city's best interest because it reduces vulnerabilities to lawsuit.	Completed: ☐ Date:

Appendix A: Housing unit minimums per population

See Commerce's Middle Housing webpage for more information and the Middle Housing Fact Sheet for the list of cities that must comply with the following requirements.

Cities with a population less than 25,000 but within the Contiguous UGA with the largest city in a county with a population greater than 275,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Zoning and development regulations allow at least two residential units per lot on all lots zoned predominantly for residential use, unless the lot is smaller than 1,000 square feet. RCW 36.70A.635 (1) and (6) HB 1110				Completed: ☐ Date:

Cities with a population between 25,000 and 75,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning and development regulations allow at least: • two residential units on each lot, • four residential units on each lot if at least one unit is affordable, unless the lot is smaller than 1,000 square feet.				Completed: ☐ Date:
b. Zoning and development regulations allow at least four residential units on each lot, within ¼ mile walking distance of a major transit stop.				Completed: ☐ Date:

Cities with a population greater than 75,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning and development regulations allow at least: • four residential units on each lot, • six residential units on each lot if at least two units are affordable, unless the lot is smaller than 1,000 square feet.				Completed: ☐ Date:
b. Zoning and development regulations allow at least six residential units on each lot, within ¼ mile walking distance of a major transit stop.				Completed: ☐ Date:

Appendix B: Element updates per HB 1181

GMA Periodic Update Due Dates	Required Updates to GMA Elements per HB 1181						
	Greenhouse Gas Reduction Sub-element	Climate Resilience Sub-element	Transportation Element	Land Use Element	Capital Facilities Element*	Utilities Element*	Parks & Recreation Element*
For jurisdictions with a 2024 deadline and subject to GHG Emissions Reduction [Sec. 15 (10)]	Due 2029	Due 2029	Due 2029	Due in 2034			
For jurisdictions with a 2025 & 2026 deadline and subject to GHG Emissions Reduction [Sec. 4 (1) and (2)]	X	X	X	X	X*	X*	X*
Jurisdictions not subject to GHG Emissions Reduction (all years) [Sec. 4 (3) and 9(e)(i)]	Optional	X See RCW 36.70A.070(9)(e)	**	Only counties over 20k pop.	X*	X*	X*

Table notes: "X" indicates a GMA update requirement. One asterisk (*) indicates jurisdictions should make a good faith effort to update their elements to be consistent; refer to HB 1181 (Chapter 228, Laws of 2023) for specifics. Two asterisks (**) indicates 22 cities that need to update their transportation element based on population, not whether or not their county is among those that must develop a GHG emissions element.

Appendix C- Policy Gap Analysis

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Algona Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Gap/Partial Gap	Recommended Actions for 2015 Policies	2024
VISION 2050 #	Policy/Action					
Regional Collaboration Goal	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.					
MPP-RC-1	Coordinate planning efforts among jurisdictions, agencies, ~~and~~ federally recognized ~~Indian~~ tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.	DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses. EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, **tribes**, and other stakeholders. PF-3 - Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts. PF-7 - Coordinate water supply among local jurisdictions, **tribal governments**, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species. PF-18 - Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies	LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans. TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth. UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements. UT-3.2: Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions. UT-3.3: Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by federal and State law. UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected	Gap	The city should edit coordination policies to account for coordination with local tribes.	LUP-2.3 Coordinate with King County, applicable tribes, and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LUP-3.4 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments. LUP-11.3 Promote coordinated and efficient growth within the Algona Urban Growth Area (UGA) with neighboring jurisdictions and Tribes, King County, and the Puget Sound Regional Council. TR-7.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.

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MPP-RC-2	Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities. EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments. FW-6 - Enable culturally and linguistically appropriate equitable access to programs and services and help connect residents to service options, particularly for those most disproportionately cost-burdened or historically excluded. PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities. PF-17 - Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. PF-24 - Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.	PF-20: Site or expand public capital facilities of regional or statewide importance within the county in a way that equitably disperses impacts and benefits and supports the Countywide Planning Policies. ED-6.4 Provide prompt access to information and data relevant to economic activity. ED-5.4 Work with appropriate local and regional human resource and social service agencies to provide programs for underemployed and unemployed persons in the community. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact. CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action: a. Contribute to a condition of public hazards. b. Exacerbate any existing condition of public facility capacity deficits. c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements. d. Conform to future land uses as shown on the future land use map of the Land Use Element.	GAP	The city should add language to most of their elements to prioritize investment/improvements for access to services and amenities to historically underserved communities. Each of the King County policies highlights a different area that the city should pay greater attention to.	HU-5.3 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk. HU-5.4 Adopt and enforce ordinances directed at prohibiting housing discrimination. HU-2.2 Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods. Goal UT-7 Utilities shall be planned to correct historic

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			e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided. f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City. g. Affect State agencies' facilities plans and siting of essential public facilities.			environmental, equity, and economic hardships disproportionately felt by members of a community. Goal CF-5 Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities. TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.
MPP-RC-3	Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.	DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas. EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities. FW-2 - Monitor and benchmark the progress of the Countywide Planning Policies towards achieving the Regional Growth Strategy inclusive of the environment, development patterns, housing, the	PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas. TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. NE 1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals	Partial gap	Add a policy that addresses environmental hazards (beyond just air pollution), focusing on environmental disparities felt within the community. The city should add a policy which seeks to improve health outcomes for residents. The city should consider adding a policy designed to benchmark and monitor progress towards RGS goals.	GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. HU-5.8 Work to increase the availability of public and

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		economy, transportation, and the provision of public services, as well as reducing disparities in equity and health outcomes for King County residents. Identify corrective actions to be taken if progress toward benchmarks is not being achieved. H-23 Adopt and implement programs and policies that ensure healthy and safe homes.				private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies.
MPP-RC-4	Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.	DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses. EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders. FW-6 - Enable culturally and linguistically appropriate equitable access to programs and services and help connect residents to service options, particularly for those most disproportionately cost-burdened or historically excluded. FW-8 - Involve community groups especially immigrant, Black, Indigenous, and other People of Color communities continuously in planning processes to promote civic engagement, government accountability, transparency, and personal agency.	HU-2.2 Balance the housing needs of the entire community when determining development regulations.	Gap	The city should add a policy which requires future comp plans to be coordinated with adjacent and affected jurisdictions. The city should coordinate environmental planning with surrounding jurisdictions (including tribes) The city should add a policy to make sure services and programs are equitably available for different cultural and linguistic groups. The city should add a policy to involve community groups (especially historically disadvantaged ones) in the planning process, from the long range to short range.	NE-2.2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders. LUP-2.3 Coordinate with King County, applicable tribes, and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LUP-11.3 Promote coordinated and efficient growth within the Algona Urban Growth Area (UGA) with neighboring jurisdictions and Tribes, King County, and the Puget Sound Regional Council.

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MPP-RC-7	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers. ~~County-level and local funding are also appropriate to prioritize to regional growth centers.~~	FW-3 - Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	LU-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land. LU-7.2 Protect industrial land from encroachment by incompatible uses such as housing. LU-7.3 Expand the number and type of industrial uses in the City by intensive use of existing industrial lands. LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity. LU-7.5 Mitigate negative impacts of noise, light, glare, dust and other effects when considering the development of an industrial use. LU-7.6 Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development. LU-7.7 Protect existing industry from possible future land use conflicts. LU-7.8 Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.	No Gap		LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy. Goal LUP-7 Encourage industrial development that strengthens the local economy, tax base, and job capacity, and attracts complimentary uses and businesses.
MPP-RC-8	Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. ~~centers designated through countywide processes, as well as to town centers, and other activity nodes.~~ County- level and local funding are also appropriate to prioritize to	DP-64 - Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to: a). Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b). Preserve rural and resource lands of compelling interest countywide and to participating cities; c). Identify appropriate transfer of development rights receiving areas	ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs. CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth.	Partial Gap	The city should consider implementing a Transfer of Development Rights program, as advised in DP-64	LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide

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	regional centers.	within cities; d). Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e). Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f). Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g). Be compatible with existing within-city transfer of development rights programs. FW-3 - Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact.			manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy.
MPP-RC-9	Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	H-2 - Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as: a). Increasing capital, operations, and maintenance funding; Adopting complementary land use regulations; b). Fostering welcoming communities, including people with behavioral health needs; c). Adopting supportive policies; and d). Supporting collaborative actions by all jurisdictions. H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need. T-4 - Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current System. T-12 - Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals. T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and	LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes. HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing. TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project. TR-5.4 The City should strive to include bike lanes in new road improvements. TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the	Partial Gap	The city should consider implementing a policy to encourage collaboration with community organizations to meet housing needs. The city should add a policy prioritizing roadway maintenance over the creation of new roadways. The city could consider adding a policy to pursue funding methods which reduce the volatility of transit funding.	HU-1.6 Work with local transit providers to develop greater public transportation infrastructure along zones and minor arterial corridors intended for higher density residential development. Future transit stops shall be located in logical, accessible, high-density areas of Algona. HU-4.3 Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms. TR-1.4 Use VISION 2050, including the Regional

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		operation of the transportation system.	City to be high priority (i.e. parks and areas used by elderly or handicapped persons). TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning. ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs. CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues.			Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.
MPP-RC-10	Identify and develop changes to regulatory, pricing, taxing, and	DP-26 - Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools	HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. HU-1.2 Encourage housing opportunities for those	The city has no immediately available land to	The city should consider adding policies to seek	HU-4.7 Waive, reduce, or defer fees and charges for

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	expenditure practices, and other fiscal tools within the region to implement the vision.	and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas. H-14 - Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10. T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system. T-27 - Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.	with housing assistance needs through the use of available regional and federal funding programs. HU-4.4 Pursue state and federal funding for housing assistance ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs. CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues. TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth. TR-9.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.	annex. Partial Gap	more forms of funding to support the transit system.	extremely low-income housing projects to incentivize affordable housing. HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable homeownership.
MPP-RC-11	Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	EN-19 - Establish a multijurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts. H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.	-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-4.4 Pursue state and federal funding for housing assistance. CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues. LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities. TR-5.11 The City will consider the following Vision 2040	Partial Gap	The city could consider explicitly calling out monitoring water quality, biological conditions, and other monitoring efforts for multijurisdictional coordination.	NE-4.4 Establish a multi-jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts. CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues. HU-3.6 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.

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			programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning. TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans. TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth. UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.			HU-4.4 Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms.
MPP-RC-12	Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.	PF-18 - Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.	HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-4.4 Pursue state and federal funding for housing assistance.	Partial Gap	The city could consider adding policy to support legislation to meet county resident's needs.	HU-4.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, develop targeted incentive and outreach programs, and zoning regulation amendments. HU-4.3 Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a

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						regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms.
MPP-RC-15	Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.	EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. EN-10 - Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans. EN-16 - Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-18 - Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies. EN-24 - Restore the region's freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.	NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards NE-1.2 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM). NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals	Partial gap	The city should add policy to coordinate critical areas/ restoration efforts with tribes, utilities, and other agencies.	NE-1.10 Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans. NE-4.3 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. NE-6.2 Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound in coordination with other cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.
RC-Action-7 (Regional and Local)	Funding Sources: PSRC, together with its member jurisdictions, will	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide	HU-4.4 Pursue state and federal funding for housing assistance.	No Gap		HU-4.4 Collaborate with King County and other local

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	investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations. T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.	CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues. LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services • Coordination with Sound Transit planning. TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans. TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.			governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms. HU-5.8 Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies. TR-1.1 Improve partnerships with WSDOT, PSRC, Auburn, Federal Way, Pacific and King County to coordinate funding, resources, strategies, and transportation project improvements affecting each or all communities. TR-1.4 Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a

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						local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes. NE-4.4 Establish a multi-jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.
Regional Growth Strategies Goal	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.	Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.	HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas. UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected. LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.	No Gap	These policies seem to support Algona's role in the county's growth strategy.	LUP-1.3 Create a variety of high-quality places to live, work, shop and recreate. LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection. LUP-2.4 Commercial and industrial development should complement the small-town character of Algona. LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide

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						centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy.
MPP-RGS-6	Encourage efficient use of urban land by ~~maximizing~~ optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy ~~such as advancing development that achieves zoned density~~.	DP-2 - Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities. DP-3 - Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas	LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities.	No Gap		LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy.

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		of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services.	LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre. LU-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. LUP-4.1 Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth. LUP-4.2 Allow clustering of residential units to preserve open space and reduce surface water run-off. LUP-4.6 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre. LUP-5.2 Encourage a variety of affordable housing types in addition to single-family homes, such as triplex, fourplex, and cottage housing.
MPP-RGS-8	Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact	DP-31 - Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high capacity transit. DP-32 - Designate regional growth centers in the Countywide Planning Policies where city nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and	Not Applicable	No Gap		NA

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	growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.				
MPP-RGS-9	Focus a significant share of population and employment growth in designated regional growth centers.	DP-31 - Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high capacity transit.	Not Applicable	No Gap		NA
MPP-RGS-10	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	DP-4 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.	Not Applicable	No Gap		NA
Environment Goal	The region ~~will~~ cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing ~~greenhouse gas emissions and~~ air pollutants~~, and addressing potential climate change impacts.~~ The region acknowledges ~~that the~~ health of all residents and the economy is connected to the health of the environment. Planning at all levels ~~should~~ considers the impacts of land use, development, and transportation on the ecosystem.	Overarching Goal: The quality of the natural environment in King County is restored and protected for future generations.	GOAL NE-1 Review and amend as necessary, local codes to protect critical areas and habitat.	Partial Gap	The city could revise the goal to "protect critical areas, habitat, **and the natural environment"**	GOAL NE-1 Review and amend local codes, regulations, and practices using best available science resources to protect critical areas, wildlife habitat, and the natural environment.
MPP-En-1	Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.	EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.	NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals	Partial Gap	The city should include Tribes as planning groups with which to collaborate.	NE-2.2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental

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						assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.
MPP-En-3	Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. T-17 - Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.	NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals. TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-9.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions. TR-9.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.	No Gaps		TR-1.3 Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals. TR-5.3 New roads within new development shall be routed so as to avoid traversing publicly or privately owned natural preserves, parks and recreation areas identified as critical wildlife habitat, except in cases of overriding public interest. TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. TR-8.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions. TR-8.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation

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						programs. NE-1.3 Ensure that codes and standards, when updated and implemented, contain language that designates and protects critical areas including wetlands, fish and wildlife habitat protection areas (habitat conservation areas), frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. Adopt new codes and standards containing Best Available Science and Best Management Practices (BMP) in order to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. NE-1.6 Reduce stormwater discharge impacts that pollute waters of the state from transportation and development through collaborative watershed planning, redevelopment and retrofit projects, and low-impact development. NE-1.7 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management

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						Manual for Western Washington (SWMM).
MPP-En-4	Ensure that all residents of the region, regardless of race, social, or ~~_~~ economic status, have clean air, clean water, and other elements of live ~~in~~ a healthy environment~~, with minimal exposure to pollution~~.	EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.	LUP-1.3 Create a variety of high-quality places to live, work, shop and recreate. LU-7.2 Protect industrial land from encroachment by incompatible uses such as housing. LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity. LU-7.8 Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.	Partial Gap	The city should consider adding a Housing or Natural Environment policy which specifically ensures that residents, regardless of race, social, or economic status, have equitable access to a clean and healthy environment.	HU-3.1 In cooperation with King County and Sound Generations, the City shall evaluate development programs and regulations that support the preservation of existing housing. Private investment should be encouraged in older residential neighborhoods, manufactured homes, and multi-family complexes to ensure the health, safety, and affordability of existing housing. Outreach and marketing programs supporting weatherization, home repair and rehabilitation, financial and technical assistance, and infrastructure maintenance should be improved and maintained. GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. NE-2.6 Ensure all residents of

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						the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. NE-2.8 Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.
MPP-En-8	Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.	EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.		Gap	The city should add language which addresses disproportionate environmental impacts on different groups.	GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. HU-5.1 Maintain zoning and development regulations for all persons regardless of

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						race, color, religion, gender, age, national origin, family status, source of income or disability, including group homes, consistent with the Federal Fair Housing Act. HU-5.3 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk. HU-5.4 Adopt and enforce ordinances directed at prohibiting housing discrimination. NE-6.6 Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to understand polluted related harms amongst vulnerable communities. Implement community vetted strategies to reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, other environmental pollutants.

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MPP-En-9	Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.	EN-32 - Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.	NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards	Partial Gap	The city should add policy which more explicitly enhances the urban tree canopy.	NE-2.5 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. NE-5.2 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.
MPP-En-12	Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.	EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions: A. Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; B. Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; C. Active and passive outdoor recreation opportunities; D. Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; E. Preservation of ecologically sensitive, scenic, or cultural resources; F. Urban green space, habitats, and ecosystems; G. Forest resources; and H. Food production potential.	GOAL PR-3 Maintain trail system that joins the existing public/ private trail system with future trail systems both inside and outside the City limits.	Partial Gap	The city should address the Regional Open Space Conservation Plan and implement it to create more linkages and networked Open Space.	NE-5.1 Identify, preserve, and enhance regionally significant open space networks and linkages (i.e., lands useful for recreation, wildlife habitat, trails, and connection of critical areas) across jurisdictional boundaries through implementation and participation in the Regional Open Space Conservation Plan.
MPP-En-15	Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open	EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.	PR-5.1 Park and recreation facilities, park designs, facilities and fixtures should be encouraged to incorporate measures that reduce the exposure of users to unsafe conditions. CF-2.2 Proposed plan amendments and	Partial Gap	The city should add a policy that seeks to provide recreation opportunities within walking distance of	NE-5.3 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved

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	space improvements and investments.		requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action: a. Contribute to a condition of public hazards. b. Exacerbate any existing condition of public facility capacity deficits. c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements. d. Conform to future land uses as shown on the future land use map of the Land Use Element. e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided. f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City. g. Affect State agencies' facilities plans and siting of essential public facilities.		residents, especially historically underserved ones.	communities for open space improvements and investments.
MPP-En-18	Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.	EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. T-25 - Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	NE-1.2 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM). Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards	No Gap	The city could call out more of the LID approaches listed in EN-3.	NE-1.6 Reduce stormwater discharge impacts that pollute waters of the state from transportation and development through collaborative watershed planning, redevelopment and retrofit projects, and low-impact development. NE-2.3 Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.
En-Action-4 (Local)	Local Open Space	DP-6 - Adopt land use and community investment strategies that		Gap	The city should add	NE-2.6 Ensure all residents of

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	Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas. EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions: A. Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; B. Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; C. Active and passive outdoor recreation opportunities; D. Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; E. Preservation of ecologically sensitive, scenic, or cultural resources; F. Urban green space, habitats, and ecosystems; G. Forest resources; and H. Food production potential. EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.			language which recognizes and addresses the historically disproportionate impacts of parks planning. The city should seek to reduce and mitigate racially disparate environmental impacts.	the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. NE-2.7 Prioritize natural and manmade places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play. NE-2.8 Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment. NE-5.1 Identify, preserve, and enhance regionally significant open space networks and linkages (i.e., lands useful for recreation, wildlife habitat, trails, and connection of critical areas) across jurisdictional boundaries through implementation and participation in the Regional

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						Open Space Conservation Plan. NE-5.3 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.
Climate Change Goal	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.			GAP	The city should revise current NE goals to include and address Climate Change. **Full compliance with HB 1181 is due in 2029.**	GOAL NE-7 Support countywide coordination of land use patterns and promotion of transportation systems that provide practical alternatives to single-occupancy vehicles. Improve energy efficiency through the development of new infrastructure as well as the maintenance and updating of existing infrastructure. NE-7.1 Establish cross-jurisdictional partnerships (i.e., state, regional, local) to coordinate expertise, fundings, and resources to strengthen community resilience and adaptation to climate change impacts.
MPP-CC-1	Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. ~~Address the~~	EN-27 - Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.	TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals.	Partial Gap	The city should call out Greenhouse Gasses as an air pollutant which must be addressed and reduced. **Full compliance with HB 1181 is due in 2029.**	NE-2.3 Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding

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	~~central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.~~					and erosion, protecting habitat, and reducing greenhouse gas emissions. NE-7.3 Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases. NE-7.4 Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. NE-7.5 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new

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						development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings. NE-7.6 Support the production and storage of clean renewable energy. NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
MPP-CC-2	Reduce ~~the rate of~~ building energy use ~~per capita, both in building use and in transportation activities~~ through green building and retrofit of existing buildings.	EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in	UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. ED-1.5 Encourage energy conservation and energy efficiency through the building code. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.	Partial Gap	The city could add retrofitting existing buildings as an ED or UT policy. **Full compliance with HB 1181 is due in 2029.**	NE-1.6 Reduce stormwater discharge impacts that pollute waters of the state from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development. NE-7.5 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban

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		the retrofit of existing buildings.				Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings.
MPP-CC-3	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and ~~by~~ reducing vehicle miles traveled by increasing alternatives to driving alone.	EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction	UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities. TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-5.2 The City should implement a sidewalk maintenance	No Gap	**Full compliance with HB 1181 is due in 2029.**	NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

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		practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings. EN-30 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals. EN-33 Support the production and storage of clean renewable energy. T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.	program. TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project. TR-5.4 The City should strive to include bike lanes in new road improvements. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons). TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.8 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations. TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system. TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan			

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			addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			
MPP-CC-6	Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.	EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.		Gap	The city should add language which recognizes and addresses the historically disproportionate impacts of environmental hazards. The city should seek to close racially disparate environmental impacts. **Full compliance with HB 1181 is due in 2029.**	NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. GOAL HU-5 (new) Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. HU-5.1 Maintain zoning and development regulations for all persons regardless of

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						race, color, religion, gender, age, national origin, family status, source of income or disability, including group homes, consistent with the Federal Fair Housing Act. HU-5.3 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk. HU-5.4 Adopt and enforce ordinances directed at prohibiting housing discrimination. NE-7.2 Improve community engagement strategies to understand climate related impacts in the community, and address community identified impacts to vulnerable populations and areas that have been disproportionately affected by climate change.
MPP-CC-9	Identify and address the impacts of climate change on the region's hydrological systems.	EN-32 - Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.	NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands	Partial Gap	The city should add policy language which recognizes the likely impacts of climate change on water	NE-4.1 Encourage basin-wide approaches to wetland protection, emphasizing preservation and

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		PF-5 - Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards NE-1.2 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM). UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. ED-2.1 Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.		availability. **Full compliance with HB 1181 is due in 2029.**	enhancement of the highest quality wetlands and wetland systems. NE-4.2 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies. NE-4.3 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. NE-4.4 Establish a multi-jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts. NE-4.5 Plan for long term water provision which takes into account future growth and the potential impacts of climate change on regional water resources. NE-7.8 Address rising sea water by siting and planning for relocation of hazardous

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						industries and essential public services away from the 500-year floodplain.
MPP-CC-10	Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.	EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.	CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact.	Partial Gap	The city has no 500 year floodplains, however climate change and equity, impacts should be considered when siting and building essential public services and facilities. **Full compliance with HB 1181 is due in 2029.**	CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities. CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites. NE-7.8 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.
MPP-CC-11	Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.	DP-5 - Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. EN-27 - Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.	LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services. LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre. GOAL HU-3 The City of Algona should undertake actions that promote residential development at densities that will allow pedestrian access to commercial areas, employment and park or recreational areas.	Partial Gap	The city could add a policy which seeks to create a mix of uses to meet climate change goals. **Full compliance with HB 1181 is due in 2029.**	LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. GOAL NE-7 Support countywide coordination of land use patterns and promotion of transportation systems that provide practical alternatives to single-occupancy vehicles. Improve energy efficiency through the development of new infrastructure as well as the

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						maintenance and updating of existing infrastructure. NE-4.3 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. NE -7.5 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and Reducing building energy use through

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						green building methods in the retrofit of existing buildings. HU-2.2 Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods. HU-2.3 Focus multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and connectivity to Auburn Station. Incentivize parking reductions offered for units affordable within a quarter mile of existing stations. GOAL HU-3 Protect and enhance existing residential neighborhoods by supporting safe, well-maintained housing, adequate parks and recreation facilities, and complete sidewalks and pedestrian/bike paths that connect to parks and recreation and neighborhood-serving uses.

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MPP-CC-12	Prioritize transportation investments thatsupport achievementof regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.	EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings. T-7 - Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. T-12 - Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.	GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-5.2 The City should implement a sidewalk maintenance program. TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project. TR-5.4 The City should strive to include bike lanes in new road improvements. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons). TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.8 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations. TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system. TR-5.10 The City should support efforts to improve and	No Gap	The city could add climate change goals as a reason to enact these transportation policies, but this does not seem necessary. **Full compliance with HB 1181 is due in 2029.**	TR-8.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions. NE-7.4 Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. NE-7.5 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements,

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			maintain the Interurban Trail system. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			and green building techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings. NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
CC-Action-3 (Local)	Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal	EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience. EN-1 - Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations. EN-27 - Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius. EN-28 - Plan for development patterns that minimize air pollution and	ED-1.5 Encourage energy conservation and energy efficiency through the building code. UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:	Partial Gap	The city should encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience. The city should add policy to encourage further climate action, mitigation, and resilience. The city should add policy which sites climate change as a reason for the various energy saving and pollution reducing initiatives which already exist. **Full compliance with HB 1181 is due in**	UT-2.5: The City should encourage the use of emerging technologies that promote environmental sustainability. NE-7.1 Establish cross-jurisdictional partnerships (i.e., state, regional, local) to coordinate expertise, fundings, and resources to strengthen community resilience and adaptation to climate change impacts. NE-7.2 Improve community engagement strategies to understand climate related impacts in the community, and address community identified impacts to vulnerable populations and areas that have been

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	transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.	greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings. EN-29 - King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.	• Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning. TR-9.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic. TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.		**2029.**	disproportionately affected by climate change. NE-7.4 Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.
CC-Action-4 (Local)	Resilience: Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and	DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience. EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to	NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards LU-8.3 Explore the possibility of linking new and existing passive open spaces areas to create a network of active green spaces. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:	Partial Gap	The city should add policy to prioritize neighborhoods with historical underinvestment in green infrastructure. The city should add policy which encourages the development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience. The city should add policy addressing equity issues in green infrastructure and	NE-2.1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations. NE-2.3 Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning

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	vulnerable populations.	adapt to a changing environment. EN-31 - Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. T-26 - Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.	• Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning. TR-9.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic. TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.		mitigation practices. **Full compliance with HB 1181 is due in 2029.**	framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. NE-2.5 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. NE-6.5 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase

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						environmental resiliency in frontline communities NE-7.1 Establish cross-jurisdictional partnerships (i.e., state, regional, local) to coordinate expertise, fundings, and resources to strengthen community resilience and adaptation to climate change impacts. NE-7.2 Improve community engagement strategies to understand climate related impacts in the community, and address community identified impacts to vulnerable populations and areas that have been disproportionately affected by climate change. CF-7.09 Prioritize historically disadvantaged communities when siting green infrastructure.
Development Patterns Goal	The region ~~will focus growth within already urbanized areas to~~ creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique ~~local~~ character and local culture while conserving rural areas and creating and preserving open space and natural areas. ~~Centers will~~	Overarching Goal: Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.	HU-5.1 Services for new housing development shall be in place concurrently with the occupancy of the structures. HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas. ED-1.5 Encourage energy conservation and energy efficiency through the building code. PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas. LU-8.3 Explore the possibility of linking new and	No Gap		LUP-2.4 Commercial and industrial development should complement the small-town character of Algona. LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other

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	~~continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region~~.		existing passive open spaces areas to create a network of active green spaces.			transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy. LUP-3.1 Integrate health and well-being into innovative design options that support residential neighborhoods and provide for more efficient use of single-family residential lands. LUP-3.3 Design street networks and communities that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools. LUP-3.4 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

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						LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. LUP-3.5 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents.
MPP-DP-2	Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.	DP-34 - Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.		Gap	The city should add policy to address equity and disparities in development patterns.	LUP-3.5 (new) Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and

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						enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents.
MPP-DP-4	Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands ~~as brownfields and greyfields~~, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs. EC-24 - Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation. H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.	LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services. LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. GOAL LU-4 Attain a wide range of residential patterns, densities, and housing types throughout the City. LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes. LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan. HU-2.2 Balance the housing needs of the entire community when determining development regulations.	Partial Gap	The city should write policy which facilitates the redevelopment of contaminated sites, encourages infill development, enhances public health, and considers equity.	LU-5 Review and update infill standards and procedures that promote quality development and facilitate redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes.
MPP-DP-7	Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.	DP-42 - Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.		Policy Gap	The current comprehensive plan does not reference the preservation of culturally significant resources at risk. Policy should be added to close this gap	LUP-3.7 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character. LUP-10.1 Preserve significant historic, visual, archeological, cultural, architectural, artistic,

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						and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character.
MPP-DP-8	~~Provide a wide range of building and community types to serve the needs of a diverse population.~~ Conduct inclusive engagement to identify and address the diverse needs of the region's residents.	DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.		Gap	The city should add policy which encourages community engagement when making long-range planning decisions.	GOAL NE-6 Adopt policies, regulations, and processes, related to new or existing fossil fuel facilities, which are designed to: Protect public health, safety, and welfare from all impacts of fossil fuel facilities; Mitigate and prepare for any impacts of fossil fuel facility disasters on all communities; Protect and preserve natural ecosystems from the construction and operational impacts of fossil fuel facilities; Manage impacts on public services and infrastructure in emergency management, resilience planning, and capital spending; Ensure comprehensive environmental review, and extensive community engagement, during initial siting, modifications, and on a periodic basis; and Reduce climate change impacts from fossil fuel facility construction and operations. NE-7.2 Improve community engagement strategies to understand climate related impacts in the community, and address community

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						identified impacts to vulnerable populations and areas that have been disproportionately affected by climate change. LUP-2.7 Conduct a thoughtful and inclusive public engagement process for long range planning and zoning actions reflecting community preferences and needs. Evaluate current methods of communication and evaluate opportunities to boost participation and different perspectives are considered.
MPP-DP-12	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	DP-38 - Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land. DP-41 - Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.	GOAL TR-4 Provide a variety of transportation services for citizens and business. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy.	No Gap		LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. LUP-3.3 Design street networks and communities that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools. LUP-3.4 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and

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			• Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments. LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. LUP-3.6 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents.
MPP-DP-13	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	DP-18 - Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-17(a) or DP-17(b), and it meets all of the following criteria: a) Is adjacent to the existing Urban Growth Area; b) For expansions based on DP-17(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs;	PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas ED-1.5 Encourage energy conservation and energy efficiency through the building code. UT-2.2: Encourage the conversion to cost-	Partial Gap	The city should add policy outlining annexation procedures or priorities. The city should add a policy that allows natural boundaries to help	UT-3.1 Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities. CF-2.2 Proposed plan

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		c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area; d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services; e) Is not currently designated as Resource Land; f) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change. DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. EN-6 - Locate development and supportive infrastructure in a manner that minimizes impacts to natural features. Promote the use of traditional and innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.	effective and environmentally sensitive alternative technologies and energy sources. LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.		determine the placement of infrastructure.	amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action: a. Contribute to a condition of public hazards. b. Exacerbate any existing condition of public facility capacity deficits. c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements. d. Conform to future land uses as shown on the future land use map of the Land Use Element. e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable

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						objectives, when public facilities are developer-provided. f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City. g. Affect State agencies' facilities plans and siting of essential public facilities. CF-7.03 Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.
MPP-DP-14	Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:	PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas. ED-1.1 Provide adequate land for industrial development which enhances the community goals, augments the tax base, and does not disproportionately	Partial Gap	The city could add a policy which outlines or otherwise indicates funding to protect lands that provide ecosystem functions. Additionally, the city still needs to bring an equity lens to their environmental policies.	NE-1.10 Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water

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		a). Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; b). Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c). Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; d). Preservation of ecologically sensitive, scenic, or cultural resources; e). Urban green space, habitats, and ecosystems; Forest resources; and f). Food production potential.	drain the City's natural or physical resources. PR-1.1 Parks, Bike/Pedestrian Corridors and Open Space areas shall emphasize and protect the environmental qualities and natural amenities within and along their boundaries. PR-1.3 Include natural areas such as wetlands, streams, and wildlife habitat into the park design and identified with interpretive signage to foster understanding of the natural environment. GOAL NE-1 Review and amend as necessary, local codes to prote NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements: 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards ct critical areas and habitat.			Resource Inventory Areas and utilizing adopted watershed plans. NE-4.2 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies. NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.
MPP-DP-16	~~Incorporate provisions addressing~~ Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.	DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.	CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact.	Partial Gap	The city needs to create policies which bring an equity lens to environmental regulations. Additionally the city should highlight public health reasons to address environmental impacts	LUP-3.5 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for

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			CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action: a. Contribute to a condition of public hazards. b. Exacerbate any existing condition of public facility capacity deficits. c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements. d. Conform to future land uses as shown on the future land use map of the Land Use Element. e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided. f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City. g. Affect State agencies' facilities plans and siting of essential public facilities			employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents. NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.
MPP-DP-18	Address existing health disparities and improve health outcomes in all communities.	DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.	CF-2.2 Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action: a. Contribute to a condition of public hazards. b. Exacerbate any existing condition of public facility capacity deficits. c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements. d. Conform to future land uses as shown on the future land use map of the Land Use Element. e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided. f. Demonstrate financial feasibility, subject to this element,	Partial Gap	The city should adopt policy to improve health outcomes and address health disparities.	LUP-3.5 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to

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			when public facilities are provided, in part or whole, by the City. g. Affect State agencies' facilities plans and siting of essential public facilities CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact.			harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents. NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.
MPP-DP-19	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	DP-7 - Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools. DP-8 - Increase access to healthy and culturally relevant food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food. DP-41 - Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.	GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. Policies: TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-5.2 The City should implement a sidewalk maintenance program. TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project. TR-5.4 The City should strive to include bike lanes in new road improvements.	Partial Gap	The city has no mention of increasing access to healthy and culturally relevant food, they should add a policy which fulfills the goal outlined in DP-8	GOAL LU-3 Promote healthy, connected, walkable, and equitable communities. LUP-3.6 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people. LUP-3.8 Support agricultural opportunities that enhance the City's capacity to produce fresh and reduce access to processed foods, such as a farmers' market or additional community garden spaces. LUP-7.8 Minimize or mitigate potential health impacts of

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			TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons). TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.8 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations. TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system. TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			the activities in manufacturing/industrial centers on residential communities, schools, open space, and other public facilities. GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services.
MPP-DP-22	Plan for densities that maximize benefits of transit investments in	DP-2 - Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a	HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.	No Gap	The city could be more explicit about creating a	LUP-2.5 Focus housing growth in the Urban Growth

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	high- capacity transit station areas that are expected to attract significant new population or employment growth.	pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities. DP-3 - Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services.	LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre. LU-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.		land use pattern that maximizes the benefit of transit investments.	Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy. LUP-3.3 Design street networks and communities that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools. LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. HU-1.6 Work with local transit providers to develop greater public transportation infrastructure along zones and minor arterial corridors intended for higher density residential development.

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						Future transit stops shall be located in logical, accessible, high-density areas of Algona.
MPP-DP-25	Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers. ~~town centers and activity nodes.~~	DP-4 - Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. DP-38 - Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.	LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre. LU-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan.	No Gap	The same gap as above. Algona does not have high-capacity transit station.	LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy. GOAL T-6 Create balance between future growth and the transportation systems that serve it by encouraging a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers. HU-2.3 Focus multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and

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			• Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning.			connectivity to Auburn Station. Investigate the feasibility of offering incentivizes for multifamily development, such as parking reductions for units affordable within a quarter mile of existing stations.
MPP-DP-51	Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.	DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.		Gap	While the city is not adjacent to any tribal land, they should add a policy which seeks to coordinate relevant plan updates with the relevant tribal entities.	LUP-2.3 Coordinate with King County, applicable tribes, and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan.
MPP-DP-54	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	DP-30 - Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a). Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b). The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; c). The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development; d). The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and e). Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area. DP-14 - All jurisdictions shall accommodate housing and employment by: a) Using the adopted growth targets as the land use assumption for their comprehensive plan; b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable; c) Ensuring adopted comprehensive plans and zoning regulations provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets and is consistent with the desired growth pattern described in VISION 2050; d) Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and e)	LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre	Partial Gap	The city should adopt policy which addresses land annexation priorities and procedures.	TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. UT-1.4 Ensure that utility agencies coordinate activity to meet GMA concurrency requirements. GOAL CF-2 Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth. CF-3.1 Provide public facilities at the LOS standards needed

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		Transferring an accommodating unincorporated area housing and employment targets as annexations occur				to serve development at concurrency levels prior to occupancy. CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.
DP-Action-7 (Local)	Identification and Clean-up of Underused Lands: Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.	DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.	GOAL HU-4 Encourage rehabilitation of older housing and infrastructure and preserving existing housing units. Policies: HU-4.1 Encourage property owners to retain and rehabilitate existing older residential stock. HU-4.2 Encourage rehabilitation of older commercial buildings. HU-4.3 Encourage improvements of streets and sidewalks on both sides of rights-of-way.	Partial Gap	The city should create policy which explicitly encourages infill development. The city should create policy which outlines equitable community engagement The city should create a policy which outlines strategies for cleaning up brownfields and other contaminated sites.	LUP-2.6 Review and update infill standards and procedures that promote quality development and LUP-facilitate redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: 1. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth. 2. Elimination of public hazards. 3. Elimination of capacity deficits. 4. Financial feasibility.

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						5. Site needs based on projected growth patterns. 6. New development and redevelopment. 7. Plans of state agencies. 8. Budget impact. CF- 4.03 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4) HU-4.6 Identify, inventory, and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households. Work in partnerships or coordination with nonprofits and public entities to facilitate the use of surplus public land for subsidized housing units.
Housing Goal	The region ~~will~~ preserves, improves, and expands its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region ~~will~~ continues to promote fair and equal access to housing for all people.	Overarching Goal: Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to: • preserve, improve, and expand their housing stock; • promote fair and equitable access to housing for all people; and • take actions that eliminate race-, place-, ability-, and income-based housing disparities.	GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. GOAL HU-2 Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Algona.	No Gap		GOAL HU-2 Facilitate a diverse range of middle housing developments with multiple units, compatible in scale and form with detached single-family homes in existing residential land use designations, new mixed use land use designations and overlays, as part of infill strategies and marketable development incentives, and in future development within

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						the City. GOAL HU-4 Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households. GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services.
MPP-H-1	Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.	DP-12 - GMPC shall allocate housing ~~residential~~ and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20- year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure,	HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona. HU-2.2 Balance the housing needs of the entire community when determining development regulations. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing. HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations. HU-2.6 Support opportunities to accommodate home	Partial Gap	The city should adopt policy which references the state or county housing growth targets, the regional growth strategy, and county jobs targets. The city should add policy to ensure housing and employment opportunities are provided in a socially equitable manner. The city should adopt the growth target handed down by the county, perhaps under LU Goal 9	GOAL HU-1 Provide sufficient development capacity to meet 2044 regional growth targets and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials and improved infrastructure. GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and

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		including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth; and h) Allocating growth based on the amount of net new housing needed to plan for and accommodate an equitable distribution of housing choices across all jurisdictions that is affordable to all economic segments of the population of the county, as provided by the Department of Commerce. DP-13 The Growth Management Planning Council shall: a) Update housing and employment growth targets and housing needs periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates; b) Adopt housing and employment growth targets and housing needs in the Countywide Planning Policies pursuant to the procedure described in policy FW-1; c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and job growth, countywide shares of statewide housing needs, allocations to Regional Geographies, and individual jurisdictional growth targets; d) Ensure that each jurisdiction's growth targets and housing need are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how	buyers and renters with varying income levels. HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents. HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods. LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection. LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. GOAL LU-9 Coordinate growth and development with adjacent jurisdictions. Policies: LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area.			amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. HU-5.6 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk.

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		jurisdictional targets and housing needs are determined; e) Ensure that each jurisdiction's growth targets allow it to meet the need for housing affordable ~~housing for~~ to households with moderate-, low-, very low-, and extremely low-incomes; ~~low-, very low-, and extremely low-incomes~~ f) Adjust targets and housing needs administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1. Net new housing needs for the planning period are shown in Tables H-1 and total projected housing needs are shown in Table H-2. DP- 14 All jurisdictions shall accommodate housing and employment by: a) Using the adopted growth targets as the land use assumption for their comprehensive plan; b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable; c) Ensuring adopted comprehensive plans and zoning regulations provide sufficient capacity at appropriate densities for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets, allocated housing needs, and is consistent with the desired growth pattern described in VISION 2050; d) Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and e) Transferring and accommodating unincorporated area housing and employment targets and housing need as annexations occur.				
MPP-H-2	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	H-1 - Plan for and accommodate the jurisdiction's allocated share of countywide future housing needs for moderate-, low-, very low- and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing. Projected countywide and jurisdictional net new housing needed to reach projected future need for the planning period is shown in Table H-1. ~~All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very~~	GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. Policies: HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for	Partial Gap	The city should adopt policy to accommodate the development of emergency housing, emergency shelters, and permanent supportive housing	HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those at or below 60 percent of the area median income

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		~~low-, and extremely low-incomes,~~ ~~including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in~~ ~~the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:~~ ~~30 percent and below AMI (extremely low) – 15 percent of total housing supply~~ ~~31-50 percent of AMI (very low) – 15 percent of total housing supply~~ ~~51-80 percent of AMI (low) – 19 percent of total housing supply~~ ~~Table H-1 provides additional context on the countywide need for housing.~~[2] [~~Table H-1: King County Affordable Housing Need~~] [Table H-1: King Countywide[5] and Jurisdictional Housing Needs 2019-2044] [5]The countywide need projections were derived from the Washington State Department of Commerce and adjusted to align with the adopted housing growth targets for the planning period to ensure jurisdictions are planning for growth that is consistent with the goals of the Development Patterns Chapter. [6] "Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs. [7]Data on baseline housing supply is estimated using 2020 Office of Financial Management data on total housing units, and 2014-2018 Comprehensive Housing Affordability Strategy and 2020 Public Use Microdata Sample data on the distribution of units at different income levels. These data sources are used to align with Department of Commerce countywide need baseline data, even though the King County growth target setting process began in 2019. [8]Beaux Arts Village and Hunts Point both have growth targets of one unit, meaning their total need allocated is also one unit. The allocation process divides that unit up into multiple area median income bands, but to get need allocations that are whole numbers, we round all allocations in each area median income band and the emergency housing/shelter category. [9]This includes all Potential Annexation Areas within the High Capacity Transit Communities and Urban Unincorporated King County regional geographies. H-23~~1~~ Adopt and implement policies that protect housing stability for renter households; expand protections and supports for moderate-, low-, very low- and extremely low-income renters and renters with disabilities.	people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. GOAL HU-2 Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Algona. HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona. HU-2.2 Balance the housing needs of the entire community when determining development regulations. HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing. HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations. HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels. HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents. HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods.			for at least fifty years to be located in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing. HU-2.4 Expressly permit the "Missing Middle" housing typology in the city municipal code that includes triplex, fourplex, and cottage housing, to be developed in all residential areas and as infill within existing single-family neighborhoods. HU-2.6 Support the development of transitional, supportive, and emergency housing types through flexible development regulations that allow developers to utilize the subject parcel but continue to prevent impacts to neighboring uses and residents from sound, light, odor, visual or other environmental impacts. GOAL HU-4 Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households. HU-4.1 Encourage the use of affordable housing techniques and incentives to

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						assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, develop targeted incentive and outreach programs, and zoning regulation amendments.
MPP-H-5	Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.	H-6 - Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis. H-19 - Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low--income, households. Emphasize: a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities. H-20 - Adopt and implement policies that address gaps in partnerships, policies, and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations. HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels. HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents. HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods. GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.	Partial Gap	The city should adopt policies to document the history of racially exclusive and discriminatory land use and housing practices. The city should include a more specific policy or policies to address racial gaps and gaps in resources dedicated to reducing disparities in housing access.	HU-1.8 Periodically conduct a housing needs assessment to evaluate current community housing needs and gaps. Evaluate the impact of housing policies and strategies implemented to determine if they are successful and do not result in disparate impacts. HU-2.2 Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods. NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts

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						of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. HU-5.6 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk. HU-5.7 Use measures to track implementation and performance to ensure policies are working as intended to meet identified affordable housing needs and address racially disparate outcomes, exclusion, displacement, and displacement risk. LUP-3.5 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes

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						and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high opportunity areas while preventing displacement of historically marginalized residents.
MPP-H-6	Develop and provide a range of housing choices for workers at all income levels throughout the region ~~in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work~~ that is accessible to job centers and attainable to workers at anticipated wages.	H-15 - Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs housing balance throughout the county across all income levels.	ED-1.4 Promote a diversity of goods, services and employment opportunities within the City. GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. Policies: HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona. HU-2.2 Balance the housing needs of the entire community when determining development regulations. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.	Partial Gap	The city should add policy which encourages denser housing closer to transit and employment centers.	HU-2.2 Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods. HU-4.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, develop targeted incentive and outreach programs, and zoning regulation amendments. HU-4.2 Encourage the

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						development of more affordable housing units, such as permanent supportive housing, transitional housing, emergency housing, manufactured housing, and accessory dwelling units (ADUs). HU-4.5 Explore opportunities to participate in a Local Housing Fund program to subsidize low- and middle-income home buyers and renters. Consider partnership with South King County Housing and Homelessness Partners to collaborate on meeting regional extremely low-income housing needs. HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable homeownership. HU-4.9 Collaborate with housing and subsidized housing developers to identify development barriers in Algona to housing.
MPP-H-7	Expand the supply and range of housing at densities to maximize the benefits of transit investments, including	H-16 - Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county. H-17 - Support the development and preservation of income-	GOAL HU-3 The City of Algona should undertake actions that promote residential development at densities that will allow pedestrian access to commercial areas, employment and park or recreational areas.	Gap	The city should add policy which encourages a range of housing choices close to and in a way that	HU-2.2 Support single and multi-family housing in areas that provide low-income households with greater

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	affordable units, in growth centers and station areas throughout the region.	restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.			maximized the benefits of transit.	access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while balancing the need to address disinvestment in historically disinvested neighborhoods.
MPP-H-8	Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.	H-17 - Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.	GOAL HU-3 The City of Algona should undertake actions that promote residential development at densities that will allow pedestrian access to commercial areas, employment and park or recreational areas.	Partial Gap	The city should consider implementing policy to encourage affordable housing within walking distance to transit.	HU-2.3 Focus multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and connectivity to Auburn Station. Incentivize parking reductions offered for units affordable within a quarter mile of existing stations.
MPP-H-9	Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. ~~Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.~~	H-18 - Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by: a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes. LU-5.3 Encourage and support efforts to increase home ownership. HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.	No Gap		HU-1.5 Consider implementation of a subarea plan to encourage more mixed-use, business, and middle housing development in the downtown core along 1st Avenue North. GOAL HU-2 Facilitate a diverse range of middle housing developments with multiple units, compatible in scale and form with detached single-family homes in existing residential land use designations, new mixed use land use designations and overlays, as part of infill strategies and marketable development incentives, and in future development within the City.

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						HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those at or below 60 percent of the area median income for at least fifty years to be located in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing. HU-2.4 Expressly permit the "Missing Middle" housing typology in the city municipal code that includes triplex, fourplex, and cottage housing, to be developed in all residential areas and as infill within existing single-family neighborhoods. HU-4.5 Explore opportunities to participate in a Local Housing Fund program to subsidize low- and middle-income home buyers and renters. Consider partnership with South King County Housing and Homelessness Partners to collaborate on meeting regional extremely low-income housing needs.
MPP-H-10	Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and	H-13 - Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection.	No Gap		HU-2.5 Improve the ability of different group home types to be located in appropriate residential neighborhoods through streamlining the group home licensing

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	minimize additional costs to housing.					process, including a straightforward permit process, development of a tip sheet, and training for permitting staff. HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable homeownership.
MPP-H-12	Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	H-6 - Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis. H-20 Adopt and implement policies that address gaps in partnerships, policies, and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. GOAL HU-4 Encourage rehabilitation of older housing and infrastructure and preserving existing housing units. HU-4.1 Encourage property owners to retain and rehabilitate existing older residential stock. HU-4.2 Encourage rehabilitation of older commercial buildings. HU-4.3 Encourage improvements of streets and sidewalks on both sides of rights-of-way. HU-4.4 Pursue state and federal funding for housing assistance.	Partial Gap	The city should add policy which seeks to close housing access gaps. The city should create policy to dedicate housing-related resources to racial and other disparately impacted groups.	HU-1.8 Periodically conduct a housing needs assessment to evaluate current community housing needs and gaps. Evaluate the impact of housing policies and strategies implemented to determine if they are successful and do not result in disparate impacts. GOAL HU-5 (new) Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services. HU-5.6 Conduct a periodic Racial Equity Analysis consistent with the requirements outlined in

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						RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk. HU-5.7 Use measures to track implementation and performance to ensure policies are working as intended to meet identified affordable housing needs and address racially disparate outcomes, exclusion, displacement, and displacement risk.
H-Action-4 (Local)	Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	H-~~3~~4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include: a) ~~Affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households~~ The number of existing and projected housing units necessary to plan for and accommodate projected growth and meet the projected housing needs articulated in Tables H-1 and H-2, including: 1. Permanent housing needs, which includes units for moderate-, low-, very low-, and extremely low-income households and permanent supportive housing 2. Emergency housing needs, which includes emergency housing and	NA	Partial Gap	While this is not addressed in the Comprehensive Plan Policies, these Housing Needs are analyzed in the analysis within the Comprehensive Plan. The city could consider adding these as policies to outline the development of future comprehensive plan policies.	HU-1.8 Periodically conduct a housing needs assessment to evaluate current community housing needs and gaps. Evaluate the impact of housing policies and strategies implemented to determine if they are successful and do not result in disparate impacts. GOAL HU-4 Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households. HU-4.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes,

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		emergency shelters; a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and area median income ~~AMI~~ limit (for income-restricted units); b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; c) Percentage and geographic distribution of residential land zoned for ~~and geographic distribution of~~ moderate- and high-density housing and accessory dwelling units in the jurisdiction; d) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers; e) Household characteristics, by race/ethnicity: a. Income (median and by area median income ~~AMI~~ bracket) b. Tenure (renter or homeowner) c. Size d. Housing cost burden and severe housing cost burden; f) Current population characteristics: a. Age by race/ethnicity; b. Disability; g) Projected population growth; h) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable; i) Ratio of housing to jobs in the jurisdiction; j) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting ~~countywide~~ housing needs, particularly for populations disparately impacted; k) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing				ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, develop targeted incentive and outreach programs, and zoning regulation amendments. HU-4.2 Encourage the development of more affordable housing units, such as permanent supportive housing, transitional housing, emergency housing, manufactured housing, and accessory dwelling units (ADUs). HU-4.3 Adopt density bonus opportunities in the City's Zoning Code for development proposals that provide for extremely low-, very low-, and low-income housing units. Establish specific criteria and a consistent process for ensuring that those units remain affordable over time. HU-4.4 Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other

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		homelessness, persons with disabilities, people with medical conditions, and older adults; l) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color ~~(BIPOC)~~; and to advance m) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments. H-5- Evaluate the effectiveness of existing housing policies and strategies to meet the jurisdiction's housing needs. ~~a significant share of countywide need.~~ Identify gaps in existing partnerships, policies, and dedicated resources for meeting housing ~~the countywide~~ needs and eliminating racial and other disparities in access to housing and neighborhoods of choice.				mechanisms. HU-4.5 Explore opportunities to participate in a Local Housing Fund program to subsidize low- and middle-income home buyers and renters. Consider partnership with South King County Housing and Homelessness Partners to collaborate on meeting regional extremely low-income housing needs. HU-4.6 Identify, inventory, and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households. Work in partnerships or coordination with nonprofits and public entities to facilitate the use of surplus public land for subsidized housing units. HU-4.7 Waive, reduce, or defer fees and charges for extremely low-income housing projects to incentivize affordable housing. HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable

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						homeownership. HU-4.9 Collaborate with housing and subsidized housing developers to identify development barriers in Algona to housing.
H-Action-5 (Local)	Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	H-18 - Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by: a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	GOAL LU-5 Encourage affordable housing and home ownership opportunities. Policies: LU-5.1 Substandard housing that is "affordable" by virtue of its poor condition, undesirable location, or other such physical factor is not an acceptable substitute for livable affordable housing. LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes. LU-5.3 Encourage and support efforts to increase home ownership. LU-5.4 Provide for modular housing. HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing. HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs. HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing. HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona. HU-2.2 Balance the housing needs of the entire community when determining development regulations. HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services. HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing. HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.	No Gap		HU-1.3 Consider opportunities to advertise available lands and incentivize development in the Heavy Commercial (C-3) zone to encourage further multifamily development that meets extremely low-, very low-, and low-income housing needs. HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those at or below 60 percent of the area median income for at least fifty years to be located in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing. HU-2.3 Focus multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and connectivity to Auburn Station. Investigate the

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						feasibility of offering incentivizes for multifamily development, such as parking reductions for units affordable within a quarter mile of existing stations. HU-4.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, develop targeted incentive and outreach programs, and zoning regulation amendments. HU-4.3 Adopt density bonus opportunities in the City's Zoning Code for development proposals that provide for extremely low-, very low-, and low-income housing units. Establish specific criteria and a consistent process for ensuring that those units remain affordable over time. HU-4.7 Waive, reduce, or defer fees and charges for extremely low-income housing projects to incentivize affordable housing. HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market

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						rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on access to affordable homeownership.
Economy Goal	The region ~~will have~~ has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.	GOAL LU-6 Strengthen Algona's economic base by retaining, expanding and reinvesting in existing businesses and by attracting new businesses. GOAL LU-7 Encourage industrial development that strengthens the local economy and tax base, and attracts complimentary uses and businesses. GOAL ED-1 Seek and encourage a strong and diverse economy with a variety of different types and sizes of business, and maintain employment base. GOAL ED-4 Diversify the City's economy and market the community. GOAL ED-6 Develop a balanced regulatory environment that promotes economic activity and a high quality of life.	No Gap		LU-6.1 Encourage development and redevelopment that complements adjacent land uses. LU-6.2 Encourage and support functional commercial districts within the City. LUP-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land. LUP-7.3 Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.
MPP-Ec-1	Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted ~~.~~ ~~Target recruitment activities~~ towards	EC-1 - Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy. EC-2 - Support economic growth that accommodates employment growth targets (see Table DP1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection GOAL ED-1 Seek and encourage a strong and diverse economy with a variety of different types and sizes of business, and maintain employment base. Policies:	No Gap	The city could call out employment growth targets directly in a new ED policy.	LUP-2.4 Commercial and industrial development should complement the small-town character of Algona. LU-6.4 Implement a subarea plan for the Mixed-Use Commercial (C1) zone that

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	businesses that provide ~~family~~ living-wage jobs.		ED-1.1 Provide adequate land for industrial development which enhances the community goals, augments the tax base, and does not disproportionately drain the City's natural or physical resources. ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City. ED-1.3 Work with King County to ensure that economic development strategies are carried out consistently. ED-1.4 Promote a diversity of goods, services and employment opportunities within the City. ED-1.5 Encourage energy conservation and energy efficiency through the building code. ED-1.6 Foster a regulatory framework that provides incentives to encourage appropriate economic development. LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities.			supports development of local businesses, redevelopment of underutilized parcels, and meets local retail and service needs. LUP-7.3 Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.
MPP-Ec-8	Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.		Gap	The city should add policy to encourage entities in the city (private, public, and non-profit) to incorporate environmental stewardship into their practices.	LUP-3.4 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments. LUP-3.6 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people. LUP-7.5 Mitigate negative impacts of noise, light, glare, dust and other effects when considering the development

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						of an industrial use. LUP-7.8 Minimize or mitigate potential health impacts of the activities in manufacturing/industrial centers on residential communities, schools, open space, and other public facilities. NE-2.2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders. NE-2.4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources. NE-4.2 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.
MPP-Ec-9	Promote economic activity and employment	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically	GOAL ED-1 Seek and encourage a strong and diverse economy with a variety of different types and sizes of business,	Partial Gap	The city should highlight	LUP-6.8 Promote commercial

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	growth that creates widely shared prosperity and sustains a diversity of ~~family~~ living-wage jobs for the region's residents.	disadvantaged communities.	and maintain employment base. ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City. ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.		creating middle or livable wages (especially in historically disadvantaged communities as a priority.	or industrial land uses that generate living wage job opportunities. LUP-6.9 Provide a menu of resources for continuing education, trade schools, and internship opportunities in collaboration with nearby community, technical, and trade schools.
MPP-Ec-12	Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	EC-15 - Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities. EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. EC-29 - Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.	ED-5.4 Work with appropriate local and regional human resource and social service agencies to provide programs for underemployed and unemployed persons in the community.	Partial Gap	The city should add an equity lens to many of their economic development policies to prioritize preventing displacement of existing businesses.	LUP-6.5 Develop an inventory of small business resources to provide interested community members, including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits. LUP-6.6 Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions. LUP-6.7 The City shall periodically review and amend the design criteria for commercial uses and zones to address emerging trends, crime, and community concerns.
MPP-Ec-13	~~Address unique obstacles and special needs—as well as recognize the special assets—of~~	EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.	ED-5.4 Work with appropriate local and regional human resource and social service agencies to provide programs for underemployed and unemployed persons in the community.	Partial Gap	The city should add a policy to prioritize economic development opportunities for	LU-6.5 Develop an inventory of small business resources to provide interested community members,

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	~~disadvantaged populations in improving the region's shared economic future.~~ Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.				marginalized communities.	including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits. LU-6.6 Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions. LUP-6.9 Provide a menu of resources for continuing education, trade schools, and internship opportunities in collaboration with nearby community, technical, and trade schools. HU-5.6 Conduct a periodic Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk.
MPP-Ec-14	Foster appropriate and targeted economic growth in ~~distressed~~	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.	ED-5.4 Work with appropriate local and regional human resource and social service agencies to provide programs for underemployed and unemployed persons in the community.	Partial Gap	The city should add a policy to prioritize economic development	LU-6.5 Develop an inventory of small business resources to provide interested

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	areas with low and very low access to opportunity to improve access to ~~create economic~~ opportunity for current and future residents of these areas.	EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.			opportunities for marginalized communities.	community members, including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits. LU-6.6 Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions. LUP-6.9 Provide a menu of resources for continuing education, trade schools, and internship opportunities in collaboration with nearby community, technical, and trade schools.
MPP-Ec-15	Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including ~~in~~ helping the region continue to expand its international economy.	EC-7 - Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.	ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City. ED-1.3 Work with King County to ensure that economic development strategies are carried out consistently. ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.	Partial Gap	The city should add a policy to prioritize economic development opportunities for marginalized communities.	LU-6.5 Develop an inventory of small business resources to provide interested community members, including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits. LU-6.6 Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions.

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MPP-Ec-16	Ensure that economic development sustains and respects the region's ~~environmental quality~~ environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.	EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.		Gap	The city should integrate policy which encourages industries to promote environmental sustainability. especially those which address climate change and resilience. 9	GOAL NE-2 Encourage environmental stability and justice by integrating sustainable development and business practices with ecological, social, and economic concerns, and addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations. NE-2.4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.
MPP-Ec-17	~~Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.~~ Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.	EC-14 - Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions. EC-10 - Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.	ED-1.1 Provide adequate land for industrial development which enhances the community goals, augments the tax base, and does not disproportionately drain the City's natural or physical resources. ED-4.4 Expand the use of festivals, events, attractions and other techniques to create a positive image. GOAL ED-6 Develop a balanced regulatory environment that promotes economic activity and a high quality of life.	Partial Gap	The city should add policy to preserve and enhance the community's unique identiy	LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services. LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. LUP-2.4 Commercial and industrial development should complement the small-town character of Algona.

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						LU-6.4 Implement a subarea plan for the Mixed-Use Commercial (C1) zone that supports development of local businesses, redevelopment of underutilized parcels, and meets local retail and service needs.
MPP-Ec-20	Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	EC-14 - Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	ED-4.4 Expand the use of festivals, events, attractions and other techniques to create a positive image.	Partial Gap	The city should add policy which seeks to sustain the arts and culture in Algona.	LUP 3.7 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character. LUP-10.1 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character. CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

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Transportation Goal	The region ~~will have~~ has a ~~safe, cleaner, integrated,~~ sustainable, equitable, affordable, safe and ~~highly~~ efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health ~~economic and environmental vitality, and better public health~~.	Overarching Goal: The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.	GOAL TR-4 Provide a variety of transportation services for citizens and business. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. GOAL TR-7 Create balance between future growth and the transportation systems that serve it. GOAL TR-9 Encourage alternatives to auto travel.	No Gap	While the city's goals do not exactly match the county's they are pointing in the same direction: a high quality and balanced transportation system that serves the needs of the community.	GOAL T-1 Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies. GOAL T-2 Encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity, and limits stress factors such as noise pollution and traffic congestion. GOAL T-4 Provide a variety of transportation services for citizens and business, especially for those who do not drive by choice or circumstances. Ensure transportation services address the needs of Black, Indigenous, and other People of Color, people with low and

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						no- incomes, and people with special transportation needs.
MPP-T-1	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	T-14 - Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.	TR-7.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems. GOAL TR-8 Maintain a reasonable and affordable level of service for roads. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion.	Policy Gap	The city should alter one if it's goals to provide for the safe, efficient, and reliable movement of goods and services	TR-1.3 Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.
MPP-T-2	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	T-23 - Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.	TR-5.2 The City should implement a sidewalk maintenance program. TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.	No Gap		TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy. CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues. CF-3.3 Ensure consistency of capital planning with other policies of this Plan. CF-3.4 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of

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						mutual concern and benefit. CF-3.5 Focus capital facility decisions on those projects that will achieve the goals of this Plan. CF-3.6 Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.
MPP-T-4	Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious ~~disabling~~ injuries.	T-29 - Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.	TR-5.8 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations TR-5.4 The City should strive to include bike lanes in new road improvements.	No Gap		TR-2.6 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-2.8 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-2.9 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations. TR-3.1 The City should correct specific high accident

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						intersections on both the arterial and collector system. TR-6.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.
MPP-T-5	Develop a transportation system that minimizes negative impacts to, and promotes, human health.	T-30 - Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions. T-31 - Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.	GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion.	No Gap		TR-2.1 Identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.
MPP-T-6	~~Promote~~ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, ~~that sustain~~ maintenance, improvement, preservation, and operation of the transportation system ~~facilities and reflect the costs imposed by users.~~	T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.	TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. • Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning. TR-7.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided	No Gap		TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. TR-6.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems. CF-2.1 Coordinate land use decisions and financial

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						resources with a schedule of capital improvements to meet adopted LOS standards. CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.
MPP-T-7	Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system. ~~Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.~~	T-1 - Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.	TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans. TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.	No Gap		GOAL T-1 Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. TR-6.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. TR-6.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.
MPP-T-8	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional	T-15 - Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net	TR-8.1 The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element. TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.	No Gap		TR-1.2 Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional

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	Growth Strategy ~~to and within the urban growth area~~. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	TR-7.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. TR-7.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element. TR-7.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems. TR-7.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works. TR-9.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions. TR-9.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.			Growth Strategy, VISION 2050, and the Countywide Planning Policies. TR-1.4 Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes. TR-3.3 The City will consider the following Vision 2050 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: a. Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. b. Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). c. Updated Regional Transportation Demand Management Action Plan.

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						d. Updated Transportation 2050 financial strategy. e. Coordination with planned METRO transit services. f. Coordination with Sound Transit planning.
MPP-T-9	Implement transportation programs and projects that provide access to opportunities while preventing or mitigating ~~in ways that prevent or minimize~~ negative impacts to people of color, people with low-income, ~~minority~~, and people with special transportation needs ~~populations~~.	T-8 - Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. T-9 - Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.		Gap	The city should add policies which seek to improve transportation access while minimizing negative impacts for minority groups.	TR-4.1 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs. TR-4.2 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.
MPP-T-10	Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors ~~the elderly~~, youth ~~the young~~, and people with low-incomes ~~populations~~.	T-19 - Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.	TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. GOAL TR-4 Provide a variety of transportation services for citizens and business. TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona: • Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.	No Gap		TR-4.1 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs. TR-4.2 Implement transportation programs and

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			• Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.). • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services. • Coordination with Sound Transit planning			projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.
MPP-T-12	Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	T-5 - Prioritize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.	GOAL TR-4 Provide a variety of transportation services for citizens and business. TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project. TR-5.4 The City should strive to include bike lanes in new road improvements. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons). .	No Gap		GOAL T-8 Encourage alternatives to auto travel. TR-8.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic. TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules. TR-8.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.
MPP-T-13	Increase the proportion of trips made by	T-3 - Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and	TR-7.1 Maintain a concurrency management system,	No Gap		TR-8.2 Promote public

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	transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.	private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.	explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided. TR-9.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules TR-9.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.			education efforts aimed at reducing transportation-related activities that increase air pollution. TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules. TR-8.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.
MPP-T-15	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	T-7 - Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.	TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons).	Partial Gap	The city should add policy to support transit in denser areas, and promote transit-oriented densities and development.	LUP-2.5 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy. TR-2.1 Identify and designate

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						planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.
MPP-T-26	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, ~~and~~ efficiency, and mobility, and prepare for continuing growth in freight and goods movement. ~~and to prevent degradation of freight mobility.~~	T-18 - Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.	LUP-2.4 Commercial and industrial development should complement the small town character of Algona. LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity.	Partial Gap	The city should implement policy that seeks to maintain and improve freight transportation through the city.	TR-1.5 Collaborate with BSNF and other freight transportation providers to ensure routine maintenance is conducted along the railway and enhance the safety of people, protect the environment, and efficiency of the rail system.
MPP-T-29	Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options. ~~Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.~~	T-34 - Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.	GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. TR-5.1 The City should increase the mileage of avenues for non- motorized travel by at least five percent (5%) over the base 2014 condition. TR-9.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic. TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. TR-9.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.	Partial Gap	The city should specifically call out alternative fuel and zero emissions vehicles as a potential method to reduce air pollution, or the city could add a policy which specifically seeks to expand the use of said vehicles.	NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
MPP-T-30	Provide infrastructure sufficient to support widespread electrification	T-34 - Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive		Gap	The city should add a policy to prepare for	NE-7.7 Promote energy efficiency, conservation

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	of the transportation system.	programs; and providing for electric vehicle charging stations.			widespread electrification of the transportation system.	methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
MPP-T-31	Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. ~~Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.~~	T-26 - Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.		Gap	The city should add a policy which promotes a resilient transportation system to prepare for natural disasters and other emergencies	NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
MPP-T-32	Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	T-25 - Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	NE 1.2 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM). UT-4.1: Adopt stormwater regulations that are consistent with the Department of Ecology's SWMM.	Partial Gap	The city could add a more proactive policy to reduce stormwater pollution from transportation facilities.	TR-1.6 Evaluate opportunities to integrate green design into transportation improvement projects by measuring the stormwater pollution impact of major arterials into Algona's waterways and wetlands. NE-1.6 Reduce stormwater discharge impacts that pollute waters of the state from transportation and development through collaborative watershed planning, redevelopment and retrofit projects, and low-impact development.

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Public Services Goal	The region ~~will~~ supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	Overarching Goal: County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.	GOAL CF-1 Provide needed public facilities to all residents concurrent with development. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact. ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs. GOAL CF-2 Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted LOS standards and concurrency with growth.	No Gap		UT-1.1 Promote co-location and timing of new public and private utility facilities. UT-1.2 Ensure that land will be made available for the location of utility lines, including location within transportation corridors. UT-3.4 Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected. CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth. CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards
MPP-PS-1	Protect and enhance the environment and public health and safety when providing services and facilities.	H-24 - Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants. PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	PR-1.1 Parks, Bike/Pedestrian Corridors and Open Space areas shall emphasize and protect the environmental qualities and natural amenities within and along their boundaries. UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. LUP-1.3 Create a variety of high quality places to live, work, shop and recreate. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. GOAL PR-5 New and existing parks should be safe and	Partial Gap	The city should add an equity lens to land use and housing practices, as highlighted previously. The city should also add policy around access to healthy food and providing living wage jobs. The city should add transportation policy to seek out the integration of natural and built	GOAL HU-5 Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational

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		T-24 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.	convenient. PR-5.1 Park and recreation facilities, park designs, facilities and fixtures should be encouraged to incorporate measures that reduce the exposure of users to unsafe conditions TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas. GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion. TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution. NE 1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. TR-5.4 The City should strive to include bike lanes in new road improvements. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact.		environments in transportation facilities.	opportunities, and civic services. HU-5.6 Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies. NE-1.10 Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted regional watershed plans.
MPP-PS-2	Promote affordability and equitable access of public	PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize	PR-5.2 Park facilities shall meet the requirements of the Americans with Disabilities Act (ADA) by incorporating	Policy Gap	The city should add policy	UT-7.2 Continue to provide

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	services to all communities, especially the historically underserved. Prioritize investments to address disparities.	investments to address disparities.	designated spaces for barrier-free parking, curb cuts, hard surface trails, low gradient ramps and inclines, recreational equipment, plumbing fixtures, and any other improvements required by the ADA that ensure that parks are accessible to all persons.		to increase equitable access to public services.	discounted utility services for members of the community that suffer from disability or are economically disadvantaged. UT-7.3 Ensure that all community members have equitable access to public services.
MPP-PS-3	Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy ~~vision~~.	PF-1 - Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.	LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities. LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. GOAL TR-7Create balance between future growth a TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth. nd the transportation systems that serve it. TR-9.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.	No Gap		CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth. CF-1.3 Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development. CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.
MPP-PS-4	Promote demand management and the conservation of services and facilities prior to developing new facilities.	PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-15 - Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. PF-23 Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as: a) Identifying surplus properties and private properties that could be	ED-1.5 Encourage energy conservation and energy efficiency through the building code GOAL UT-2: Encourage Energy Conservation and Conversion. Policies: UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of	Partial Gap	The city should add a policy to further coordinate with the school district to identify surplus properties and private properties, create opportunities for shared use of facilities, review development regulations pertaining to schools, prioritizing and simiplifying the permitting of schools, and considering the feasibility of locating playfields on	CF- 4.3 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. UT-2.1 Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

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		available for new school sites; b) Creating opportunities for shared use of buildings, fields, and other facilities; c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools; d) Prioritizing and simplifying permitting of schools; e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area; f) Partnering with school districts in planning and financing walking and biking routes for schools; and g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.	electric energy in the City's own facilities. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.		rural areas directly adjacent to schools.	LUP-1.5 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City.
MPP-PS-8	Develop conservation measures to reduce solid waste and increase recycling.	PF-14 - Reduce the solid waste stream and encourage reuse and recycling.		Gap	The city should add policy to reduce the solid waste stream.	UT-2.6: The city should explore strategies and technologies to reduce the solid waste stream.
MPP-PS-9	Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-11 - Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.	No Gap		CF-7.4 Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.
MPP-PS-13	Promote the use of renewable energy resources to meet the region's energy needs.	PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	ED-1.5 Encourage energy conservation and energy efficiency through the building code. GOAL UT-2: Encourage Energy Conservation and Conversion. Policies: UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.	No Gap		NE-7.6 Support the production and storage of clean renewable energy. NE-7.7 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals. UT-2.5 The City should

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						encourage the use of emerging technologies that promote environmental sustainability.
MPP-PS-14	Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	PF-15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.	ED-1.5 Encourage energy conservation and energy efficiency through the building code. GOAL UT-2: Encourage Energy Conservation and Conversion. Policies: UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.	No Gap		NE-2.4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources. NE-2.5 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. UT-2.1 Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality. UT-2.2 Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.4 The City should strive for a 20 percent reduction of electric energy in the City's own facilities.

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MPP-PS-15	Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.	PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources. UT-2.3: Consider converting the City's vehicle fleet to alternative fuels. UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.	No gap	The city could consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.	UT-5.2Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure**.** UT-6.3 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.
MPP-PS-17	Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.	PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.	TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access. TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs. UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.	Partial Gap	The city should add a policy supporting coordinated planning for public safety services in partnership with neighboring jurisdictions and frontline communities.	UT-3.5Coordinate disaster response planning for quick utility system recovery (MPP-PS-19) CF-4.6: Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.
MPP-PS-19	Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.	PF-27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.		Gap	The city should add a policy which promotes a resilient public facility system to prepare for natural disasters and other emergencies	UT-1.5 Encourage system design practices intended to minimize the number and duration of interruptions to customer service. UT-3.5Coordinate disaster response planning for quick utility system recovery (MPP-PS-19) UT-5.3Support efforts to increase the resiliency of utility by preparing for disasters and other impacts
MPP-PS-20	Consider climate change, economic, and health impacts when siting and building essential public services and facilities.	EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. PF-25 Consider climate change, economic, equity, and health impacts	UT-1.2: Ensure that land will be made available for the location of utility lines, including location within transportation corridors. UT-1.3: Review and amend existing regulations	Partial Gap	The city should add a policy which considers climate change and health impacts when siting essential public services	CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities.

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Algona Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Gap/Partial Gap	Recommended Actions for 2015 Policies	2024 Action Taken
VISION 2050 #	Policy/Action					
		when siting and building essential public services and facilities.	as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities. UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements. UT-1.5: Encourage system design practices intended to minimize the number and duration of interruptions to customer service. UT-1.8: The City will employ a "State of Good Repair" principle in maintaining its capital facilities to avoid more major capital repair needs in the future.		and facilities.	CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites. CF-7.09- Prioritize historically disadvantaged communities when siting green infrastructure.
MPP-PS-21	~~Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing~~ Consider the potential impacts ~~on water supply from~~ of climate change and fisheries protection on the region's water supply.	PF-5 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	ED-2.1 Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.	Partial Gap	The city should add policy which acknowledges the impact of climate change on the region's water supply.	UT-3.6 Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources. UT-6.1 Acknowledge the impact of climate change on the region's water supply
MPP-PS-22	Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.	PF-6 - Ensure that all residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.		Gap	The city should add a policy which seeks to protect the quality of the city's drinking water.	UT-7.1 Ensure that all residents have access to high quality drinking water through well maintained and sustainably sourced water
MPP-PS-24	Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.	Partial Gap	The city should consider requiring water reuse and reclamation where possible.	UT-6.2 Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools.
MPP-PS-25	Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	PF-5 - Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	UT-2.1: Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.	Partial Gap	The city should consider mandating plans to provide for long term water provision.	UT-7.1 Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Algona Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Gap/Partial Gap	Recommended Actions for 2015 Policies	2024 Action Taken
VISION 2050 #	Policy/Action					
						sustainably sourced water
MPP-PS-26	Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.	PF-20 - Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.	TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.	Partial Gap	The city should add a policy to further coordinate with the school district to identify surplus properties and private properties, create opportunities for shared use of facilities, review development regulations pertaining to schools, prioritizing and simplifying the permitting of schools, and considering the feasibility of locating playfields on rural areas directly adjacent to schools.	CF- 4.03 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. Cf-4.05 Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation.
MPP-PS-27	Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.	PF-23 - Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as: a) Identifying surplus properties and private properties that could be available for new school sites; b) Creating opportunities for shared use of buildings, fields, and other facilities; c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools; d) Prioritizing and simplifying permitting of schools; e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area; f) Partnering with school districts in planning and financing walking and biking routes for schools; and g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.	TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.	Partial Gap	The city should add a policy to site schools, institutions, and other community facilities to serve urban populations within Algona's UGA.	CF-4.07: Consider working with local institutions to site schools, institutions, and other community facilities within Algona's UGA.
MPP-PS-28	Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design	PF-21 - Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural		NA	While the city is not a rural area, the city could consider adding policy to serve surrounding rural	N/A

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Algona Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Gap/Partial Gap	Recommended Actions for 2015 Policies	2024 Action Taken
VISION 2050 #	Policy/Action					
	these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.	residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.			schoolchildren with facilities in Algona.	
MPP-PS-29	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.	PF-24 - Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies. PF-25 - Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities. PF-27 - Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.	CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services and accommodate projected growth. CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria: a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. b. Elimination of public hazards. c. Elimination of capacity deficits. d. Financial feasibility. e. Site needs based on projected growth patterns. f. New development and redevelopment. g. Plans of state agencies. h. Budget impact. CF-1.3 Reassess policies, plans, zoning and capital facilities plan as necessary to balance those facilities with future growth and development. Amend plans accordingly.	Partial Gap	The city should consider adding policy to consider climate change, equity, health, impact on marginalized communities, and increase disaster resiliency when siting new capital facilities.	Goal CF-5 Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities. CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites. CF-7.09- Prioritize historically disadvantaged communities when siting green infrastructure.

CITY OF ALGONA POLICY COMPARISON TABLE

PSRC VISION 2050 Chapter Abbreviations

RC = Regional Collaboration	CG = Climate Change	E = Economy
RGS = Regional Growth Strategy	DP = Development Patterns	T = Transportation
En = Environment	H = Housing	PS = Public Services
	AMI = Area Median Income	

Appendix D- Capital Improvement Plan

2024 CIP

Project Name	Priority	Project Location	Project Scope	Project Type	2024	2025	2026	2027	2028	2029	After 2029
Ellingson Road	1	City Limit to City Limit	Resurfacing Ellingson Road within the city limits (Design- 10,398 City, 93,581 State, Construction- 69,319 City, 623,871 State)	Resurfacing-Overlay	X						
Broadway	2	Celery Ave to one block west	Reconstruction of one block of roadway to meet existing pavement	Reconstruction-new asphalt		X					
Celery Ave Sidewalk	3	5th Ave N to Boundary Blvd and on 5th Ave between Main and Celery	Construction of sidewalks on the described 9 blocks	New Sidewalks		X					
Algona Blvd S	4	5th Ave NW to 1st Ave	Replace curb, gutter, and overlay over these four blocks	Reconstruction-replace curb and gutter and overlay			X				
Algona Blvd N	5	1st Ave to Boundary Blvd	12 blocks of curb, gutter, and overlay reconstruction along Algona Blvd N	Reconstruction-replace curb and gutter and overlay			X				
Algona Blvd Bike Lane	**6**	Algona Boulevard North from Boundary Boulevard to 5th Avenue South	Provide additional capacity for bicyclists	Bike Lane				X			
Main St	7	From Algona Blvd to 8th Ave N	2 blocks of overlay resurfacing along Main Street	Resurfacing-Overlay				X			
2nd Ave N & Seattle Blvd	8	From Hwy 167 to 1st Ave	3 blocks of overlay resurfacing along 2nd Ave N and Seattle Blvd	Resurfacing-Overlay					X		
11th Ave N	9	From Hwy 167 to Chicago Ave	3 blocks of overlay resurfacing along 11th Ave N	Resurfacing-Overlay						X	
4th Ave S	10	Algona Blvd to 1114 4th Ave S	A half block of overlay resurfacing along 4th Ave N	Resurfacing-Overlay						X	
2nd Ave S	11	Hwy 167 to Seattle Blvd	3 blocks of overlay resurfacing along 2nd Ave S	Resurfacing-Overlay						X	
6th Ave N	12	Hwy 167 to Chicago Ave	4 blocks of overlay resurfacing along 6th Ave N	Resurfacing-Overlay						X	

Algona Blvd/ Main St./ Broadway	13	Intersection of Algona Blvd, Main St, and Broadway	Installing a new roundabout at a six-way intersection	Roundabout						X	
7th N Ave Street Connector	**NA**	7th Avenue North to the east side of Algona Boulevard	Connect local road to collector arterial including frontage improvements	local road connections							**X**
Broadway Blvd Street Connector	**NA**	Broadway Boulevard to the west side of Celery Avenue	Connect local road to collector arterial including frontage improvements	local road connections							**X**
7th Ave N and Chicago Ave Street Connector	**NA**	7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North	Connect local road to collector arterial including frontage improvements	local road connections							**X**
Algona Blvd Sidewalk Improvement	**NA**	Algona Boulevard North from Boundary Boulevard to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Seattle Blvd Sidewalk Improvement	**NA**	Seattle Boulevard from 1st Avenue North to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Tacoma Blvd Sidewalk Improvement	**NA**	Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South	Provide additional capacity for pedestrians	New Sidewalks							**X**
Celery Ave Sidewalk Improvement	**NA**	Celery Avenue from Boundary Boulevard to Broadway Boulevard	Provide additional capacity for pedestrians	New Sidewalks							**X**
Broadway Blvd Sidewalk Improvement	**NA**	Broadway Boulevard from Algona Boulevard to Celery Avenue	Provide additional capacity for pedestrians	New Sidewalks							**X**
Main St Bike Lane	**NA**	Main Street from Algona Boulevard to 1st Avenue North	Provide additional capacity for bicyclists	Bike Lane							**X**
Milwaukee Blvd Bike Lane	**NA**	Milwaukee Boulevard from 1st Avenue North to 5th Avenue South	Provide additional capacity for bicyclists	Bike Lane							**X**

Appendix E- Land Capacity Analysis

Appendix E Land Capacity Analysis

Residential Land Capacity Analysis

Table E-1 Gross Residential Lands by Zone

*Limited areas have critical areas verified. Critical areas are ultimately determined by applicants who submit to the city. Only estimated critical areas are included in this calculation for the net zone.

**C1 zone assumes an 80 to 20 housing to jobs ratio.

***C3 zone assumes a 40 to 60 housing to jobs ratio.

****Critical areas are estimated using a map developed by ICF. The map indicates rough boundaries of critical areas however the City relies on private development projects to determine if critical areas are present and what developable lands. Critical areas were estimated for vacant, partial, and underutilized lands by adding up these three sets of acreages and multiplying it against the critical areas percentages of areas found below.

Residential Zones	Total AC in Zone	Total AC (not including ROW/Public land)	Gross Lands (ac)	
RL (Low Density Residential)	221.14	210.79	Vacant	30.35
			Partially Utilized	34.72
			Under Utilized	20.31
			Developed	135.77
RM (Medium Density Residential)	33.13	32.85	Vacant	11.59
			Partially Utilized	11.03
			Under Utilized	1.13
			Developed	9.38
C1 (Mixed Use)	57.97	57.76	Vacant	7.49
			Partially Utilized	33.29
			Under Utilized	6.41
			Developed	10.78
C3 (Heavy Commercial)* **	45.46	43.73	Vacant	7.98
			Partially Utilized	10.4
			Under Utilized	26.17
			Developed	0.91

Table E-2 Net Residential Land Capacity by Zone

Residential Zones	Critical Areas Deduction Factor*	Gross Lands Remaining after Critical Areas****		Infrastructure/Land Availability Dedication Factor**	Net Developable Lands	Assumed Density	Gross Residential Capacity (units)
RL (Low Density Residential)	6.78%	Vacant	28.29	24.04	62.52	5	312.59
		Partially Utilized	32.37	24.27			
		Under Utilized	18.93	14.20			
		Developed	NA	NA			
RM (Medium Density Residential)	22.82%	Vacant	8.95	7.60	14.64	8	117.12
		Partially Utilized	8.51	6.38			
		Under Utilized	0.87	0.65			
		Developed	NA	NA			
C1 (Mixed Use)	10.26%	Vacant	6.72	5.71	32.43	12	311.36
		Partially Utilized	29.87	22.41			
		Under Utilized	5.75	4.31			
		Developed	NA	NA			
C3 (Heavy Commercial)	8.89%	Vacant	7.27	6.18	31.17	14	174.55
		Partially Utilized	9.48	7.11			
		Under Utilized	23.84	17.88			
		Developed	NA	NA			
						Total Capacity:	**916 units**

*Limited areas have critical areas verified. Critical areas are ultimately determined by applicants who submit to the city. Only estimated critical areas are included in this calculation for the net zone.
** The infrastructure dedication is 0% for developed lands, 85% for partially utilized lands, and 75% for vacant or under-developed lands . ****Critical areas are estimated using a map developed by ICF. The map indicates rough boundaries of critical areas however the City relies on private development projects to determine if critical areas are present and what developable lands. Critical areas were estimated for vacant, partial, and underutilized lands by adding up these three sets of acreages and multiplying it against the critical areas percentages of areas found below.

Table E-3 Critical Areas Estimated Areas

Zone	Critical Areas Acreage	Zone Acreage	% of Zone
R-L	14.27	210.59	6.78
R-M	6.87	30.1	22.82
C-1	5.95	57.97	10.26
C-2	4.96	7.25	68.41
C-3	4.36	49.04	8.89
M-1	20.18	161.1	12.53
OS/CA	91.95	131.97	69.67
Public	0.51	6.09	8.37
Rail ROW	10.71	36.53	29.32

*This map is based on the ICF map and GIS overlays with the 2019 Zoning Map.
** Wetlands and stream data from ICF
***Geologic hazards from 2016 landslide hazard map from King County IMAP

Table E-4 Net Total Residential Capacity

Zone	Assumed Density		Net Developable Acres per Zone	Net Residential Capacity on Developable Parcels (vacant, partial, under lands)	Existing Housing units on Vacant, Partial, or Under developed lands	Net Residential Capacity Remaining
RL (Low Density Residential)	5	DU/AC	62.52	312.59	103	209.59
RM (Medium Density Residential)	8	DU/AC	14.64	117.12	37	80.12
C1 (Mixed Use)*	12	DU/AC	32.43	311.36	99	212.36
C3 (Heavy Commercial)*	14	DU/AC	31.17	174.55	19	155.55
		Total	140.76	915.61	258	**658**
						Units remaining in residential capacity

Table E-5 Accessory Dwelling Unit (ADU) Capacity

Zone	Estimated Lots Eligible for ADU	Total	Number of ADU's Permitted 2021-2023	Estimated Rate of Production	Eligible Lot ADU Participation Deduction	
RL	55	102	2	1 ADU per year X 20 years = 20 ADUs by 2044	102	
RM	13				eligible lots X (100%-75% participation deduction) = 25 lots likely to develop an ADU	
C1	14					
C3	20					
					Total:	**25 ADU's by 2044 Anticipated**

*Separate data sheet available for ADU estimates.

** It is realistic to assume a lower rate of ADU production. Algona is small and has a lower AMI than many jurisdictions nearby. There is an inherent value and connection to open space on private properties - Algona used to be entirely comprised of farmlands and single-family homes.

*** it is assumed only 1 ADU per lot will likely be developed.

Table E-6 Summary of Residential Capacity by Zone

Zone	Unit Capacity	Assigned Zone Category	Capacity in Zone Category
Low Density Residential (RL)	313	Low Density	313
Medium Density Residential (RM)	117	Medium Density	117
Mixed Use Commercial (C1)	311	Low Rise	311
Heavy Commercial (C3)	175	Mid Rise	175
ADUs	102	ADUs	102

Table E-7 Total Residential Capacity by Zone

Zone	Net Developable Lands (AC)	Assumed planned Density (units/ac)	Gross Residential Capacity	Existing Housing on Lands (units)	Net Residential Capacity (units)	Anticipated 20-year ADU Production (all zones)*	Total Residential Capacity	Assigned Zone Category
RL	62.52	5	313	103	210	**25**	**683 units**	Low Density
RM	14.64	8	117	37	80			Moderate Density
C1	32.43	12	311	99	212			Low Rise
C3	31.17	14	175	19	156			Mid-Rise

* 75% lots assumed unavailable in terms of participation and interest. ADU Eligible Lots indicates properties that are suited for ADU development and can meet the current zoning code requirements.

** Vacation homes and short-term rentals are not an issue prevalent in Algona. There is no local concern from residents, Council, staff, or the Mayor on vacation rentals or short-term rentals.

Table E-8 Projected Housing Needs and Capacity by Income Level

Income Level (AMI%)	Projected Housing Need	Zone Categories Serving Needs	Aggregate Housing Needs	Total Capacity	Capacity Surplus or Deficit
0-30% (PSH or Non PSH)	49	Mid Rise Multifamily	57	175	118
30-50%	8				
50-80%	7	Low Rise, Mid Rise, ADUs	21	413	392
80-100%	14				
100-120%	16	Medium Density Residential	16	117	101
120% +	76	Low Density Residential	76	313	237
Total	**170 units**		**170 units**	**1,022 units**	**848-unit surplus**

Table E-9 Projected Housing Needs by Income

Income Level	Percent of AMI	Net New Units Needed, 2020-2044
Extremely Low Income	0-30% PSH	17
	0-30% Non PSH	32
Very Low Income	30-50%	8
Low Income	50-80%	7
Moderate Income	80-100%	14
	100-120%	16
Above Moderate	120% +	76
Emergency Housing	NA	32

Table E-10 Production Barrier Assessment

Percent of AMI	Projected Housing Need (2020-2044)	Housing Types to Serve Needs	Aggregate Housing Need (2020-2044)	Annual Unit Production Needed	Historic Average Annual Production (PSRC Data 2010-2023)	Barrier to sufficient production?
0-30% PSH	17	Mid Rise	57	2.375	0*	Yes
0-30% Non PSH	32	Mid Rise				
30-50%	8	Mid Rise, ADUs				
50-80%	7	Low Rise, ADUs	21	0.875	0	Yes
80-100%	14	Low Rise, ADUs				
100-120%	16	Medium Density - Middle Housing	16	0.66	2.5**	No
120% +	76	Low Density (SFR)	76	3.16	4	No

*No forms of emergency, PSH, or transitional housing exist in Algona. There are no subsidized providers either.

**Forms of middle housing were only permitted as of 2021, data is skewed when determining rate of production over 13 years. This calculation is done over a period of 2 years as a result.

Table E-11 Classified Zones by Housing, Density, and Affordability

Zone Category	Typical Housing Types Allowed	Max Density Level Allowed	Assigned Zone Category	Median Price*	Market Rate	With Subsidies	Assumed Affordability Level for Capacity Analysis
RL	SFR, Duplex	6 du/ac	Low Density	$ 485,774.00	>120% AMI	*Not feasible at scale	Over 120% AMI
RM	SFR, Duplex, Townhouse, Courtyard Apartment, Live/Work,	12 du/ac	Moderate Density	$ 598,700.00	>120% AMI	*Not feasible at scale	100-120% AMI
C1	SFR, Duplex, Townhouse, Courtyard Apartment, Live/Work, Multifamily (up to 3 stories)	12 du/ac	Low Rise	$1,685.00 per month	80-120% AMI	Extremely low, very low, and low-income (0-80%)	50-100% AMI
C3	Multifamily (up to 4 or 5 stories)	25 du/ac	Mid-Rise	$ 1,685.00 per month	80-120% AMI	Extremely low, very low, and low-income (0-80%)	0-80% AMI
ADUs (All Zones)	Accessory Dwelling Units on developed residential lots	NA	NA	$ 1,685.00 per month	80-120% AMI	N/A	50-80% AMI

*Only 2023 'housing data' via Zillow.

Table E-12 Assumed Density Methodology

Zones	Gross Acres	Mixed Use	Existing Housing Units	Achieved Densities (units/acre)	Minimum/ Maximum Densities	Adjusted Mixed Use Density Assumption	Potential Gross Density (ac * max density)	Assumed Gross Density	Density Bonus Programs / FAR	Applied Annual Growth Rate Average*	Estimated Growth by 2044* (existing housing * annual growth rate)	Is the Zone underperforming?**, ***	Assumed Density for Net Capacity Estimate
RL	210.79	None	691	3.12	Max: 6 units/acre	None	1,327 units	1,327 units	None	1.31%	908	No	5 units/acre
RM	32.82	None	139	4.19	Max: 12 units/acre	None	398 units	398 units	None	1.66%	196	Yes	8 units/acre
C1	57.76	80% Residential	184	3.17	Max: 12 units/acre	10 units/acre	696 units	464 units	None	1.66%	260	Yes - Significant	12 units/acre
C3	43.73	40% Residential	19	0.41	Max: 25 units/acre	15 units/acre	1,137 units	682 units	None	1.66%	26	Yes - Significant	14 units/acre

Employment Land Capacity Analysis

Table E-13 Gross Employment Capacity by Zone

Zones	Gross Zone Area (ac)	Total AC (not including ROW / Public Lands)	Gross Lands	
RL	211.08	210.79	Vacant	30.35
			Partially Utilized	34.72
			Under Utilized	20.31
			Developed	135.77
RM	33.13	32.85	Vacant	11.59
			Partially Utilized	11.03
			Under Utilized	1.13
			Developed	9.38
C1	57.97	43.73	Vacant	7.49
			Partially Utilized	33.29
			Under Utilized	6.41
			Developed	10.78
C2	11.18	9.52	Vacant	9.29
			Partially Utilized	1.89
			Under Utilized	0.00
			Developed	0.00
C3	56.5	43.73	Vacant	7.98
			Partially Utilized	10.4
			Under Utilized	26.17
			Developed	0.91
M1	269.36	264.94	Vacant	126.79
			Partially Utilized	6.55
			Under Utilized	12.81
			Developed	123.21

OSCA	132.08	**NA - OSCA lands will not have any jobs**	**NA - OSCA lands will not have any jobs**	**NA - OSCA lands will not have any jobs**
Public	5.44	5.44	Vacant	0
			Partially Utilized	0
			Under Utilized	0
			Developed	5.44
Total	**776.736**	**610.678**		**647.052**

Table E-14 Net Employment Capacity by Zone

Zones	Gross Zone Area (ac)	Total AC (not including ROW / Public Lands)	Gross Lands		Critical Areas Dedication Factor	Gross Lands Remaining after Critical Areas****		Infrastructure/Land Availability Dediction Factor		Net Devlopable Lands Remaining	Jobs to Housing Considerations*	Est. Job Per Zone (developed, partial, and underutilized lands) PSRC 2022
RL	211.08	210.79	Vacant	30.35	6.78%	NA – Not a job generating zone				0.00	NA – Not a job generating zone	0
			Partially Utilized	34.72								
			Under Utilized	20.31								
			Developed	135.77	NA							
RM	33.13	32.85	Vacant	11.59	22.82%							0
			Partially Utilized	11.03								
			Under Utilized	1.13								
			Developed	9.38	NA							
C1	57.97	43.73	Vacant	7.49	10.26%	Vacant	6.72	Vacant	5.71	35.49	7.10	185
			Partially Utilized	33.29		Partially Utilized	33.29	Partially Utilized	24.97			
			Under Utilized	6.41		Under Utilized	6.41	Under Utilized	4.81			
			Developed	10.78	NA	Developed	10.78	Developed	NA			
C2	11.18	9.52	Vacant	9.29	68.41%	Vacant	9.29	Vacant	7.90	9.31	9.31	0
			Partially Utilized	1.89		Partially Utilized	1.89	Partially Utilized	1.42			
			Under Utilized	0.00		Under Utilized	0.00	Under Utilized	0.00			
			Developed	0	NA	Developed	0	Developed	NA			
C3	56.5	43.73	Vacant	7.98	8.89%	Vacant	7.27	Vacant	6.18	33.61	13.44	328
			Partially Utilized	10.4		Partially Utilized	10.4	Partially Utilized	7.80			
			Under Utilized	26.17		Under Utilized	26.17	Under Utilized	19.63			
			Developed	0.91	NA	Developed	0.91	Developed	NA			
M1	269.36	264.94	Vacant	126.79	12.53%	Vacant	110.90	Vacant	94.27	106.97	106.97	1330
			Partially Utilized	6.55		Partially Utilized	5.73	Partially Utilized	4.30			
			Under Utilized	12.81		Under Utilized	11.20	Under Utilized	8.40			
			Developed	123.21	NA	Developed	123.21	Developed	NA			
OSCA	132.08	NA – OSCA lands will not	NA – OSCA lands will not	NA – OSCA lands will not	69.67%	NA – Not a job generating zone				0.00	0.00	0
Public	5.44	5.44	Vacant	0	8.37%	Vacant	0	Vacant	0.00	0.00	0.00	19
			Partially Utilized	0		Partially Utilized	0	Partially Utilized	0.00			
			Under Utilized	0		Under Utilized	0	Under Utilized	0.00			
			Developed	5.44	NA	Developed	5.44	Developed	NA			
Total	**776.736**	**610.996**		**643.676**			**369.619509**			**185.38**	**136.82**	**1862**

**C1 zone assumes a 80 to 20 housing to jobs ratio.
***C3 zone assumes a 40 to 60 housing to jobs ratio.

Table E-15 Net Employment Capacity by Zone

Zone	Developed Land (AC, includes developed, partial, and under utilized lands) with Existing Job Generating Uses	Gross Job SF (Commercial, Industrial, or job generating uses on developed, partial, or under lands)	Total Jobs (PSRC 2022)	Est. Jobs Distributed by Zone*	SF per Job	Notes
C1	50.48	98782	1862	185	534	Each 534 sf of GFA generates 1 job.
C2	0	0		0	0	There are no job generating uses established in any parcel in the C2 zone, which is primarily vacant lands encumbered by wetlands or SFRs.
C3	37.48	44978		328	137	Each 137 sf of GFA generates 1 job
M1	140.14	2412434		1330	1814	Each 1,814 sf of GFA generates 1 job
Public	5.44	10400		19	547	Each 547sf of GFA generates 1 job

*See distribution of jobs in PSRC Jobs and Trends. In general there are a limited number of jobs in the city and they are strongly tied to uses allowed in the Land Use Table (AMC 22.33)

*All C1 lots for commercial use are partial or underutilized.

**All C2 lands are undeveloped. There is no average SF per job as a result. The average between C1 and C3 will be taken to determine the anticipated average jobs per SF assumption for future capacity.

Table E-16 Net Employment Capacity by Zone

Zone	Remaining Developable Lands in AC (Vacant, Partial, Under)	Total SF of Net Developable Lands (Vacant, Partial, Under)	Max Lot Coverage (permitted by zone)	Potential Job SF (based on maximum lot coverage permitted by zone)	Job Capacity per SF Ratio (Potential Job SF / Achieved Jobs per SF)	Permit Pipeline for Jobs	Total Job Capacity Remaining	2044 Capacity Target
C1	7.10	309276	0.75	231957	434	0	6162	325
C2*,**	9.31	405543	0.75	304157	906	0		
C3	13.44	585446	0.75	439085	3202	51		
M1	106.97	4659613	0.65	3028748	1670	0		
Public	0.00	0	NA	0	0	0		

*Note - the city does not have a max lot coverage for C2 or C3, and has no max impervious surface standards. In lieu of this, site features like landscaping and parking were used to assume a maximum of 75% of lot coverage could be possible.

** Because the C2 zone currently has no existing jobs, the average jobs per SF between C1 and C3 is used. The average is 335.54 sf per job.

***Note - While the RL and RM zones generally are not designed to accommodate jobs, there are a couple of permitted uses in these zones that could be seen as a job generating use, such as daycares, adult family homes, or home businesses. While there is limited local data available on these uses existing in Algona, it is equally difficult to predict which properties are likely to develop into both a residential and job generating use. An estimated 1% of jobs is used in the final capacity to accommodate these potential uses in zones that are primarily not job generating uses.

Appendix F- Traffic Analysis

DKS 719 SECOND AVENUE, SUITE 1250, SEATTLE, WA 98104 • 206.382.9800 • DKSASSOCIATES.COM

ALGONA TRANSPORTATION CITYWIDE NEEDS & RECCOMENDATIONS

DATE: October 20, 2023

TO: Russ Avery | City of Algona

FROM: Sarah Keenan, PE | DKS Associates
Bryce Beason, EIT | DKS Associates

SUBJECT: Algona Transportation Impact Fee Project #23017

INTRODUCTION

The City of Algona's Transportation Citywide Needs and Recommendations is intended to evaluate the city's existing and future transportation network as well as make recommendations for projects to accommodate new development. This memorandum documents the results of the traffic operations analysis for the existing year 2023 and future year 2044. It then lists potential vehicular, sidewalk, and bicycle improvement projects that will improve traffic operations and connectivity in 2044. A study area vicinity map is shown below in Figure 1.

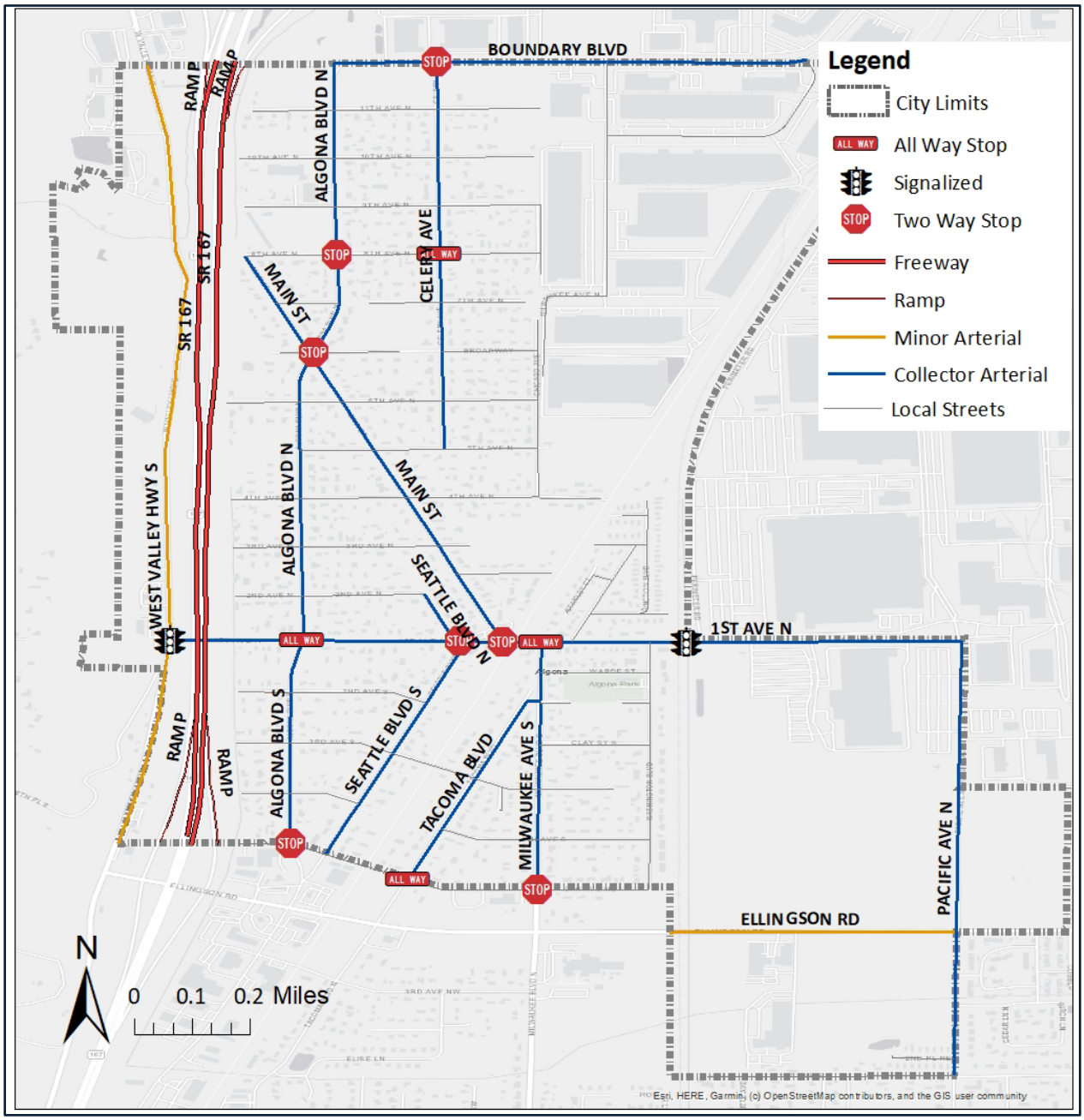


FIGURE 1: ALGONA STUDY AREA

STUDY AREA AND INTERSECTIONS

A total of thirteen intersections were identified for the study and are listed in Table 1 along with their control type. A vicinity map of these intersections is shown in Figure 1 and Figure 2. The study intersections noted in Table 1 include the following traffic control types:

- Signal: a fully signalized intersection for all vehicles and pedestrians.

- Two-Way Stop: two-way or side street stop-controlled intersection for vehicles. The major roadway does not stop.
- All-Way Stop: all-way stop controlled intersection for vehicles.



FIGURE 2: NORTH ALGONA STUDY INTERSECTIONS



FIGURE 3: SOUTH ALGONA STUDY INTERSECTIONS

TABLE 1: STUDY INTERSECTIONS AND TRAFFIC CONTROL TYPE

#	INTERSECTION	TRAFFIC CONTROL
1	MAIN ST / ALGONA BLVD	Two Way Stop
2	W VALLEY HWY / 1ST AVE N	Signal
3	ALGONA BLVD N / 1ST AVE N	All Way Stop
4	1ST AVE N / SEATTLE BLVD N	Two Way Stop
5	1ST AVE N / N MAIN ST	Two Way Stop
6	MILWAUKEE BLVD / 1ST AVE N	All Way Stop
7	1ST AVE N / PERIMETER RD	Signal
8	5TH AVE NW / ALGONA BLVD	Two Way Stop
9	5TH AVE NW / TACOMA BLVD	All Way Stop
10	5TH AVE NW / MILWAUKEE BLVD	Two Way Stop
11	8TH AVE N / ALGONA BLVD N	Two Way Stop
12	8TH AVE N / CELERY AVE	All Way Stop
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop

EXISTING CONDITIONS

TRANSIT SERVICE

King County Metro operates a single dial-a-ride transit (DART) route through Algona and the surrounding area. DART is a fixed route transit service operated in King County using smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request. DART route 917 travels along Ellingson Road, Pacific Avenue North, Milwaukee Boulevard South, 1st Avenue North, Main Street, Algona Boulevard North, and Boundary Boulevard. This route provides service to both The Outlet Collection and Auburn Transit Center.

DART route 917 operates from 5:00 AM to 7:00 PM on weekdays and from 8:30 AM to 5:00 PM on weekends. It operates under 20-to-30-minute headways during the weekdays and every hour on weekends. The route map is shown below in Figure 4.

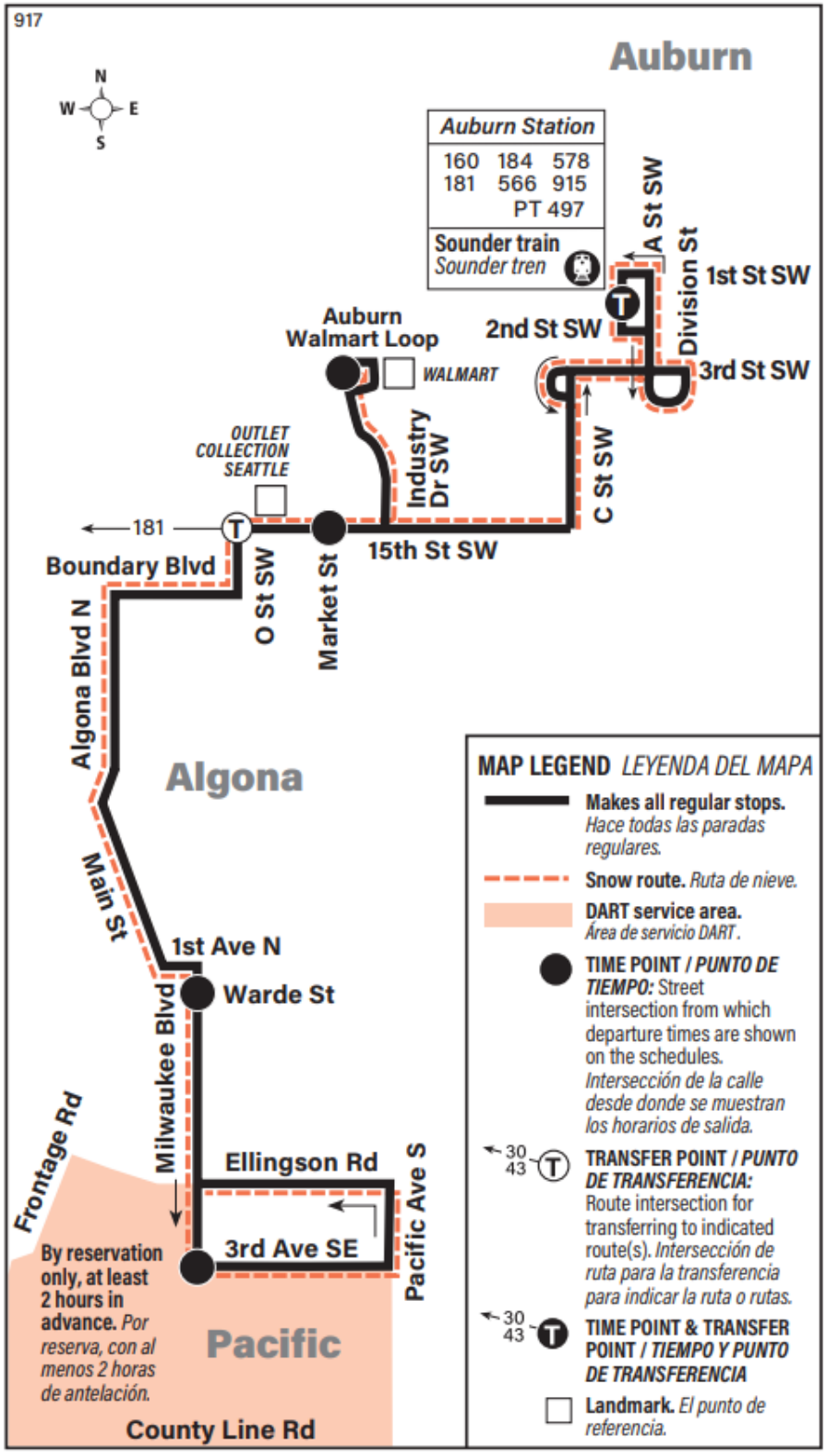


FIGURE 4: DART ROUTE 917 TRANSIT MAP

BIKE AND SIDEWALK FACILITIES

There are existing sidewalks on both sides of the roadway on Milwaukee Boulevard South, 1st Avenue North, Warde Street, Industry Drive North, and Boundary Boulevard for the extent of the city. There are sidewalks on one side of the street on Main Street from Algona Boulevard to 1st Avenue North and Ellingson Road from Pacific Avenue North to Milwaukee Boulevard North.

The only existing bicycle facility in the city is located on Boundary Boulevard from Algona Boulevard North to Industry Drive North. This bike lane has a channelization buffer separating it from the roadway starting to the east of O Street. The Interurban Trail is a partially paved 14-mile long trail that connects Tukwila, Kent, Auburn, Algona, and Pacific. In Algona, it crosses one street, 1st Ave North, which is controlled with a Rectangular Rapid Flashing Beacon (RRFB).

Bike and sidewalk facilities can be seen in Figure 5.

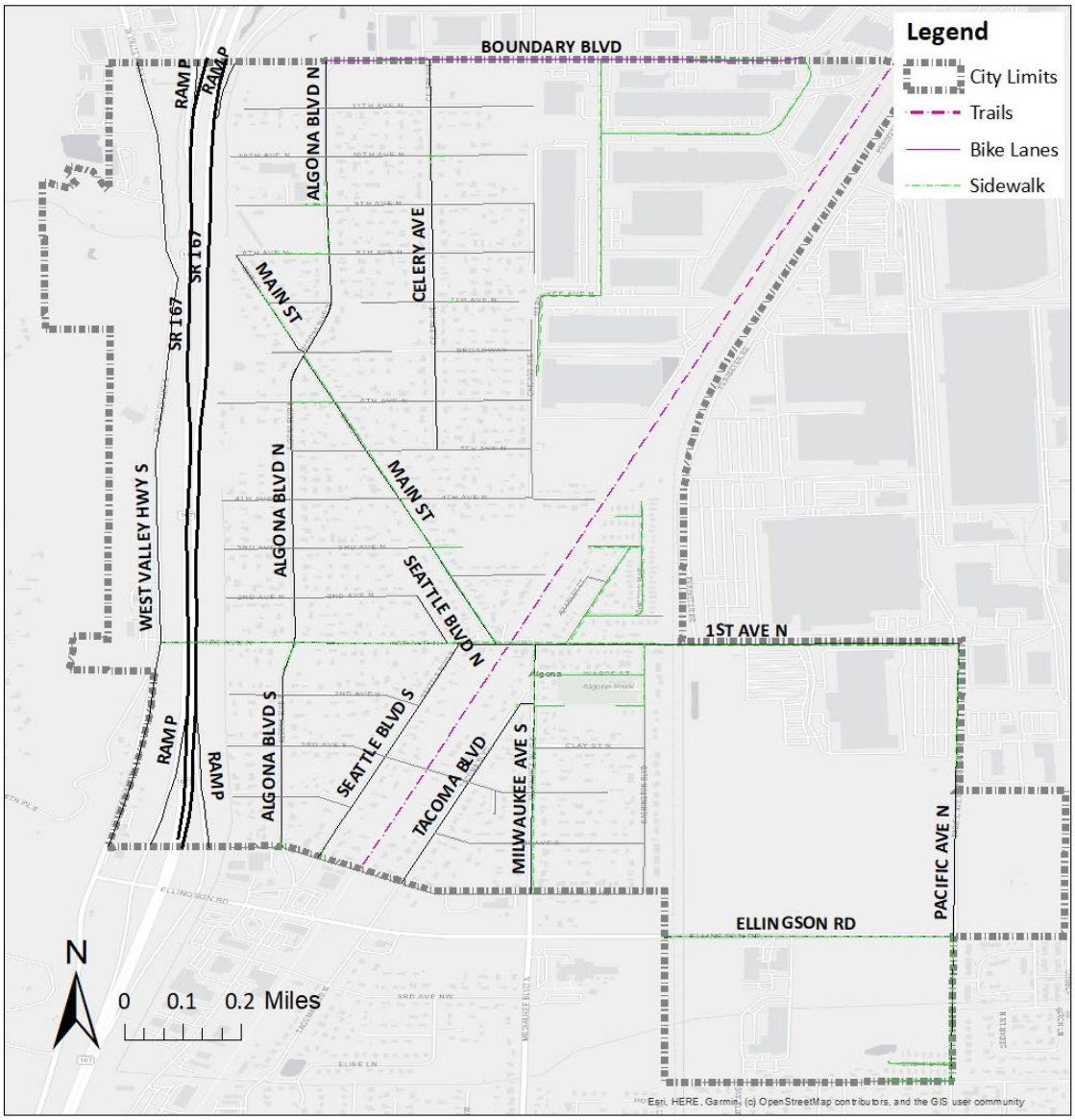


FIGURE 5: BIKE AND SIDEWALK FACILITIES

CRASH DATA ANALYSIS

The most recently available 5-year period crash data from WSDOT was 2016 to 2021. This is summarized for each study intersection by severity and crash type below in Table 2 and Table 3. Only crashes that occurred at study intersections are included, totaling one for West Valley Highway and 1st Avenue North, one for Algona Boulevard North and 1st Avenue North, one for 1st Avenue North and Main Street, one for Milwaukee Boulevard and 1st Avenue North, one for 8th Avenue North and Algona Boulevard, and one for 8th Avenue North & Celery Avenue. The intersections that had a crash from 2016 to 2021 are recorded in the tables below.

TABLE 1: CRASH DATA SUMMARY BY CRASH SEVERITY (2016-2021)

	SEVERITY						
INTERSECTION	FATAL	SUSPECTED SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	NO APPARENT INJURY	UNKNOWN	TOTAL
W VALLEY HWY & 1ST AVE N	0	0	0	0	1	0	1
ALGONA BLVD N & 1ST AVE N	0	0	0	0	1	0	1
1ST AVE N & MAIN STREET	0	0	1	0	0	0	1
MILWAUKEE BLVD & 1ST AVE N	0	0	0	0	1	0	1
8TH AVE N & ALGONA BLVD	0	0	0	1	0	0	1
8TH AVE N & CELERY AVE	0	0	0	0	1	0	1

TABLE 2: CRASH DATA SUMMARY BY CRASH TYPE (2016-2021)

	CRASH TYPE					
INTERSECTION	ANGLE	LEFT TURN	REAR END	PARKED VEHICLE	TURNING	TOTAL
W VALLEY HWY & 1ST AVE N	1	0	0	0	0	1
ALGONA BLVD N & 1ST AVE N	0	1	0	0	0	1
1ST AVE N & MAIN STREET	0	0	0	1	0	1
MILWAUKEE BLVD & 1ST AVE N	0	0	1	0	0	1
8TH AVE N & ALGONA BLVD	1	0	0	0	0	1
8TH AVE N & CELERY AVE	1	0	0	0	0	1

To determine if any of the study intersections are experiencing a prominent level of crashes, the crash rate was calculated. In general, if an intersection has more than 1.0 crashes per million entering vehicles over a 5-year period, then safety improvements should be considered. The results of the crash rate analysis are shown in Table 4 below.

TABLE 3: CRASH RATE (2016-2021)

INTERSECTION	TOTAL CRASHES	AADT [A]	CRASHES PER MILLION ENTERING VEHICLES
W VALLEY HWY & 1ST AVE N	1	13,850	0.20
ALGONA BLVD N & 1ST AVE N	1	5,670	0.48
1ST AVE N & MAIN STREET	1	3,500	0.78
MILWAUKEE BLVD & 1ST AVE N	1	3,540	0.77
8TH AVE N & ALGONA BLVD	1	3,840	0.71
8TH AVE N & CELERY AVE	1	920	2.98

[a] AADT is assumed to be 10 times the PM peak hour traffic volume.

As shown, the intersection of 8th Ave N and Celery Ave has a crash rate greater than 1.0 crashes per million entering vehicles over the 5-year period. However, this intersection has very low traffic volume with less than 100 entering vehicles during the PM peak hour. The low volume inflates the crash rate. With only one collision in 5 years, this intersection does not require further safety analysis.

DATA COLLECTION

Traffic counts were collected on Thursday, April 27th, 2023, at all study intersections in the AM and PM peak periods by IDAX.

ANALYSIS METHODOLOGY

The traffic modeling program *Synchro 11* was used to determine the intersection's operations for the existing conditions and future conditions. Results were reported based on HCM 6 methodologies for unsignalized and signalized intersections.

LEVEL OF SERVICE

The level of service (LOS) is an intersection performance measure commonly used to provide an overview of how each movement and the overall intersection is operating. The LOS provides a "report card" rating of letters A through F based on average vehicle delay through the intersection. LOS A indicates free flow conditions with minimal delay traveling through an intersection while LOS F indicates excessive vehicle delay and demand is greater than capacity. The intersection average delay and LOS is based on the movement with the highest delay for a two-way stop-controlled intersection. The Highway Capacity Manual has LOS criteria for unsignalized and signalized intersections and can be found below in Table 5 and Table 6.

TABLE 4: LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

TABLE 5: LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	0-10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

REQUIRED OPERATING STANDARDS

The City of Algona requires study intersections to meet its minimum LOS standard of LOS D for arterials and LOS E for local access streets.[1]

EXISTING CONDITIONS OPERATIONS

Existing conditions AM and PM peak hour intersection operations are shown below in Table 7. The table provides the intersection average delay and LOS at each study location. It also provides a comparison of the City of Algona's LOS operating standard. All study intersections currently meet the operating standards in the AM and PM peak hours.

[1] City of Algona Comprehensive Plan, Page 9-7

TABLE 6: EXISTING CONDITIONS AM AND PM PEAK INTERSECTION OPERATIONS

INT #	INTERSECTION	OPERATING STANDARD	EXISTING AM PEAK		EXISTING PM PEAK	
			DELAY (SEC)	LOS	DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	LOS D	9.9	A	15.2	C
2	W VALLEY HWY / 1ST AVE N	LOS D	5.1	A	6.9	A
3	ALGONA BLVD N / 1ST AVE N	LOS D	7.8	A	10.2	B
4	1ST AVE N / SEATTLE BLVD N	LOS D	9.1	A	9.6	A
5	1ST AVE N / N MAIN ST	LOS D	9.3	A	10.4	B
6	MILWAUKEE BLVD / 1ST AVE N	LOS D	7.7	A	8.4	A
7	1ST AVE N / PERIMETER RD	LOS D	1.7	A	0.5	A
8	5TH AVE NW / ALGONA BLVD	LOS D	9.1	A	10.6	B
9	5TH AVE NW / TACOMA BLVD	LOS D	7.2	A	7.1	A
10	5TH AVE NW / MILWAUKEE BLVD	LOS D	9.2	A	9.8	A
11	8TH AVE N / ALGONA BLVD N	LOS D	9.9	A	10.7	B
12	8TH AVE N / CELERY AVE	LOD D	7.2	A	7.4	A
13	CELERY AVE / BOUNDARY BLVD	LOS D	9.6	A	14.6	B

FUTURE (2044) CONDITIONS

The following section documents the future conditions analysis for the PM peak hours in the future year (2044) horizon.

FUTURE CONDITIONS OPERATIONS

To obtain future 2044 traffic volumes, existing PM (2023) traffic volumes were grown using a compound growth rate of one percent per year.

The intersection of Main Street and Algona Boulevard is proposed to be converted from a two-way stop control intersection to a roundabout by 2044. A SIDRA roundabout analysis was performed on this intersection for the future PM 2044 conditions.

2044 future conditions PM peak hour intersection operations are shown below in Table 8. The table provides the intersection average delay and LOS at each study location. It also provides a

comparison of the City of Algona's LOS operating standard and control type. All study intersections are expected to meet the operating standards in 2044 during the PM peak hours.

TABLE 8: FUTURE CONDITIONS PM PEAK INTERSECTION OPERATIONS

INT #	INTERSECTION	CONTROL TYPE	OPERATING STANDARD	FUTURE PM PEAK	
				DELAY (SEC)	LOS
1	MAIN ST / ALGONA BLVD	Roundabout*	LOS D	4.3	A
2	W VALLEY HWY / 1ST AVE N	Signal	LOS D	10.1	A
3	ALGONA BLVD N / 1ST AVE N	All Way Stop	LOS D	10.6	B
4	1ST AVE N / SEATTLE BLVD N	Two Way Stop	LOS D	9.9	A
5	1ST AVE N / N MAIN ST	Two Way Stop	LOS D	10.9	B
6	MILWAUKEE BLVD / 1ST AVE N	All Way Stop	LOS D	8.4	A
7	1ST AVE N / PERIMETER RD	Signal	LOS D	0.5	A
8	5TH AVE NW / ALGONA BLVD	Two Way Stop	LOS D	10.9	B
9	5TH AVE NW / TACOMA BLVD	All Way Stop	LOS D	7.1	A
10	5TH AVE NW / MILWAUKEE BLVD	Two Way Stop	LOS D	10.0	A
11	8TH AVE N / ALGONA BLVD N	Two Way Stop	LOS D	11.1	B
12	8TH AVE N / CELERY AVE	All Way Stop	LOD D	7.4	A
13	CELERY AVE / BOUNDARY BLVD	Two Way Stop	LOS D	14.4	B

* Intersection operates under two-way stop control in 2023.

PROJECT LIST

The project list includes a network of vehicular, biking, walking and transit-supportive projects on the city's roadway system. These capital projects are proposed to improve the traffic operations and connectivity of Algona.

The resulting project list is outlined below. The project list includes several projects that add vehicular, pedestrian, and bicycle capacity.

STREET CONNECTOR PROJECTS

Street connector projects aim to connect local roads to collector arterials. There are numerous locations throughout the city where a local road comes to a dead end and can be extended within the right of way to meet a collector arterial. The project team identified the following locations for this type of treatment:

1. 7th Avenue North to the east side of Algona Boulevard
2. Broadway Boulevard to the west side of Celery Avenue
3. 7th Avenue North and Chicago Avenue to the west side of Milwaukee Avenue North

SIDEWALK PROJECTS

Sidewalk projects aim to provide additional capacity for pedestrians. The project team identified arterials as high priority locations and did a feasibility analysis considering right of way and physical space constraints. The following locations were identified as high priority:

1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Seattle Boulevard from 1st Avenue North to 5th Avenue South
3. Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South
4. Celery Avenue from Boundary Boulevard to Broadway Boulevard
5. Broadway Boulevard from Algona Boulevard to Celery Avenue

BIKE LANE PROJECTS

Bike lane projects aim to provide additional capacity for bicyclists. The project team identified arterials as high priority locations and did a feasibility analysis considering physical space constraints. The following locations were identified as high priority:

1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South
2. Main Street from Algona Boulevard to 1st Avenue North
3. Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Appendix G- Draft SEPA Checklist

City of Algona, WA
200 Washington Blvd
Algona, WA 98001
www.algonawa.gov

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

SEPA File Number:

A. Background [HELP]

1. **Name of proposed project, if applicable:**

   The City of Algona 2024 Comprehensive Plan Periodic Update ("2024 Comprehensive Plan") and the Algona Municipal Code (AMC) Amendments ("2024 Code Amendment").

2. **Name of applicant:**

   City of Algona
   200 Washington Blvd
   Algona, WA 98001

3. **Address and phone number of applicant and contact person:**

   Jessica Griess
   City Administrator
   City of Algona
   200 Washington Blvd
   Algona, WA 98001
   Phone: 253-833-2897
   Email: jessicag@algonaWA.gov

4. Date checklist prepared: April 16, 2024

5. Agency requesting checklist: City of Algona

6. Proposed timing or schedule (including phasing, if applicable):

Final action on the Algona 2024 Periodic Comprehensive Plan Update and associated Algona Municipal Code amendments are anticipated to occur by December 2024:

- August 2024 – The 2024 Periodic Comprehensive Plan Update is adopted.
- December 2024 – The 2024Perdioic Comprehensive Plan Update is re-adopted with any changes as requested by King County, Puget Sound Regional Council, or the Department of Commerce.
- June 2025 – The City of Algona Municipal Code updates are adopted based on requirements of the Growth Management Act.
- June 2024 through December 2034 – Complete capital improvement projects as outlined in the 2024 Comprehensive Plan.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The City of Algona Comprehensive Plan and AMC are regularly updated per the requirements of the Growth Management Act (GMA). The Comprehensive Plan is due to be updated every 10 years per the requirements of the GMA. The goals and policies within the Comprehensive plan may direct future activities that may require future SEPA procedure.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

1. 2015 Comprehensive Plan adopted by Ordinance 1396, June 2015
2. State Environmental Policy Act (SEPA) checklist review, and threshold determination for non-project actions
3. Housing Needs Assessment
4. Traffic Study
5. Multimodal Transportation Analysis
6. Transportation Improvement Plan
7. Critical Areas Evaluation
8. Soils Map by USDA in July 2023
9. Land Capacity Analysis
10. Adoption by Algona City Council.
11. Verification of GMA compliance by Washington State Department of Commerce.
12. Plan Certification by Puget Sound Regional Council.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications; however, future development applications would be subject to the approved updates of the 2024 Comprehensive Plan and the 2024 Code Amendment.

10. List any government approvals or permits that will be needed for your proposal, if known.

The Planning Commission will hold a public hearing on the proposed amendments; after which they will forward a recommendation to either approve, approve with conditions, or deny the amendments to the Algona City Council. The Algona City Council is anticipated to take final action on the amendment by December 2024.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Algona 2024 Comprehensive Plan proposes a Periodic Update of the Algona 2015 Comprehensive Plan, which guides City of Algona decisions on a range of City topics and services over a 20-year period. The 2024 Comprehensive Plan will impact all development and areas within the municipal boundaries of City of Algona, including but not limited to, neighborhoods, businesses, traffic, the environment, and residents. The 2024 Comprehensive Plan will reflect the community's vision and values of Algona, while meeting state and federal laws. The 2024 Comprehensive Plan Update will not result in an updated Official Zoning and Land Use Map.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide

the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The 2024 Comprehensive Plan Periodic Update will update future decisions within the municipal boundaries of the City of Algona.

B. Environmental Elements [HELP]

1. *Earth* [help]

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Due to the number of impacted parcels, general city topography conditions cited in the 2015 City of Algona Comprehensive Plan are provided: “The City of Algona lies in a river valley running in a north/south direction. The valley floor is relatively flat (slopes less than 1 percent). The base elevation of the City is approximately 70 feet. To the west of the City inside and outside the Urban Growth Boundary are steeply sloping bluffs (slopes of 50 to 90%)” (2015 Comprehensive Plan, page 6-1).

b. What is the steepest slope on the site (approximate percent slope)?

General city slope conditions cited in the 2015 City of Algona Comprehensive Plan are provided: “To the west of the City inside and outside the Urban Growth Boundary are steeply sloping bluffs (slopes of 50 to 90 percent)” (2015 Comprehensive Plan, page 6-1).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

General city soil conditions cited in the 2023 USDA City of Algona Soils Map are provided:

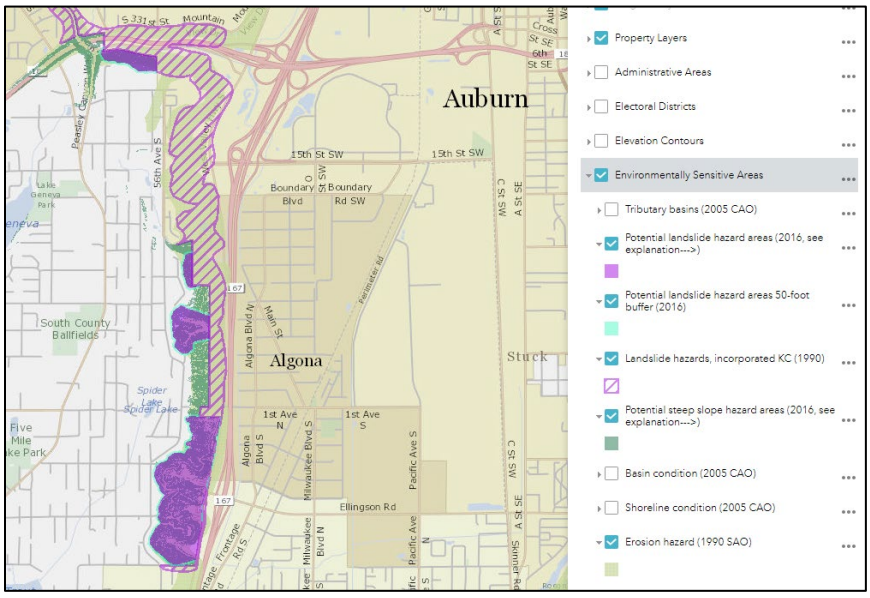
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AgB	Alderwood gravelly sandy loam, 0 to 8 percent slopes	6.7	0.4%
AkF	Alderwood and Kitsap soils, very steep	152.0	8.4%
Br	Briscot silt loam	84.2	4.6%
Os	Oridia silt loam	6.3	0.3%
Pu	Puget silty clay loam	2.0	0.1%
Re	Renton silt loam	115.7	6.4%
Sk	Seattle muck	709.7	39.0%
Sm	Shalcar muck	11.8	0.6%
So	Snohomish silt loam	92.5	5.1%
Ur	Urban land	633.8	34.9%
W	Water	3.2	0.2%
Totals for Area of Interest		**1,818.1**	**100.0%**

Source: USDA 2023, Web Soil Survey

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No geotechnical reports have been prepared in conjunction with the proposal, as the proposal is a non-project action. General city soil stability conditions cited in the 2015 City of Algona Comprehensive Plan are provided: “The primary soils in Algona are nearly level, poorly drained and of fine texture. With a high-water table, placement of buildings and foundation construction is a challenge for new development” (2015 Comprehensive Plan, page 6-1).

The figure below is a screenshot of the King County iMap, taken on April 15, 2024:



According to the King County iMap GIS tool, all erosion hazard areas and potential landslide hazard areas are located west of Highway 167. In addition, the iMap GIS tool also only shows historic indications of unstable soils in notice to titles west of Highway 167.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

N/A. The proposed project a non-project action. No fill or grading is proposed as a direct result of this non-project action. Any clearing, grading, or filling will be reviewed at the time of future project permit submittal. An engineered permit application will be submitted with future project applications that contain specific information detailing the quantities of any fill, cuts, excavation, or grading. Projects involving fill and/or grading will be evaluated by the policies and regulations adopted in the Algona Municipal Code (AMC).

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A. The proposed project is a non-project action. All future short-term construction activities have the potential to cause erosion during project construction. Best management practices (BMPs) will be used during construction to reduce the potential of any off-site damage due to uncontrolled erosion. BMPs are found in the current Department of Ecology Storm Water Management Manual for Western Washington. BMPs not included in the manual may be approved by the director if it demonstrates that they provide equivalent effectiveness (AMC 13.46.120).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

N/A. The proposed project is a non-project action. Total impervious surface areas of subsequent and future development will vary:

(1) The residential properties (R-L, R-M) may eventually be fully developed with an overall impervious area between 45 percent (AMC 22.20.005) to 65 percent (AMC 22.24.060).

(2) The commercial properties (C-1) may eventually be fully developed with an overall impervious area of around 65 percent (AMC 22.28.070). The commercial properties within the C-2 and C-2 zoning districts do not have a maximum lot coverage per AMC 22.29.060 and 22.30.065 17.60.030).

(3) The industrial properties (M-1) may eventually be fully developed with an overall impervious area of around 65 percent (AMC 22.32.055).

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A. The project is a non-project action. As with most general construction sites and activities, erosion can occur during the construction phase(s) of a project. During the construction phase of project actions, all projects will be subject to BMPs to prevent and control erosion and sedimentation as identified in the Department of Ecology Storm Water Management Manual for Western Washington (2019) (AMC 13.46.090). Any construction activities will require the installation of temporary erosion and sedimentation control measures such as silt fences, temporary holding/siltation ponds, use of straw bales, and/or hydroseeding of cleared areas.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

N/A. The project is a non-project action and will not directly affect air quality or change the amount and type of emission allowed by the existing code. During future construction, typical emissions associated with heavy machinery will be emitted, such as diesel fumes and construction dust from sand, soils, and gravel. Once the construction is completed, the projected emissions emanating from the properties are expected to be similar to existing surrounding uses.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A. The project is a non-project action and will not be directly affected by off-site sources of emissions or odors. No major air-polluting manufacturing or industrial businesses are expected to impact the proposal. There are none known other than standard urban emissions generated from streets and regional highways.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A. The project is a non-project action. Future developments will be required to use BMPs such as landscaping, paving, oiling, or other acceptable means per AMC 22.32.190. Other common types of BMPs typically include turning off idling equipment or hauling trucks waiting to queue for either loading or unloading of material, keeping all large equipment in good working condition, wheel washing, street cleaning, and de-watering storm runoff, and adhering to a spill prevention plan. Construction hours will be limited by the City's Noise Ordinance (AMC Chapter 8.28).

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

N/A. The project is a non-project action. As described in the 2015 Comprehensive Plan expert below, Algona contains multiple regulated water bodies of the state:

> "Algona sits on the basin boundary between the White and the Green Rivers. Most of the City north of 3rd Avenue drains north to the Green River system. The rest of the City drains to Mill Creek and the White River. A stream south of Ellingson Road and the unclassified water feature that runs north/south next to the Boeing facility (known locally as the Boeing Canal or Government Ditch) drain south to the White River. An unnamed tributary to Algona Creek to the west of SR 167 drains north to the Mill Creek/Green River system. It may also connect with the ditch along the east side of SR 167 and a portion of that ditch may drain south to the White River" (2015 Comprehensive Plan, page 6-2).

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A. The project is a non-project action. No work over, in, or adjacent to (within 200 feet) the described waters is proposed. Subsequent development adjacent to (within 200 feet) will be required to demonstrate compliance with city critical area protection standards (AMC 16.18A – 16.18E).

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A. The project is a non-project action. No fill or grading work is proposed in or adjacent to any water bodies as a result of this non-project action.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A. The project is a non-project action. No surface water withdrawals or diversions are proposed. No known wetlands or streams will be impacted by the 2024 Comprehensive Plan and 2024 Code Amendments. Any subsequent development will require demonstration of compliance with all applicable city codes and regulations in place at the time of permit submittal.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

N/A. The project is a non-project action. According to Figure 2-4a Floodway and Floodplain Map of the 2015 City of Algona Comprehensive Plan, no parcels within city limits are located within the 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A. The project is a non-project action. Subsequent development is not expected to discharge waste materials to surface waters. All future development is required by AMC to ensure the protection of surface waters from the discharge of waste materials.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

N/A. The project is a non-project action. Groundwater withdrawal from a well is not expected. Subsequent residential, commercial, and industrial development is not expected to affect groundwater since the supply of potable water will be provided by the

City of Auburn Water Department. If applicable, a Critical Area Report will be reviewed under the requirements of the City Municipal Code (AMC 16.18D).

2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

N/A. The project is a non-project action. Most of the city is on public water and sewer. Properties subject to redevelopment or development are either currently being serviced by public services or will be required to connect to public water and sewer prior to acceptance or occupancy of their proposed development.

c. Water runoff (including stormwater):

1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

N/A. The project is a non-project action. Stormwater runoff from rooftops and impervious surfaces is collected in the city's storm water system, consisting of pipes, ditches, and catch basins. Stormwater runoff associated with future development will be regulated by 2019 Stormwater Management Manual for Western Washington and the NPDES Phase II Stormwater Permit. Subsequent development will also be required to control storm water release rates to pre-development conditions, in accordance with the Department of Ecology's stormwater standards, as a condition of permit approval.

2) **Could waste materials enter ground or surface waters? If so, generally describe.**

Not with this project as it is a non-project action. Subsequent development will be required to comply with the policies and regulations of the Department of Ecology and Algona Public Works Standards for size, capacity, and connection to the city's stormwater conveyance system.

3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

Not with this project as it is a non-project action. Subsequent development will be required to comply with the policies and regulations of the Algona Public Works Standards and Chapter 13.46 of the AMC for stormwater management which requires that drainage should follow the natural drainage pattern per the Department of Ecology stormwater standards.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

N/A. The project is a non-project action. During subsequent development, all improvements to the stormwater system shall meet the requirements of the Department of Ecology Stormwater standards. Temporary erosion control measures will be required

to control runoff, including use of silt fences, straw bales across drainage ways, placement of riprap, construction of temporary siltation/holding ponds, and use of oil/water separators. The limits of clearing and grading will be posted prior to any site disturbance.

4. *Plants* [help]

a. Check the types of vegetation found on the site:

_X__deciduous tree: alder, maple, aspen, other
_X__evergreen tree: fir, cedar, pine, other
_X__shrubs
_X__grass
___pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
_X_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
_X__water plants: water lily, eelgrass, milfoil, other
__X_other types of vegetation

Agricultural lands are not included in proposal. See 2015 Algona Comprehensive Plan: Appendix C, page C-7.

b. What kind and amount of vegetation will be removed or altered?

None proposed as a result of this is a non-project action. Individual projects submitted will be required to meet the city's vegetation retention and landscape requirements.

c. List threatened and endangered species known to be on or near the site.

N/A. The project is a non-project action. Subsequent development will include review of the Washington Department of Fish and Wildlife Priority Habitats and Species on the Web tool, and the U.S Department of Fish and Wildlife IPAC tool to determine potential threatened and endangered species known to be on or near the proposed project areas. Further consultation with a professional consultant, or state and/or federal biologist, may be required upon review of future permits.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None at this time as the project is a non-project action. Subsequent development will include, where applicable, installation of landscaping, and the designation of site-sensitive buffers, open space tracts, native growth protection areas, and protection of critical areas per the AMC.

e. List all noxious weeds and invasive species known to be on or near the site.

N/A. The project is a non-project action, Subsequent development will include Washington State Department of Agriculture (WSDA) Noxious Weed Data Viewer tool to determine potential noxious weeds and invasive species known to be on or near the proposed project

areas. Further consultation with a professional consultant, or state and/or federal biologist, may be required upon review of future permits.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

N/A. The project is a non-project action. Review of native animals is dependent on critical area or flood zone protection standards of the AMC. Subsequent development (residential, commercial, or industrial) will be required to be reviewed under the City's Critical Areas Ordinance (AMC 16.18A – 16.18E) to determine applicable review requirements regarding native species identification. Further consultation with a professional consultant, or state and/or federal biologist, may be required upon review of future permits.

b. List any threatened and endangered species known to be on or near the site.

N/A. The project is a non-project action. Review of native animals is dependent on critical area or flood zone protection standards of the AMC. Subsequent development (residential, commercial, or industrial) will be required to be reviewed under the City's Critical Areas Ordinance (AMC 16.18A – 16.18E) to determine applicable review requirements regarding native species identification.

Subsequent development will include review of the Washington Department of Fish and Wildlife Priority Habitats and Species on the Web tool, and the U.S Department of Fish and Wildlife IPAC tool to determine potential threatened and endangered species known to be on or near the proposed project areas. Further consultation with a professional consultant, or state and/or federal biologist, may be required upon review of future permits.

c. Is the site part of a migration route? If so, explain.

Yes, Algona is part of the Pacific Coast Flyway as mapped by the U.S. Fish and Wildlife Service.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed as a result of this non-project action. Any future development is required to meet the City's adopted critical areas regulations (AMC 16.18A – 16.18E) which includes impacts to steep slopes, frequently flooded areas, wetlands, and fish and wildlife habitat. In addition, projects that impact wetlands or fresh waters are subject to the permitting requirements of the Corp of Engineers, Department of Fish and Wildlife, and the Department of Ecology.

f. List any invasive animal species known to be on or near the site.

None proposed as a result of this non-project action. Subsequent development will include review of the Washington Department of Fish and Wildlife Priority Habitats and Species on the Web tool, and the U.S Department of Fish and Wildlife IPAC tool to determine potential invasive animal species known to be on or near the proposed project areas. Further consultation with a professional consultant, or state and/or federal biologist, may be required upon review of future permits.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The City of Algona is currently served with all the utilities necessary to serve an urban environment: public water, sewer, natural gas, power, telephone, and cable.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

None as a result of this non-project action. Any future development will be reviewed for potential unintended impacts to surrounding uses, as required by the AMC.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed as a result of this non-project action. Subsequent development will be required to meet the minimum requirements of the State Energy Code.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

None as a result of this non-project action. Any future development will be reviewed for potential environmental health hazards, as required by the AMC.

1) Describe any known or possible contamination at the site from present or past uses.

None identified as a result of this non-project action. However, if contaminates are found during the future design or construction of sites within the City, remediation and/or removal of the contaminated materials will be handled and disposed of in accordance with federal, state, and local laws.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None were identified as a result of this non-project action.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None were identified as a result of this non-project action, and no storage or use of hazardous chemicals is being proposed. Storage and handling of any chemicals used during the operation of facilities located within the City of Algona will be required to meet the requirements of the Occupational Safety and Health Administration (OSHA).

4) Describe special emergency services that might be required.

The City of Algona, Algona Public Works Department, Algona Police Department, and Valley Regional Fire Authority provide full emergency services to residents and property owners directly or through contract services. Algona receives its service primarily from Station 38, located at 133 3rd Avenue SE in Pacific. Station 38 has a total of 5,000 square feet of space shared with the Pacific Police Department. Currently, three shifts for one captain and two firefighters, and one vehicle operate out of Station 38.

5) Proposed measures to reduce or control environmental health hazards, if any:

None at this time as the project is a non-project action. However, future developments, such as those in the PI (Planned Industrial) rezone, are required to adhere to the Occupational Safety and Health Administration (OSHA), Washington Industrial Safety and Health Act (WISHA) guidelines, and state law during the construction of future projects.

The City, Police Department, and Fire Authority will continue to provide emergency response to 911 calls. The Algona Police, Valley Regional Fire Authority, and City Public Works Department are experienced in containing and managing an on-site spill if one occurs. The Department of Ecology will be notified per standard procedures if needed. As a standard practice, an emergency response plan is prepared by contractors working on individual projects and will be used in the event that an accident occurs during construction.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

This is a non-project action, however, there are several sources of noise within the City limits including but not limited to: SR 167, Interstate 5, and Union Pacific Railroad, emergency services, and general vehicle and construction traffic.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A. The project is a non-project action. The proposal will affect zoning that regulates residential, commercial, and industrial uses, all of which produce different levels of noise in the short term or long term. Upon future development, there would be temporary impacts from construction noise. These impacts will be limited in duration and will not present human health risks to construction personnel assuming routine occupational safety measures are implemented.

Construction noise generated from subsequent development is regulated by the City's Noise Ordinance (AMC Chapter 8.28) and is generally limited after 6:00 p.m. on weekdays and after 6:00 p.m. on weekends and holidays. Industrial-related noise must meet the state noise levels adopted in Chapter 173-60-040 WAC - Maximum Permissible Environmental Noise Levels.

3) **Proposed measures to reduce or control noise impacts, if any:**

N/A. The project is a non-project action. Future development noise levels will be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order and ensuring that construction activities are not conducted during early morning or late evening hours. Short-term impacts associated with construction activities would be insignificant, temporary, and cease upon the completion of these activities. City-adopted noise regulations, under AMC 8.28, establish noise thresholds for residential, commercial, and industrial zones.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

N/A. The project is a non-project action. The 2024 Comprehensive Plan describes the existing and projected conditions within the municipal boundaries of the City of Algona. The surrounding cities include the Cities of Auburn, Lakeland South, and Pacific. Future development shall demonstrate compliance with the AMC and be reviewed for potential impacts on current land uses on or near development sites.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

Algona is a historically agricultural, residential community that is faced with the challenge of adapting to a continuously urbanizing region. Natural resource lands include lands devoted to agriculture, forestry, or mineral extraction. Based on criteria provided by the RCW 36.70A.020 (8) and WAC 365-190, the city does not have any of these lands designated in the city. In addition, according to the City of Algona 2015 Zoning Map, there are no zoned agricultural or forestry land designations.

The project is a non-project action and does not propose any changes to the Zoning or Land Use maps. No agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Algona is a historically agricultural, residential community that is faced with the challenge of adapting to a continuously urbanizing region. Natural resource lands include lands devoted to agriculture, forestry, or mineral extraction. Based on criteria provided by the RCW 36.70A.020 (8) and WAC 365-190, the city does not have any of these lands designated in the city. In addition, according to the City of Algona 2015 Zoning Map, there are no zoned agricultural or forestry land designations.

The project is a non-project action. Surrounding working farms or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting, will not affect the 2024 Comprehensive Plan or 2024 Code Amendments.

c. Describe any structures on the site.

N/A. This project is a non-project action. The 2024 Comprehensive Plan describes the existing and projected conditions within the municipal boundaries of the City of Algona. Future development shall demonstrate compliance with the AMC and be reviewed for potential impacts on existing structures on development sites.

d. Will any structures be demolished? If so, what?

N/A. This project is a non-project action. The 2024 Comprehensive Plan describes the existing and projected conditions within the municipal boundaries of the City of Algona. No structures shall be moved or demolished as a result of the adoption of the 2024 Comprehensive Plan or 2024 Code Amendments. Future development shall demonstrate compliance with the AMC and be reviewed for potential impacts on existing structures on development sites.

e. What is the current zoning classification of the site?

N/A. This project is a non-project action. The 2024 Comprehensive Plan includes the following zoning classifications:

- Low Density Residential (R-L)
- Medium Density Residential (R-M)
- Mixed Use Commercial (C-1)
- General Commercial (C-2)
- Heavy Commercial (C-3)
- Light Industrial (M-1)
- Public Land (P)
- Open Space/Critical Areas (OSCA)

These zoning classifications have not been altered or amended since the adoption of the 2015 Algona Comprehensive Plan.

f. What is the current comprehensive plan designation of the site?

N/A. This project is a non-project action. The zoning classifications listed above in question #8(e), are also the current comprehensive plan designations within the 2024 Comprehensive Plan.

g. If applicable, what is the current shoreline master program designation of the site?

N/A. This project is a non-project action. According to the 2024 Comprehensive Plan Natural Environmental Elemental Chapter and AMC, there is no shoreline jurisdiction or shoreline master program in the City of Algona.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

N/A. This project is a non-project action. According to the 2024 Comprehensive Plan Natural Environmental Elemental Chapter, the City of Algona regulates and protects wetlands, streams, critical aquifer recharge areas, fish and wildlife habitats, frequently flooded areas, and geologically hazardous areas. Critical areas exist within the city. Any subsequent development shall demonstrate compliance with critical areas protection standards in the AMC (Title 16).

i. Approximately how many people would reside or work in the completed project?

N/A. This project is a non-project action. No new housing units or jobs will be created as a direct result of the adoption of the 2024 Comprehensive Plan and 2024 Code Amendment. The 2024 Comprehensive Plan identifies 20-year housing unit and job growth based on projected population growth by 2044.

Housing and job projections cited in the 2024 City of Algona Comprehensive Plan Land Use Elemental Chapter are provided:

> "As determined by the King County 2021 Urban Growth Capacity Report, Algona is targeting an increase of 170 housing units (for a 2044 total of 1,231 units) and 325 new jobs (for a 2044 total of 2,187 jobs). While the County does not set targets for population growth, housing, and job targets are based off of anticipated growth" (page LU-13).

g. Approximately how many people would the completed project displace?

None were identified as a result of this non-project action. However, policies and regulations are required by GMA to be reviewed for evidence of contribution to racially disparate impacts (RDI), exclusion, displacement, and displacement risk in the City (RCW 36.70A.070(2)(e-h). GMA also requires policies and regulations updates to remove exclusionary language and adopt anti-displacement tools, policies, and regulations.

A Racial Equity Assessment has been conducted in conjunction with the 2024 Comprehensive Plan Update – Housing Elemental Chapter to determine who is at risk of displacement in the city. This non-

project action does not contribute to displacement but identifies tools and strategies to reduce existing and forecasted physical, cultural, and economic displacement risks associated with future development (i.e., housing, transportation, economic, and land use).

h. **Proposed measures to avoid or reduce displacement impacts, if any**:

None, as there is no displacement anticipated or created by the proposed non-project action. Anti-displacement strategies reducing and mitigating displacement risk amongst vulnerable populations (unintentionally caused by comprehensive plan policies and future development) will be developed and implemented per the requirements of RCW 36.70A.070(2)(e-h). Some of the 2024 Comprehensive Plan Housing Elemental Chapter implementation strategies include the following:

- Legalize Middle Housing Development in RL and RM zones
- Rental Assistance/Homeownership Education Programs
- Homeowner and Renter Resource City Webpage
- Expanding and Strengthening Local Partnerships (AHC, SKHHP, and Adjacent Cities)
- Create Local Organization Notice List (increase public participation)
- Strategic Infrastructure Improvement
- Inclusionary Zoning Overlay
- Tenant Protection Ordinance
- Implement Just Cause Eviction Ordinance

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Algona's 2024 Comprehensive Plan plans for future growth out to 2044. In addition, the Puget Sound Regional Council's growth strategies (VISION 2050) call for a forecast of 5.8 million people and 3.4 million jobs by the year 2050, in the cities and towns category that applies to Algona.

The 2024 Comprehensive Plan plans for an overall in-city population of 4,660 people, an addition of approximately 1,345 new people by 2044. To meet the projected needs for 2044-based concurrent tenure, Algona would need a total capacity of 1,263 dwelling units by 2044 to support the potential for population growth. There is sufficient land within the City of Algona to accommodate 20 years of growth for jobs and housing. Adopted design standards will ensure that future developments meet the intent of designated zones in the city: ensuring compatibility with adjacent developments.

i. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None as this project is a non-project action. The 2024 Comprehensive Plan and 2024 Code Amendment do not include any land use designation or zoning for agricultural and forest lands within the city limits. Any agricultural lands remaining within city boundaries are legacy properties that have yet to be converted to urban uses as anticipated by the Comprehensive Plan.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None as this project is a non-project action. However, subsequent and future housing development is intended to be guided by the City's 2044 projections; 3,753 people by 2044, for a total of 1,219 units. This would indicate a growth of 6.5 housing units per year. To meet community housing needs, additional housing units are specifically needed for the following income bands:

- Extremely Low (AMI: 30% or less)
- Moderate- and High-Income Levels (AMI: more than 80%).

Due to the nature of the private market, many units will most likely be set at market rate based on the economics of supply and demand.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Demolition of existing housing units is not proposed in conjunction with this non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

None as this project is a non-project action. Future development will be required to meet the city's development standards (AMC Title 22) for multifamily and mixed-use developments which include: density, building height, landscaping, setback, parking, utility, and architectural design standards.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Subsequent development proposals will be subject to the City's adopted zoning standards contained in Algona Municipal Code, Chapter 22.20 – 22.32.

R-L Low Density Residential District: Maximum 25 feet height

R-M Medium Density Residential District: Maximum 25 feet height

C-1 Mixed Use Commercial District: Maximum 35 feet height

C-2 General Commercial District: Maximum 35 feet height

C-3 Heavy Commercial District: Maximum 50 feet height

M-1 Light Industrial District: No maximum height. When a building exceeds forty-five feet in height, the portion of the building shall set back one foot from each side and rear property line for each one foot the building exceeds forty-five feet in height.

b. What views in the immediate vicinity would be altered or obstructed?

None resulting from this non-project action.

f. Proposed measures to reduce or control aesthetic impacts, if any:

None proposed as a result of this non-project action. Subsequent development after the Comprehensive Plan amendments will be required to comply with zoning (AMC Title 22) and Building and Construction codes (AMC Title 15) at the time of development.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

This non-project action does not directly create or produce light or glare. Subsequent development will be required to meet light and glare standards as required by the City Municipal Code that do not impact adjacent properties or uses.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

None resulting from this non-project action. Subsequent development will be required to arrange the lighting to reflect away from surrounding properties and streets so that it is not a safety hazard or interfere with views, as required by the City Municipal Code (Title 22).

c. What existing off-site sources of light or glare may affect your proposal?

None at this time, as the project is a non-project action. Subsequent development will be reviewed for potential unintended impacts from off-site sources of light or glare, as required by the City Municipal Code (Title 22).

d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed as a result of this non-project action. Subsequent development will be required to meet the City's Development Standards (Title 22) which require sign lighting to be shielded from adversely effecting neighboring properties.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

N/A. The project is a non-project action. There are a total of seven parks occupying 13.24 acres across Algona's approximately 661 acres of lands, which means parks account for approximately two percent of city lands. Any impacts to existing recreational uses will be determined during subsequent development applications.

b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A. The project is a non-project action. Any impacts to existing recreational uses will be determined during subsequent development applications.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A. The project is a non-project action. Subsequent development will be required to meet city development standards and pay park impact fees as adopted by City Council Fee Resolution (AMC Chapter 15.24).

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Per WA DAHP WISAARD Map Tool, there are no eligible buildings, structures, or sites located in the project area that are eligible for preservation.

Subsequent and future development shall demonstrate compliance with archaeological and historic resources development standards in AMC 15.22.250 and AMC Title 16. The Washington State Department of Archaeology and Historic Preservation and affected tribes hold sensitive mapping resources that can be reviewed by State or Tribal Staff to confirm the presence of structures or sites eligible for listing in national, state, or local preservation registers. No requests have been submitted to the State or Tribes for the 2024 Comprehensive Plan or 2024 Code Amendments, as the proposal is a non-project action.

b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

None Known. Per WA DAHP WISAARD Map Tool, no inventory reports in the city's municipal boundaries have shown evidence of Indian or historic use or occupation. Future developments will be required to obtain cultural resource reports as required by the Department of Archaeology and Historic Preservation.

c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

The Department of Architectural and Historical Preservation (DAHP)'s WISAARD database was consulted in April 2024 to find the nearest registered properties.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

This is a non-project action, however, if during future project construction, any evidence of archeological or historic resources are found, all work will be stopped, and a qualified professional will be consulted. The Washington State Department of Archeology and Historic Preservation and the office of the Puyallup, Snoqualmie, Suquamish, Tulalip, Squaxin, and Muckleshoot Tribes will also be contacted and consulted to determine the correct course of action.

An Inadvertent Discovery Plan summarizing actions the developer may need to take in the event something is discovered during construction may be required if requested by the Department of Archaeology and Historic Preservation.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The 2024 Comprehensive Plan and 2024 Code Amendment are non-project actions. Any direct impacts on public streets and highways serving individual sites involved in future project actions and proposed development will be determined during subsequent development applications.

Over the next six years, as depicted on the Algona 6-year STIP, several proposed projects are planned to improve the existing transportation system to align with the goals and policies outlined in the 2024 Comprehensive Plan and meet LOS operating standards based on 2044 PM peak hour traffic projections. These projects include converting the Algona Blvd/Main St/Broadway intersection to a roundabout, installing new bike lanes and sidewalks, and resurfacing. These strategic improvements to key arterial roads will facilitate smoother traffic movement and reduce congestion. These enhancements are designed to support the anticipated growth and development expected by 2044, ensuring that the transportation network can effectively accommodate increased population and economic activities. The 2024 Comprehensive Plan aims to create resilient transportation infrastructure that meets the long-term needs of the community.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

N/A. This project is a non-project action. Transit service is not expected to change within Algona in 2044. Any future developments will need to comply with the standards set forth by the City Municipal Code. Currently, King County Metro offers a single transit route through Algona and the surrounding area. This route provides essential connections, supporting commuter and local travel needs. Future development applications will be assessed to ensure they maintain or enhance access to public transit, adhering to the guidelines and objectives of the Comprehensive Plan to promote accessible transportation options for residents.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The proposal is a non-project action and does not directly propose any additional parking. The number of future parking spaces will be confirmed through future development and building permits. Any potential projects will need to comply with the standards set forth by the City Municipal Code. Specific requirements and guidelines for parking based on land use, density, and projected traffic volumes will be expected to be met to ensure that sufficient parking is provided without negatively impacting traffic flow or community aesthetics. Future development applications will be reviewed to ensure that they provide the appropriate number of parking spaces, considering factors such as accessibility, environmental impact, and overall urban design.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

N/A. This project is a non-project action. Any road improvements or traffic mitigation will be determined with future land use entitlement permit applications. Future projects will need to comply with the standards and guidelines set forth by the City Municipal Code. The comprehensive plan identifies necessary enhancements to existing roads, streets, pedestrian pathways, and bicycle lanes to accommodate anticipated growth and ensure efficient transportation networks. Public and private developments will be required to contribute to these improvements as part of their development agreements. This may include widening existing streets, adding new traffic signals, construction dedicated bike lanes, enhancing pedestrian crosswalks, and upgrading infrastructure to support increased traffic volumes.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A. This project is a non-project action. Any future projects will need to comply with the standards set forth by the City Municipal Code. While the comprehensive plan does not directly involve water, rail, or air transportation, future developments may occur in the vicinity of these transportation modes and will be evaluated accordingly. Developments will need to ensure they integrate with existing transportation infrastructure and mitigate any potential impacts. These evaluations will ensure that future projects support efficient and sustainable transportation networks.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

N/A. This project is a non-project action. The adoption of the 2024 Comprehensive Plan and 2024 Code Amendments will not generate additional vehicular trips per day. Any future developments will be required to comply with the standards and guidelines set forth in the City Municipal Code. The number of vehicular trips per day generated by future projects will be assessed during subsequent land use entitlement permit applications. These assessments will utilize data to estimate daily and peak vehicular volumes, including the

percentage of commercial and non-passenger vehicle trips. Peak traffic volumes will be evaluated based on the specific nature and location of the development, ensuring that appropriate traffic mitigation measures are implemented to maintain efficient traffic flow and minimize congestion.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

N/A. This project is a non-project action. The 2024 Comprehensive Plan and 2024 Code Amendments will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area any more than build out at existing zoning.

h. Proposed measures to reduce or control transportation impacts, if any:

The 2024 Comprehensive Plan and 2024 Code Amendments proposal is a non-project action, and no reduction or control measures are proposed at this time. AMC Title 12 is intended to allow development while minimizing impacts on the City road network. Subsequent development will be subject to the City's development standards and the Washington State Department of Transportation Design Manual (AMC Chapter 12.12). Site-specific road/traffic improvements will be evaluated at the time of subsequent and future development.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The City of Algona has established public services (fire protection, police protection, public transit, health care, schools, etc.). Services are expected to be expanded along with future development to meet 2044 housing and population projections:

- Valley Regional Fire Authority – Station 38 Relocation
- Additional Full Time Patrol Staff
- New Police Department Facility
- Public Transit
- Sidewalks

No public services are proposed at this time, as this project is a non-project action.

b. Proposed measures to reduce or control direct impacts on public services, if any.

None at this time as the project is a non-project action. Any future development will be reviewed for measures to reduce or control potential impacts on public services, as required by the City Municipal Code.

16. Utilities [help]

a. **Circle utilities currently available at the site:**
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

The following utilities are provided throughout Algona:

- **Electricity**: Puget Sound Energy (PSE)
- **Natural Gas:** PSE
- **Water**: City of Auburn Water Department
- **Telecommunications:** AT&T, Xfinity, Quantum, HugesNet, Viasat, and T-Mobile
- **Sanitary Sewer**: King County Wastewater Division
- **Solid Waste and Recycling Services**: Waste Management, King County Solid Waste Division

This project is a non-project action. Subsequent and future development associated with the proposed 2024 Code Amendments will be reviewed for utility compliance with the City Municipal Code.

c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A; this project is a non-project action. All development in the city must connect to public water, sewer, and power. Existing and new development shall adhere to the regulations governed by utility companies to obtain service.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

D. Supplemental sheet for nonproject actions [HELP]

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

   Increases in discharges, emissions, production, storage, or release of toxic or hazardous substances are not likely to result from the adoption of the 2024 Comprehensive Plan Amendment and implementing regulations. Existing policies and regulations are designed to reduce discharges to water and impacts on the natural environment. In addition, individual projects are required to connect to public water and sewer as well as comply with the policies and regulations of the city's municipal code and development standards. Air emissions are also regulated by the Puget Sound Clean Air Agency. Storage and handling of any chemicals regulated by the Occupational Safety and Health Administration (OSHA). Emissions will be reviewed at the time of subsequent permit applications.

   Proposed measures to avoid or reduce such increases are:
   - Algona Municipal Code and associated development regulations (Title 22).
   - Regulations limiting impacts to the environment such as discharges to water, emissions to the air, and noise (Title 16).

   The proposed code amendments do not alter codes regulating water, air, and noise pollution. Therefore, there are no anticipated impacts or mitigation measures proposed.

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**

   None anticipated. There are no direct impacts on plants, animals, fish, or marine life from the proposed 2024 Comprehensive Plan or 2024 Code Amendments. All new development shall demonstrate compliance with the City’s critical areas regulations (AMC Title 16) prior to permit approval.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:
   - Future development is required to meet the City’s adopted critical areas regulations which includes impacts to steep slopes, wetlands, and fish and wildlife habitat.
   - In addition, projects that impact wetlands or marine / fresh waters are subject to the permitting requirements of the Corp of Engineers, the Department of Fish and Wildlife, and the Department of Ecology.

3. How would the proposal be likely to deplete energy or natural resources?

This project is a non-project action. The proposed 2024 Comprehensive Plan and 2024 Code Amendments will not impact energy or natural resources. See Section 6 – Energy and Natural Resources section of the SEPA Environmental Checklist for the impact evaluation. All subsequent development will be subject to compliance with the City Municipal Code.

Proposed measures to protect or conserve energy and natural resources are none at this time. Future developments, projects, and permit applications will be reviewed on a case-by-case basis for compliance with the City's adopted codes and regulations, critical area protection standards, and state energy codes.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The 2024 Comprehensive Plan and 2024 Code Amendments are proposed to be consistent with the state Growth Management Act to provide a variety of housing types and meet the city's population and employment allocation targets. The amendments have no effect on critical areas, historic of cultural resources, prime farmlands, parks, or scenic corridors. There is therefore no net loss of ecological functions and values, or loss of agricultural, historic, or cultural, or recreational resources due to the proposed action.

Proposed measures to protect such resources or to avoid or reduce impacts are: See response above. State law requires protection of cultural sites and critical areas: future developments will be reviewed on a case-by-case basis for compliance with city and state codes.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This project is a non-project action. All future developments will be reviewed on a case-by-case basis for compatibility with existing and surrounding land uses. There are therefore no impacts expected to land and shoreline use from the proposed action.

Proposed measures to avoid or reduce shoreline and land use impacts are: None; as no significant impacts are anticipated to shoreline and land use because of the 2024 Comprehensive Plan or 2024 Code Amendments.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The traffic analysis section of this checklist shows that the proposed 2024 Comprehensive Plan and 2024 Code Amendments will not result in significant impacts to the city's transportation system.

Proposed measures to reduce or respond to such demand(s): The *2024 Comprehensive Plan - Transportation Element Goals and Policies* outline mitigation and resiliency measures to minimize development impacts to the city roadways and other transportation networks. Future transportation related development will be subject to AMC Title 12 (Streets, Sidewalks, and Public Places) and Title 16 (Zoning). Site specific road / traffic improvements will be evaluated at the time of actual development.

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The proposed 2024 Code Amendments would not affect any local, state, or federal laws. Future developments will be required to meet all city, state, and federal laws applicable to environmental protection requirements.

Appendix H- Housing Needs Assessment

HOUSING NEEDS ASSESSMENT

CITY OF ALGONA

JUNE 2022

Prepared by: BLUELI

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Glossary

Affordable housing: The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30 percent of its income on housing costs (rent, mortgage payments, utilities, etc.). A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term "affordable housing" is often used to describe income restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see "Vouchers" below for more details).

American Community Survey (ACS): This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It is designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households.

Area median income (AMI): This is a term that commonly refers to the area-wide median family income calculation provided by the federal Department of Housing and Urban Development (HUD) for a county or metropolitan region. Income limits to qualify for affordable housing are often set relative to AMI. In this report, unless otherwise indicated, AMI refers to the HUD Area Median Family Income (HAMFI).

Cost-burden: When a household that spends more than 30 percent of their gross income on housing costs, including utilities, they are cost-burdened. When a household pays more than 50 percent of their gross income on housing, including utilities, they are severely cost-burdened. Cost-burdened households have less money available for other essentials, like food, clothing, transportation, and medical care.

Fair market rent (FMR): HUD determines what a reasonable rent level should be for a geographic area and sets this as the area's fair market rent. Housing choice voucher program voucher holders are limited to selecting units that do not rent for more than fair market rent.

Family: This census term refers to a household where two or more people are related by birth, marriage, or adoption.

Household: A household is a group of people living within the same housing unit. The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households. The census sometimes refers to "occupied housing units" and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

Household income: The census defines household income as the sum of the income of all people 15 years and older living together in a household.

Householder: This refers to the person (or one of the people) in whose name the housing unit is owned or rented.

Income-restricted housing: This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Glossary

Low-income: Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size.

INCOME CATEGORY	HOUSEHOLD INCOME
Extremely low-income	30% of HAMFI or less
Very low-income	30-50% of HAMFI
Low-income	50-80% of HAMFI
Moderate income	80-100% of HAMFI
Above median income	>100% of HAMFI

Median family income (MFI): The median income of all family households in the metropolitan region or county. Analyses of housing affordability typically group all households by income level relative to area median family income. Median income of non-family households is typically lower than for family households. In this report, both MFI and AMI refer to the U.S. Department of Housing and Urban Development Area Median Family Income (HAMFI).

Subsidized housing: Public housing, rental assistance vouchers, and developments that use Low-income Housing Tax Credits (LIHTC) are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it. Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably.

Tenure: Tenure references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is "owned" only if the owner or co-owner lives in it. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Transportation: In context of the Location Affordability Index, this term refers to costs associated with auto ownership, auto use, and transit use.

Vouchers (Tenant-based and Project-based): HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be "tenant-based", meaning the household can use the vouchers to help pay for market-rate housing in the location of their choice. They pay the difference between the fair market rent and 30 percent of the tenant's income. Or the vouchers can be "project-based", meaning they are assigned to a specific building.

Part 1: Introduction

1.1 BACKGROUND

In the fall of 2021, the City of Algona applied for grant funding allocated by the Washington State Department of Commerce and funded through E2SHB 1923. The grant funding is being used for the development of a Housing Action Plan (HAP) that will allow the City to recognize the housing needs of its current and future populations, as well as outline goals, policies, and strategies to meet those needs.

The City of Algona does not build or manage housing. However, the City can affect how much and what types of housing are produced in Algona through comprehensive plan policies, development codes, incentives, programs, and capital projects. The HAP will identify strategies to ensure the City's influence on housing production aligns with its overall housing goals.

The first step in the HAP development process is the creation of a housing needs assessment (HNA). Fundamentally, a HNA is a study to identify the current and future housing needs of all economic segments of the community. It attempts to answer the following types of questions:

- Who lives and works here and what are their socioeconomic characteristics?
- What types of housing are available?
- Are there any groups of people who are not able to find housing that is safe, affordable, and meets their household needs?
- How much housing, and what types of housing, are needed to meet current and future housing needs?
- Is there sufficient buildable land capacity to accommodate growth and diversity of housing choice?

The HNA is a baseline of data that explains the current conditions of housing in Algona and the greater region. The numbers and findings in this report are based on multiple data sources as explained in the methodology section. This report is a tool for decision-makers, residents, housing market professionals, and anyone else who may find it useful as a guide. The report highlights shortcomings or gaps regarding the current housing supply and demands of the residents now and in the future.

This document is divided into three main parts:

- **Community Overview:** This part details who lives in the city and the characteristics that shape their current and future needs related to housing.
- **Housing Conditions:** This part describes the current housing inventory of the city with a focus on characteristics such as size, location, cost, and tenure.
- **Gap Analysis:** This part evaluates the alignment between the two previous parts and how certain populations are not finding their needs met through the current housing market.

The data in this document will be combined and supplemented with information gathered through engagement with stakeholders and residents to form the HAP. The analysis conducted in this Housing Needs Assessment relies on available sociodemographic and housing data from multiple sources. This includes as much publicly available data as possible. Moreover, much of the data is not recent enough to reflect any trends that may have been caused by the COVID-19 pandemic, which likely intensified any housing affordability issues.

1.2 METHODOLOGY

The sources of data we used for this analysis include the following:

- **Puget Sound Regional Council (PSRC).** The PSRC provides overall regional housing targets through the VISION 2040 regional growth strategies, recently updated with the VISION 2050 plan, which informs the development of Countywide Planning Policies. Additionally, the PSRC coordinates housing and employment projections for the region.
- **Washington State Office of Financial Management (OFM).** The OFM is the state-level agency in charge of developing official population and housing counts for statutory and programmatic purposes, and compiles data from individual jurisdictions to further this goal. Publicly available counts for population and housing are available on their website. Additionally, small-area and more detailed custom data are also available to provide more detail on housing and population growth.
- **King County Urban Growth Capacity Report.** Coordinated on a periodic basis, the County coordinates a review and evaluation of development and land supply to determine whether its cities are meeting growth and density targets and if cities have enough land to meet future growth needs. As part of this work, cities survey their available lands for development, and compare this to growth targets established through the Countywide Planning Policies. This report relies on both the estimates of land capacity, as well as the assessment of future growth targets.
- **US Census Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES).** The US Census compiles information about the home and work locations of employees and provides information through a web-based interface on the characteristics of jobs and workers, such as economic sector, general length of commute, and wages. Additionally, LODES can also be used to indicate where people in a given location or jurisdiction work, and where workers in a community live, which can provide an understanding of commuting patterns. This data is partly "synthetic", meaning that it is based on estimates from the original data to preserve anonymity while being representative of major characteristics or trends. OnTheMap is the web-based mapping and report application that provides an easy-to-use interface for viewing the LODES data; it was used to pull the data shown in this report.
- **American Community Survey (ACS).** The American Community Survey is an ongoing survey program coordinated by the US Census Bureau to provide detailed information about the population. Developed as an alternative to the Decennial Census long form, the ACS relies on a sample of households to collect more detailed data on topics such as education, transportation, Internet access, employment, and housing. The results from the ACS are reported on a yearly basis for larger cities, and on a 5-year average basis for all communities. This report relies on this information for some demographics data, and the ACS is also used as part of the CHAS dataset (below). At the time of writing, the most recent dataset available was 2019-2015.
- **Comprehensive Housing Affordability Strategy (CHAS).** The US Department of Housing and Urban Development (HUD) relies on custom tabulations from the ACS to develop the more detailed CHAS dataset. This information is intended to demonstrate the extent of housing needs and issues across communities, with a focus on low-income households. This information, available at a city level, provides detailed information about characteristics of the local housing stock, including the affordability of both rental and owner-occupied housing. The CHAS dataset also provides some household information, which can be cross-tabulated with housing information to link household characteristics with needs. Note that the most recent dataset, released in September 2021, relies on the 2014–2018 ACS dataset.
- **National Housing Preservation Database (NHPD).** The NHPD is an address-level inventory of federally assisted rental housing in the US. The data comes from HUD and the US Department of Agriculture (USDA). NHPD was created in 2011 in an effort to provide communities with the information they need to effectively preserve their stock of public and affordable housing.
- **Zillow.** The online real estate listings company Zillow provides some data on the real estate market free of charge. These datasets include information on rents, home values, inventory, and sales at the city, metro, and zip code levels. To address gaps in data, some of this information relies on information from the ACS to weight key values.

To the greatest extent possible, the latest data sources are used for this report. As data points become available at varied times, there may be differences in some stated numbers. While this may seem inconsistent, it is best practice to use the most up to date and available sources, leading to these differences. For example, housing unit totals from 2019 (ACS) and 2021 (OFM) are both in this report.

Part 2: Community Overview

2.1 LOCAL HISTORY AND SETTING

Algona sits in King County about 8 miles northeast of Tacoma and 20 miles southeast of Seattle. Algona lies at the southeast interchange of SR 18 and SR 167. The City is mostly comprised of low-density development and surrounded by some rural lands.

During the early 1900s, the Algona area was as an agricultural and resource hub. Both timber and farmlands were established. In 1902, the interurban railway was established connecting Algona to Tacoma, Seattle, and other cities. Operations of the railway ended in 1928 due to the opening of Highway 99 and a federal anti-trust ruling.[1]

During the 1930s, large farm operations in the Algona area grew a variety of crops including beans, peas, cabbage, raspberries, and strawberries. These farming operations were largely operated by Filipino and Japanese residents. The produce generated by these farms was sold in markets in Seattle and Tacoma. This farming success ended with the encampment of Japanese persons during World War II.

The City of Algona incorporated in 1955. Key changes followed this milestone, including the establishment of a water district, a city beautification campaign, and new businesses like the General Services Administration Depot (GSA). The GSA housed the Boeing Company Fabrication Plant.

Through the rest of the 20th century, Algona experienced growth and challenges associated with new businesses, city administrations, public works projects, and community development. Since then, Algona has maintained its history with memorials and other community landmarks while experiencing the population and economic increases common to the entire region.

1 Crowley, "Interurban Rail Transit in King County and the Puget Sound Region."

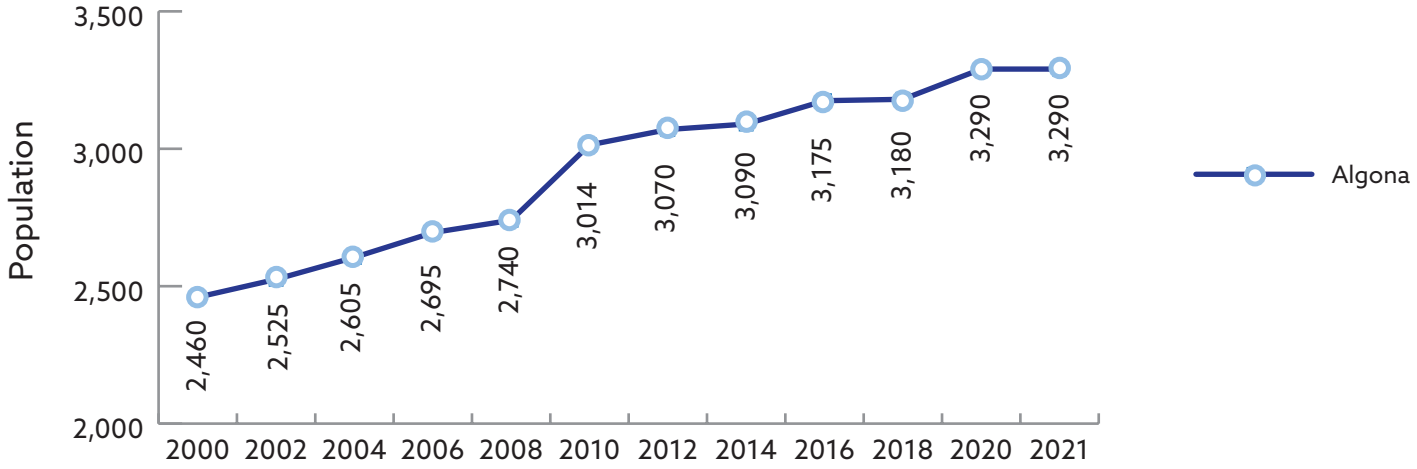


Photo 1: Matchett Park, Algona, WA

2.2 POPULATIONS

According to the Office of Financial Management (OFM), Algona's population of 3,190 in 2019 has risen to 3,290 in 2021. As shown in *Exhibit 1: Population Change (Algona)*, Algona's population has increased over the last 20 years. As a community within the greater Seattle metropolitan area, Algona has grown alongside the regional economy. Available developable lands, some local industry, and easy access to SR 167 clarify Algona's population growth.

Exhibit 1: Population Change (Algona)



Source: OFM, 2021.

Per the 2019 American Community Survey (ACS), the median age in Algona is around 30 years which is lower than King County's median of 36.5 years. Algona's population trends younger with about 75% of the residents being under the age of 50. Comparatively, about 69% of King County residents are under the age of 50.

Notably, Algona's youngest age group (under 18 years) is 8% larger than the King County average, 30% versus 22%. The smallest age group represented among Algona residents is the oldest age group (65 and over), only 7% of City residents fall into this category. This is about half of the percentage seen in King County. Altogether, Algona residents are younger when compared to King County.

Exhibit 2: Population by Age Range (Algona & King County)

2019	Algona		King County	
Median Age	31.0	29.7	37.8	36.3
75 and over	2%	2%	6%	4%
65 to 74	6%	5%	8%	7%
55 to 64	12%	11%	12%	12%
45 to 54	11%	10%	13%	14%
35 to 44	12%	11%	15%	15%
25 to 34	18%	18%	17%	19%
15 to 24	13%	16%	11%	12%
5 to 14	19%	19%	11%	12%
Under 5	6%	6%	6%	6%
	Female	Male	Female	Male
Totals:	3,242	1,713	1,094,888	1,100,688
65 and over	262 (8%)	118 (7%)	158,164 (14%)	126,168 (11%)
50 to 64	598 (18%)	277 (16%)	203,590 (19%)	202,607 (18%)
18 to 49	1,381 (43%)	792 (46%)	489,965 (45%)	519,556 (47%)
Under 18	970 (30%)	496 (29%)	243,131 (22%)	252,321 (23%)

Source: 2015-2019 ACS 5-year estimates.

Ethnicity, Race, and Language Spoken at Home

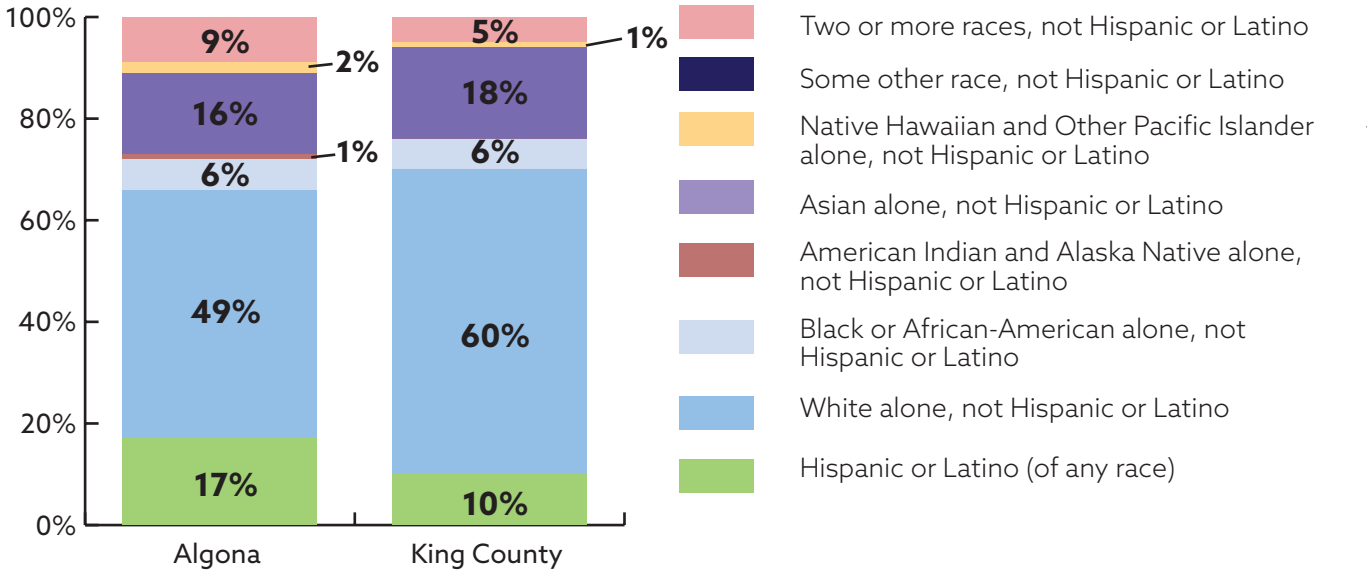
As shown in *Exhibit 3: Race and Ethnicity of Population (Algona & King County)* Algona's population is more racially and ethnically diverse than King County. About half (49%) of Algona residents identify as white, not Hispanic or Latino. About third of Algona residents (33%) identify as either Hispanic or Latino (17%), or Asian alone, not Hispanic or Latino (16%). The remaining Algona population identifies as two or more races, not Hispanic or Latino (9%), Black or African-American, not Hispanic or Latino (6%), Native Hawaiian and Other Pacific Islander, not Hispanic or Latino (2%), or American Indian and Alaska Native , not Hispanic or Latino (1%). The only two race group proportionally larger in King County are persons identifying as white, not Hispanic or Latino (60%) or Asian alone, not Hispanic or Latino (18%).

About two-thirds of Algona households only speak English in their home (65%), which is a slightly lower percentage than King County (72%). For Algona households that speak languages other than English at home, 47% speak an Asian and Pacific Island language followed by Spanish (32%) and Other Indo-European languages (17%). The remaining households speak other languages (5%). This split of languages is correspondingly like that of King County.

Algona is home to a small number of households (4%) with limited English proficiency. This means that these homes may require access to language assistance services. Households with limited English proficiency speak Spanish, Other Indo-European languages, Asian and Pacific Languages, or other languages.[2]

2 2015-2019 ACS 5-Year Estimates.

Exhibit 3: Race and Ethnicity of Population (Algona & King County)



Source: 2015-2019 ACS 5-year estimates.

2.3 HOUSEHOLDS

A household is a single person or a group of people, related or unrelated, who live in a single dwelling unit. Understanding the make-up of households across age, race, and sizes helps us to better understand how to provide housing options for the diverse range of household types.

Exhibit 4: Households by Housing Tenure (Algona & King County)

TYPE	ALGONA		KING COUNTY	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
Owner-occupied	712	78%	502,293	57%
Renter-occupied	196	22%	379,735	43%
Total	**908**		**882,028**	

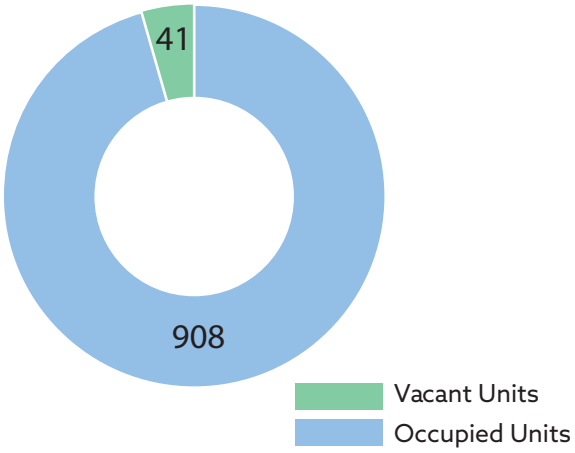
Household Tenure and Size

As shown in *Exhibit 5: Occupied Housing Units (Algona)*, 908, or 96%, of 949 housing units were occupied in 2019. This indicates a 4% vacancy rate for all housing units. An occupied housing unit and household have the same meaning in the census. In Algona, 78% of households are owner households, compared to 57% in King County. This means 22% of households are renter households.

As of 2019, the average household size in Algona is 3.53 persons. This is much higher than the County average of 2.45. The average household size in Algona has increased over the last 20 years, from 2.91 to 3.53 persons. Owner-occupied households typically have a higher household size when compared to renters. This trend does not hold true in Algona; as of 2019 owner-occupied households and renter-occupied households have nearly identical household sizes at 3.53 and 3.54 persons respectively.[3]

3 2015-2019 ACS 5-Year Estimates.

Exhibit 5: Occupied Housing Units (Algona)

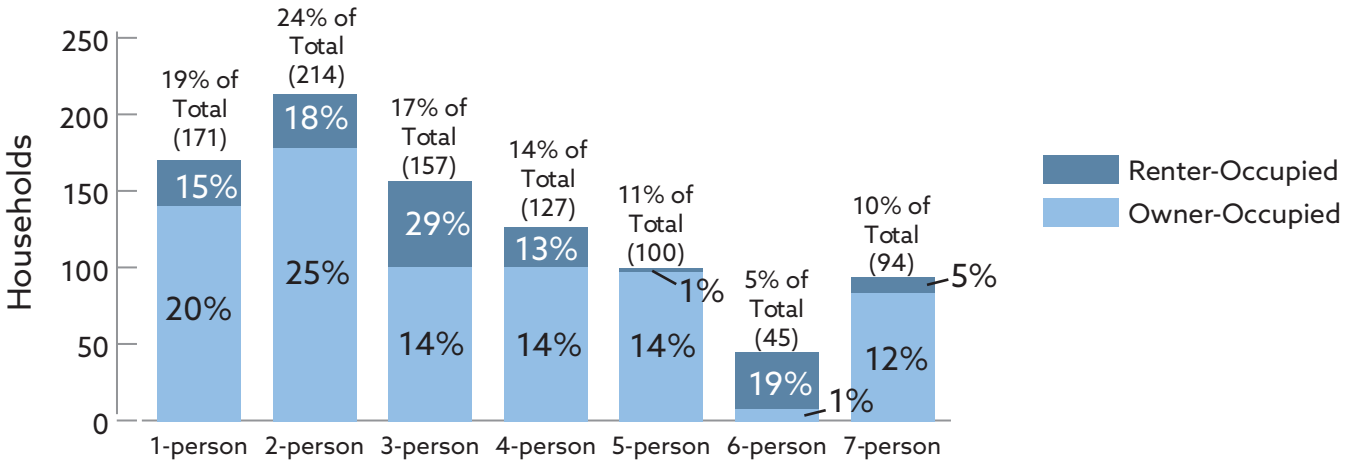


Source: 2015-2019 ACS 5-year estimates.

Algona has a significant number of larger households, with 40% having 4 or more members. These larger households are split between owner and renter households. Notably, 24% of renters are households with 6 or more members compared to 13% of owner households. *Exhibit 6: Household Size by Tenure (Algona)* shows the household size of owners and renters in Algona.[4]

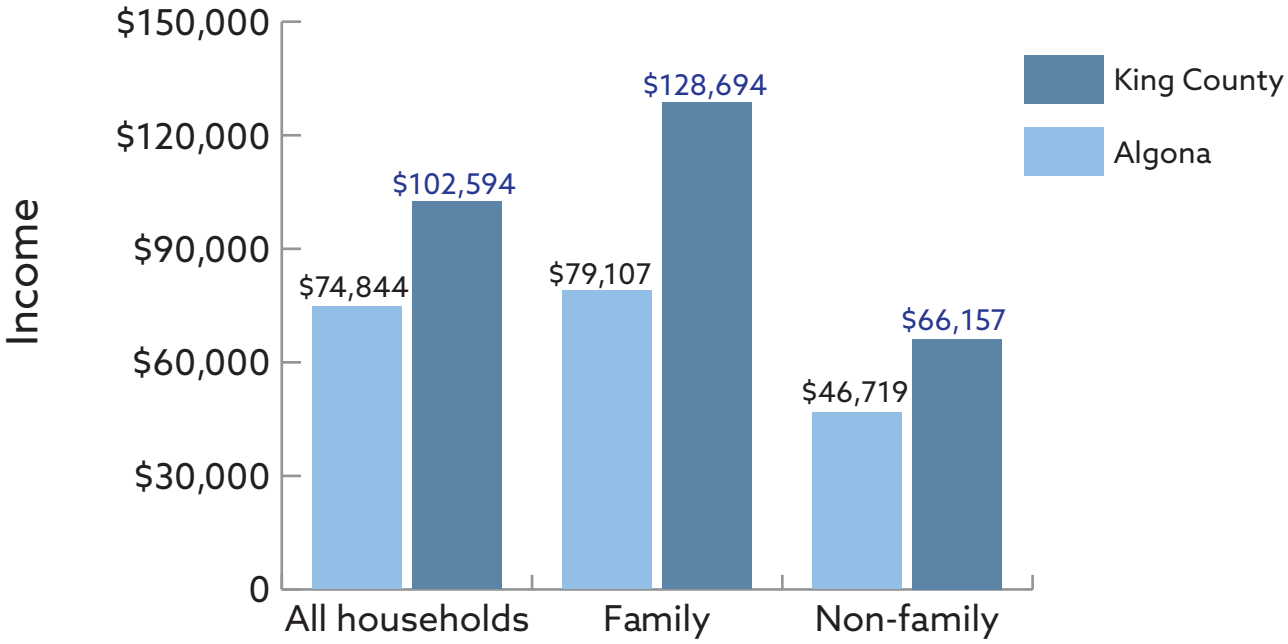
4 2015-2019 ACS 5-Year Estimates.

Exhibit 6: Household Size by Tenure (Algona)



Source: 2015-2019 ACS 5-year estimates.

Exhibit 7: Median Household Income by Household Type (Algona & King County)



Source: 2015-2019 ACS 5-year estimates.

Household Income

The 2019 ACS shows that Algona's median income of $74,844 is lower when compared to the King County median of $102,594. Further dissemination shows significant differences between family and non-family household earnings. The Algona median family[5] household income is $79,107, which is about $40,000 below the county median of $128,694. The median income for non-family households ($46,719) in Algona is lower compared to the county median of $66,157.

Another way to evaluate household income is to analyze the income distribution and its relationship to housing affordability through Area Median Family Income (AMI). The U.S. Department of Housing and Urban Development (HUD) defines AMI by the following income groups:

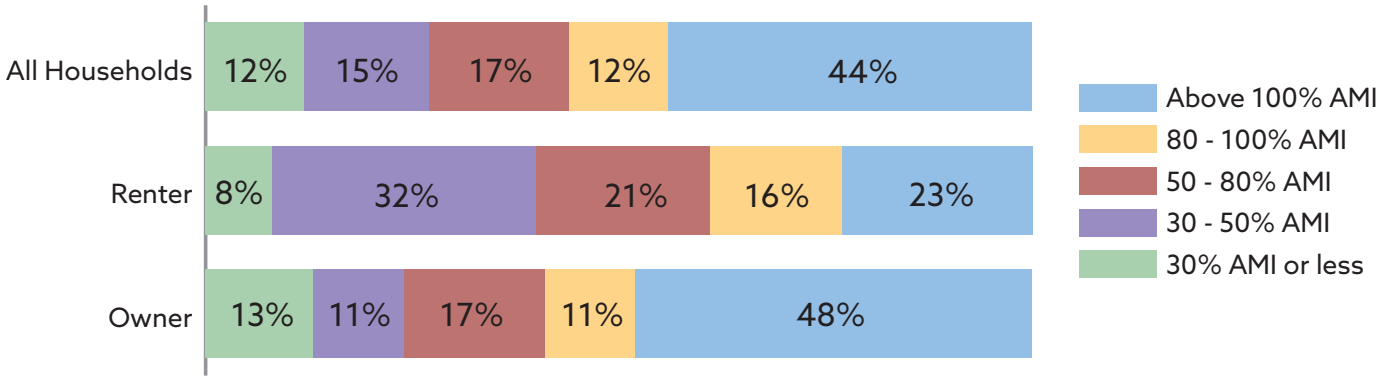
- Extremely Low-income: <30% AMI
- Very Low-income: 30-50 % AMI
- Low-income: 50-80% AMI
- Moderate Income: 80-100 % AMI
- Above Median Income: >100% AMI

Exhibit 8: Percentage of Households by Income Level and Tenure (Algona) shows the distribution of household incomes for all Algona households and then for renters and owners. Forty-four percent (44%) of Algona households are considered low-income, earning 80% AMI or less. About half of owner households (48%) and 24% of renter households generate an income greater than 100% of the AMI. Owner households have a nearly even distribution of the remaining AMI ranges with approximately 11-17% in all other income categories.

Renters do not have an even AMI distribution of the other income categories. The largest renter group (32%) earns between 30 and 50% of the AMI. Twenty-one percent (21%) earn between 50 and 80% AMI. Sixteen percent (16%) earn between 80 and 100% of the AMI. Eight percent (8%) of renters earn less than 30% AMI.

5 In the census, a "family" is a household where two or more people are related by birth, marriage, or adoption. Therefore, family incomes are typically higher than non-family and total household incomes due to the higher earnings from potential multi-income households.

Exhibit 8: Percentage of Households by Income Level and Tenure (Algona)



Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

What is cost-burdened?

Cost-burdened is a metric that was developed as an amendment to the federal 1968 Fair Housing Act by Senator Edward Brooke. Senator Brooke initially drafted the proposed amendment as a response to country-wide rent increases and complaints about services in public housing complexes by capping public housing rent at 25% of a resident's income.[1] The amendment, thereafter named the Brooke Amendment, passed in 1969 and was amended again in 1981 increasing the affordability cap to 30%.

Cost-burdened households are defined as households that spend more than 30% and less than 50% of their income on housing, and severely cost-burdened households spend more than 50% of their income on housing. Households need remaining income to afford other essentials such as food, utilities, transportation, childcare, and clothing.

In recent years, the metric has been up for debate among economists, planners, and affordable housing advocates because 30% is arguably an arbitrary number that may not be adequately representing actual cost-burdens experienced in different household types. Incomes and cost of living factors vary greatly throughout the United States based on location and the robustness of the local and natural economies.

Or a household that spends greater than 30% on housing may live somewhere with better access to amenities or somewhere where they can take public transportation to work, thereby reducing their transportation costs, which is normally a household's highest expense following housing. Additionally, cost-burden has the same metric for family and individual households, and owner and renter households. The economic burdens that a family may experience are vastly different than what an individual would experience, since families have additional members that require more essentials than an individual would have.

While a new metric for housing affordability is likely needed, the 30% approach still has some important uses cases. The severely cost-burdened measurement is still used by HUD in its Worst Case Housing Needs report to Congress of very low-income renting households that do not receive government housing assistance. The 30% cutoff for affordability also matches what assisted households are required to pay in HUD's Housing Choice Voucher program.

The history and flaws of the cost-burden metric are important to understanding the greater context of the metric purpose and how it should be critically considered in the overall Housing Needs Assessment. However, it is still widely agreed upon within the policy and advocacy community that households paying more than half of their income on housing is a serious issue that needs to be addressed.

1 HUD, "Rental Burdens: Rethinking Affordability Measures," 2014.

Cost-Burdened Households

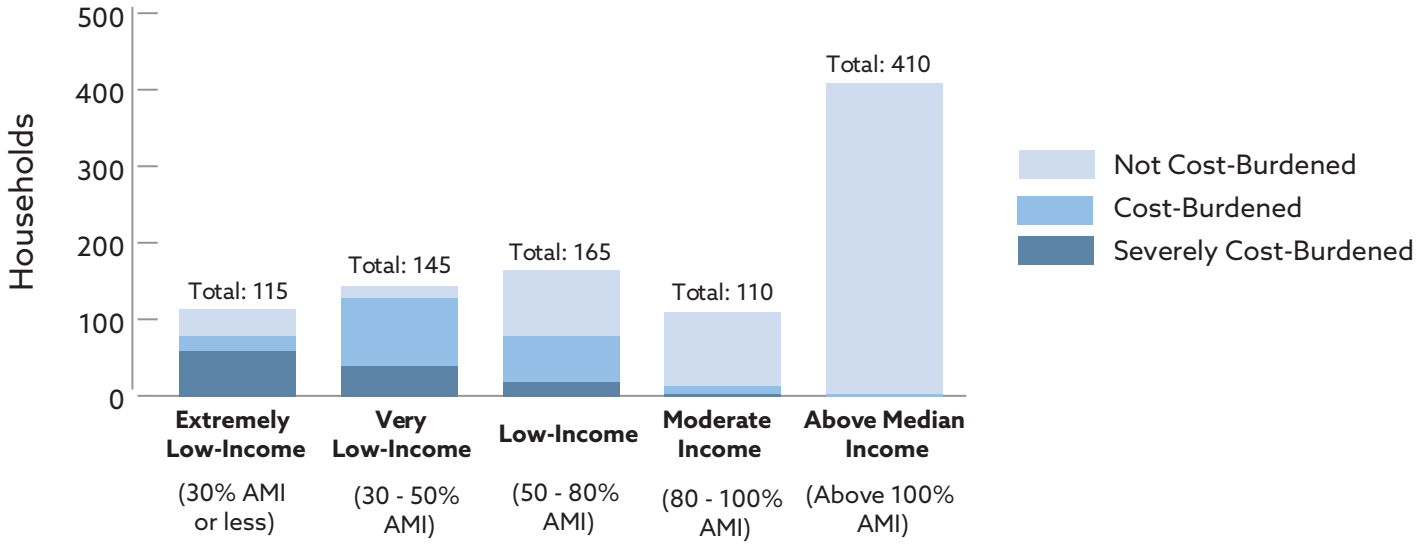
Exhibit 9: Households by Income Level and Cost-Burden Status (Algona) displays the city's households in terms of cost-burden status and income. About 33% of Algona residents are cost-burdened, with 20% spending between 30 to 50% of their income on housing costs (cost-burdened) and 13% spending more than 50% of their income on housing costs (severely cost-burdened). Extremely low-income households comprise 12% of all households. Proportionally, they are the most severely cost-burdened income category, with 52% being severely cost-burdened. Of low-income households (households earning 80% AMI or less), 40% are cost-burdened, and 28% are severely cost-burdened.

Exhibit 10: Proportional Cost-Burdened Households by Tenure (Algona) shows that of the owners who are cost-burdened, 14% are severely cost-burdened, and 16% are cost-burdened. For renters, 10% are severely cost-burdened, and 32% are cost-burdened. Owners (30%) are more cost-burdened than renters (42%).

Proportionally, Black or African-American, non-Hispanic or Latino, renter households are more cost-burdened than any other race as shown in *Exhibit 11: Renters: Proportional Cost-Burden by Race and Tenure (Algona)*. Eighty-six percent (86%) of Black or African-American renter households are cost-burdened. Half (50%) of Asian renter households are severely cost-burdened. Fourteen percent (14%) of Hispanic renter households are cost-burdened. Thirty-six percent (36%) of white households are cost-burdened, with 24% being cost-burdened and 12% being severely cost-burdened.

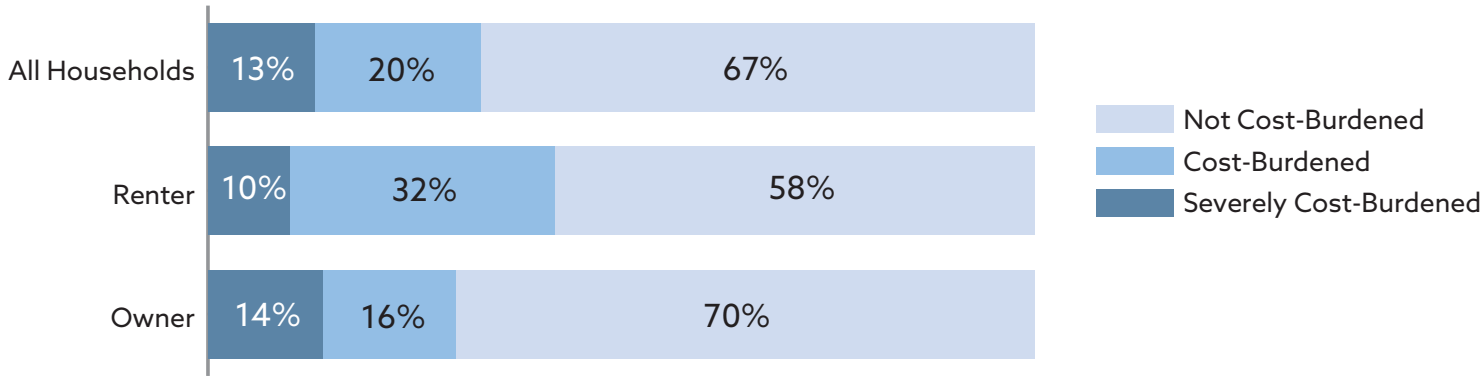
As shown in *Exhibit 12: Owners: Proportional Cost-Burden by Race and Tenure (Algona)*, some proportion of all owner households race categories, besides the other/multiple races, are cost-burdened. Thirty-three percent (33%) of white owner households are cost-burdened, with 19% being cost-burdened and 14% being severely cost-burdened. Forty-three percent (43%) of Black or African-American, not Hispanic owner households are severely cost-burdened. About one-third (29%) of Asian owner households are cost-burdened, with 21% being cost-burdened and 8% being severely cost-burdened. Forty-two percent (42%) of Hispanic owner households are cost-burdened. Eighteen percent (18%) are cost-burdened, and 24% are severely cost-burdened.

Exhibit 9: Households by Income Level and Cost-Burden Status (Algona)



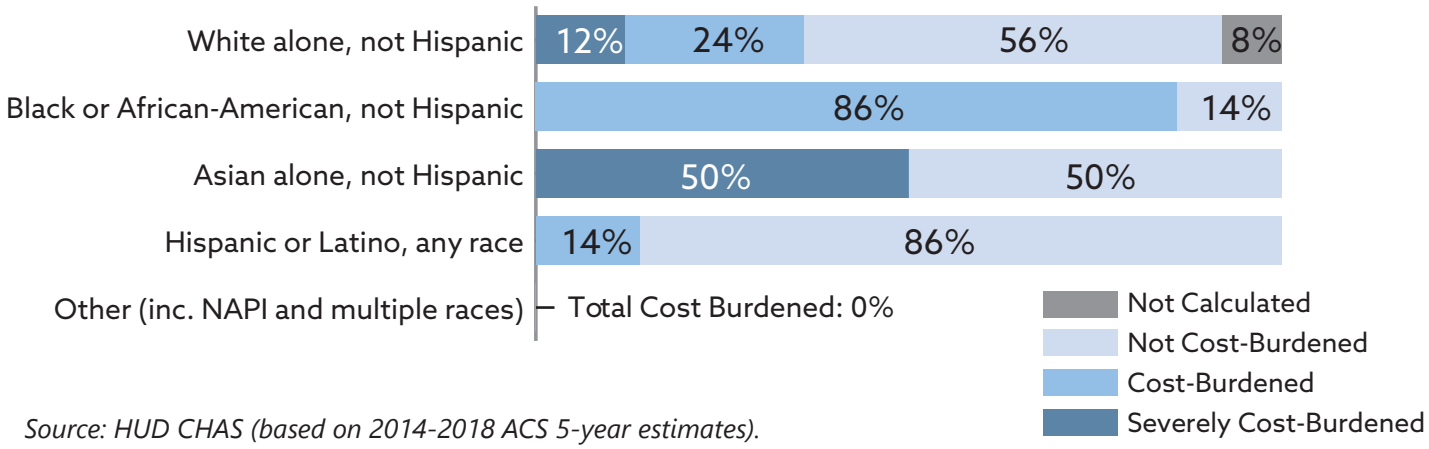
Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

Exhibit 10: Proportional Cost-Burdened Households by Tenure (Algona)



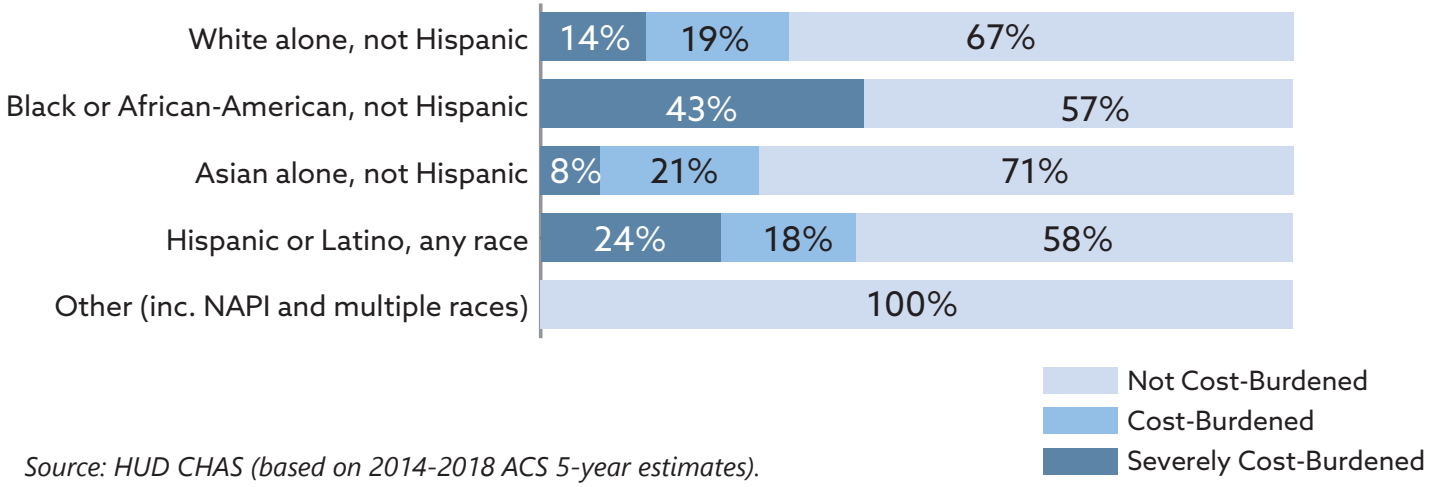
Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

Exhibit 11: Renters: Proportional Cost-Burden by Race and Tenure (Algona)



Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

Exhibit 12: Owners: Proportional Cost-Burden by Race and Tenure (Algona)



Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

Displacement Risk

Displacement occurs when changing neighborhood conditions force residents to move and can create further financial pressures that impact job growth and housing distribution. Forecasting areas facing higher displacement risks can help cities be more aware of socioeconomic strains residents are coping with and prepare comprehensive policies that support racially and economically diverse communities.

The Puget Sound Regional Council (PSRC) issued a 2019 Displacement Risk Report[6] identifying areas where residents and business are at the greatest risk of displacement. The PSRC uses the following five generalized categories to calculate a city's score determining their respective risk level:

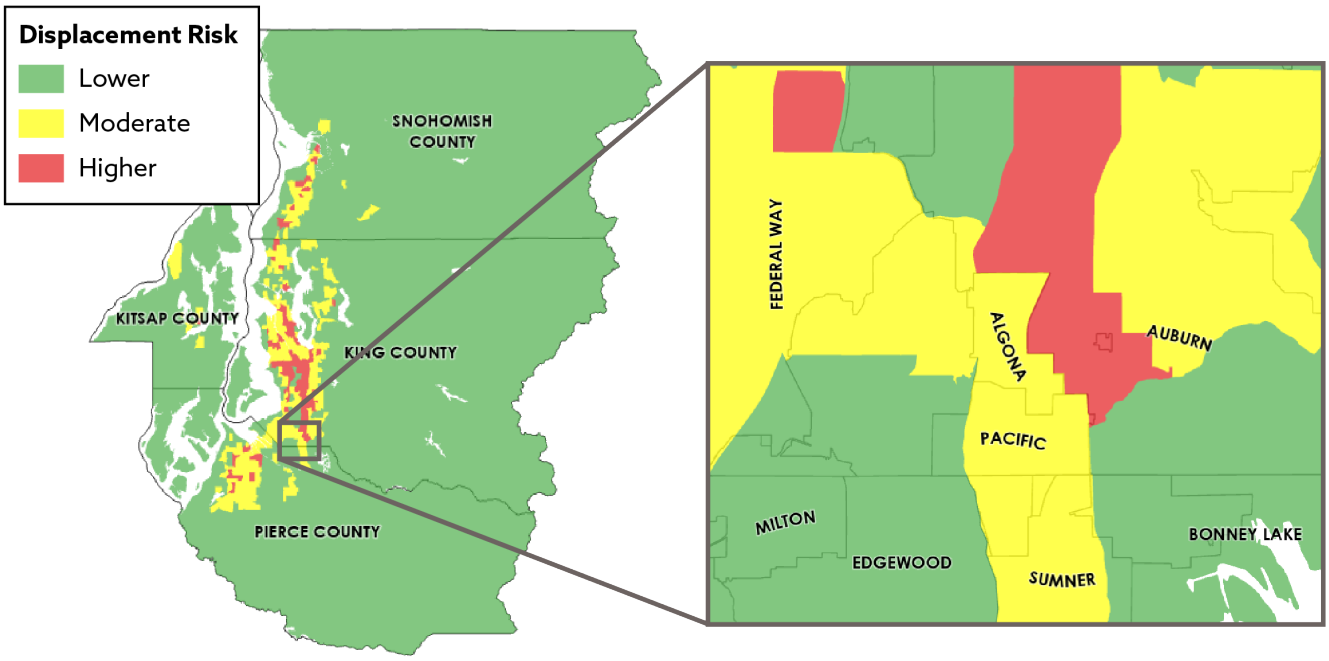
1. Socio-Demographics: Examines the race, ethnicity, linguistics, education, housing tenure and costs, and household income.
2. Transportation Qualities: Assesses access to jobs by car and transit and proximity to existing and/or future transit.
3. Neighborhood Characteristics: Analyzes the proximity of residents to services, retail, parks, schools, and high-income areas.
4. Housing: Reviews development capacity and median rental prices.
5. Civic Engagement: Measured by voter turnout.

Each category has multiple indicators that are standardized and weighted to determine an ultimate score. Each city's score is compiled into an overall index and risk level is determined by how the city fits in to the overall PSRC's data.

Scoring is broken down into three categories: high risk, moderate risk, and low risk. *Exhibit 13: PSRC Displacement Risk (Algona)* shows the PSRC's Displacement Risk Map describing Algona's displacement risk as moderate. This means that Algona scored more than half of the other cities in Pierce, Snohomish, Kitsap, and King Counties in the indicator categories listed above but was not in the top 10% of cities evaluated. Displacement risk is relative to the central Puget Sound region as a whole and does not encompass local factors.

6 PSRC, "Displacement Risk Mapping," 2019.

Exhibit 13: PSRC Displacement Risk (Algona)



Source: PSRC, "Displacement Risk Mapping," 2019.

Residents with Special Housing Needs

While it is vital to understand which households are struggling with housing costs across all economic segments of the community, it is also important to analyze how different household types are affected because of their distinct characteristics. Residents who are disabled may have special housing needs or require supportive services. They may be on a limited budget and have higher medical costs than the average household.

Exhibit 14: Households by Disability Status and Income Level (Algona) takes all the households with all the households with one or more housing problems (incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, or cost-burdened) and shows which of these households also has one or more member that falls into one of the four general disability categories. About 39% of households with a housing problem also have a disability status, and 87% of these households with a housing problem and disability status are low-income (80% AMI or less). It is important to be aware of these populations as the City is planning how to address the housing needs of the city as a whole.

Exhibit 14: Households by Disability Status and Income Level (Algona)

DISABILITY STATUS	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME	TOTAL HOUSEHOLDS
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(>80% AMI)	
Hearing or Vision Impairment	4	25	10	10	49
Ambulatory Limitation	15	15	25	4	59
Cognitive Limitation	4	10	15	4	33
Self-Care or Independent Living Limitation	15	10	15	4	44
None of the Above	70	95	65	40	270
Total	**108**	**155**	**130**	**62**	**455**

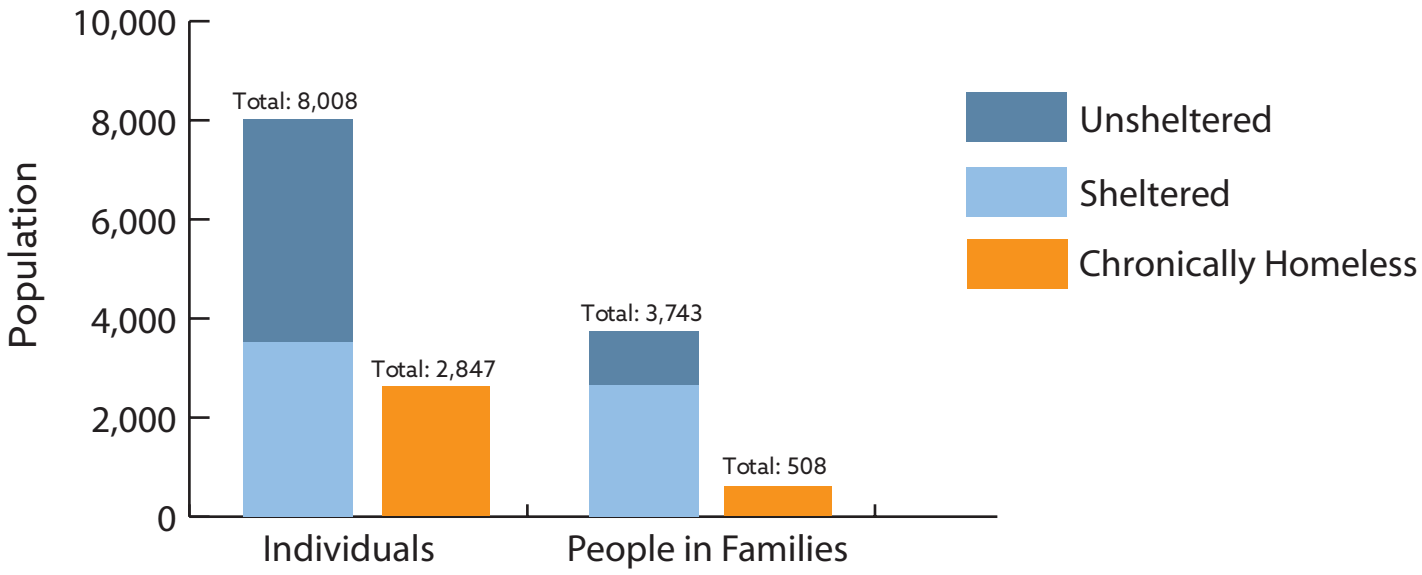
Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

Homelessness

As of 2020, there has been a 5% increase in people experiencing homelessness in King County since 2019. HUD estimates the number of homeless individuals and counts people in shelters, soup kitchens, and identified outdoor locations by working with local service provides to record an accurate count of homeless individuals, but it is likely that the number is underreported since service providers range in location, availability, and staffing. According to the 2020 Point-in-Time (PIT) Count, approximately 11,750 individuals or people in families are experiencing homelessness in the county. Only about half are in shelters, and 29% are chronically homeless. A summary of the count results is shown in *Exhibit 15: Point in Time Count 2020 (King County)*.

The intent of transitional housing is generally to house individuals or families for a limited time after a crisis, such as homelessness, job loss, or domestic violence, and stays can range from two weeks to two years. Transitional housing is a strategy in addressing the homeless crisis in longevity by setting people up for success by creating temporary housing security. Algona has no transitional housing. Algona also has no subsidized or income-restricted housing developments. Subsidized housing is important since it can potentially provide more permanent housing for homeless individuals or families that have little or no income.

Exhibit 15: Point in Time Count 2020 (King County)



Source: HUD, 2020.

How will the HNA and HAP address homelessness?

According to a report published by the Department of Commerce in 2017, the number of people experiencing homelessness has been increasing in Washington since 2013 following 8 years of steady improvement. Through an examination of the potential drivers of the upward trend, it was found that the increase is overwhelmingly caused by growing rents that have driven people at the margins into homelessness. It also looks at other perceived causes of homelessness such as family instability, overall alcohol and drug dependence, and lower educational attainment, all of which have been declining since 2013.

One factor that has intensified the problems caused by rent increases is very low vacancy rates. With low vacancy rates, people are priced out of one place and find it difficult to find another even when they have sufficient income or rental assistance to pay market rents. Vacancy rates below 3% are generally considered too low and can lead to housing price inflation.

In addressing the issue of homelessness, there has to be consideration given both to how to meet the needs of the people already experiencing homelessness and to how to prevent people from becoming homeless in the first place. As for the former, addressing the needs of the homeless population requires a multi-faceted systemic approach that includes housing, but also requires human services, health services, job trainings, and much more. Many of these factors are beyond the scope of what is covered in this Housing Needs Assessment and what can be confronted through a housing action plan. However, regarding the latter, considering the factors that may push people into homelessness and attempting to negate those is within the scope of the HNA and HAP. This proactive approach is still essential to addressing the issue at large.

2.4 WORKFORCE PROFILE

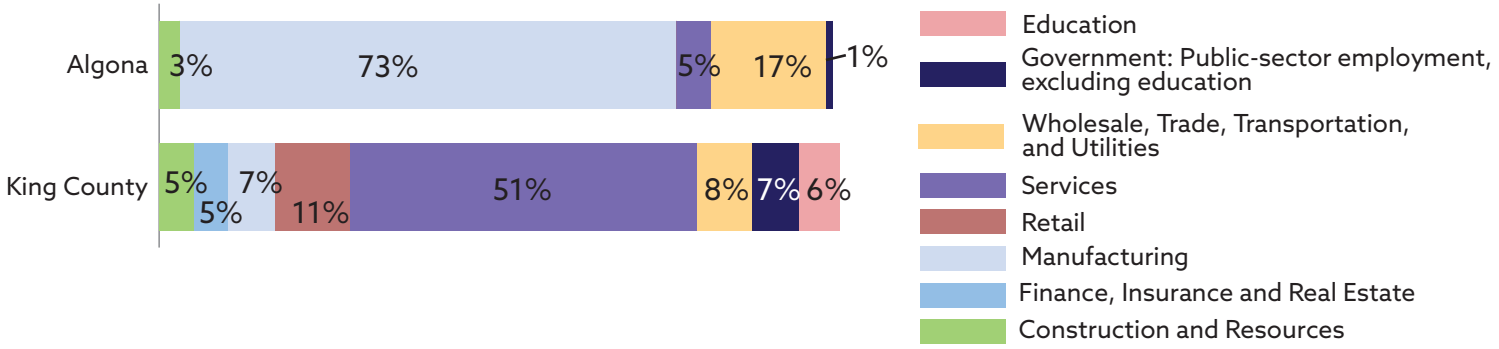
Citywide Employment

In 2020, PSRC identified the primary employment opportunities in Algona as Manufacturing (73%) and Wholesale, Trade, Transportation, and Utilities (17%), with a total of 2,296 jobs. In King County, the largest industry sectors are Services (51%) and Retail (11%). *Exhibit 16: Employment by Industry (Algona & King County)* graphically compares Algona and King County employment sectors. The employment categories shown in this exhibit are broader than the detailed North American Industry Classification System (NAICS) job sectors displayed on the next page.

Exhibit 18: Jobs Held by Residents by NAICS Industry Sector (Algona) is a table that displays within which industry sectors residents of Algona work compared with residents of the county. Most residents of Algona work in Manufacturing (14%) followed by Health Care and Social Assistance (12%) and Retail Trade (10%). The most common industry for county residents is Health Care & Social Assistance at 13%. Other large employment sectors for county residents include Professional, Scientific, and Technical Services (10%), Information (9%), and Accommodation and Food Services (9%).

A jobs-to-housing ratio of 2.19 indicates that Algona has less than half as many housing units compared to jobs. King County has a ratio of 1.48 (*Exhibit 17: Jobs-to-housing Ratio (Algona & King County)*. A jobs-to-housing ratio in the range of 0.75 to 1.5 is typically considered ideal for reducing vehicle miles traveled, meaning it is more likely people can live near where they work. *Exhibit 19: Job Density (Algona)* shows where jobs are in the city, showing a concentration along the northeastern corner of the city in the industrial area.

Exhibit 16: Employment by Industry (Algona & King County)



Source: PSRC, 2020.

Exhibit 17: Jobs-to-housing Ratio (Algona & King County)

	ALGONA	KING COUNTY
Jobs	2,296	1,430,940
Housing Units	1,048	969,234
Jobs-to-Housing Ratio	2.19	1.48

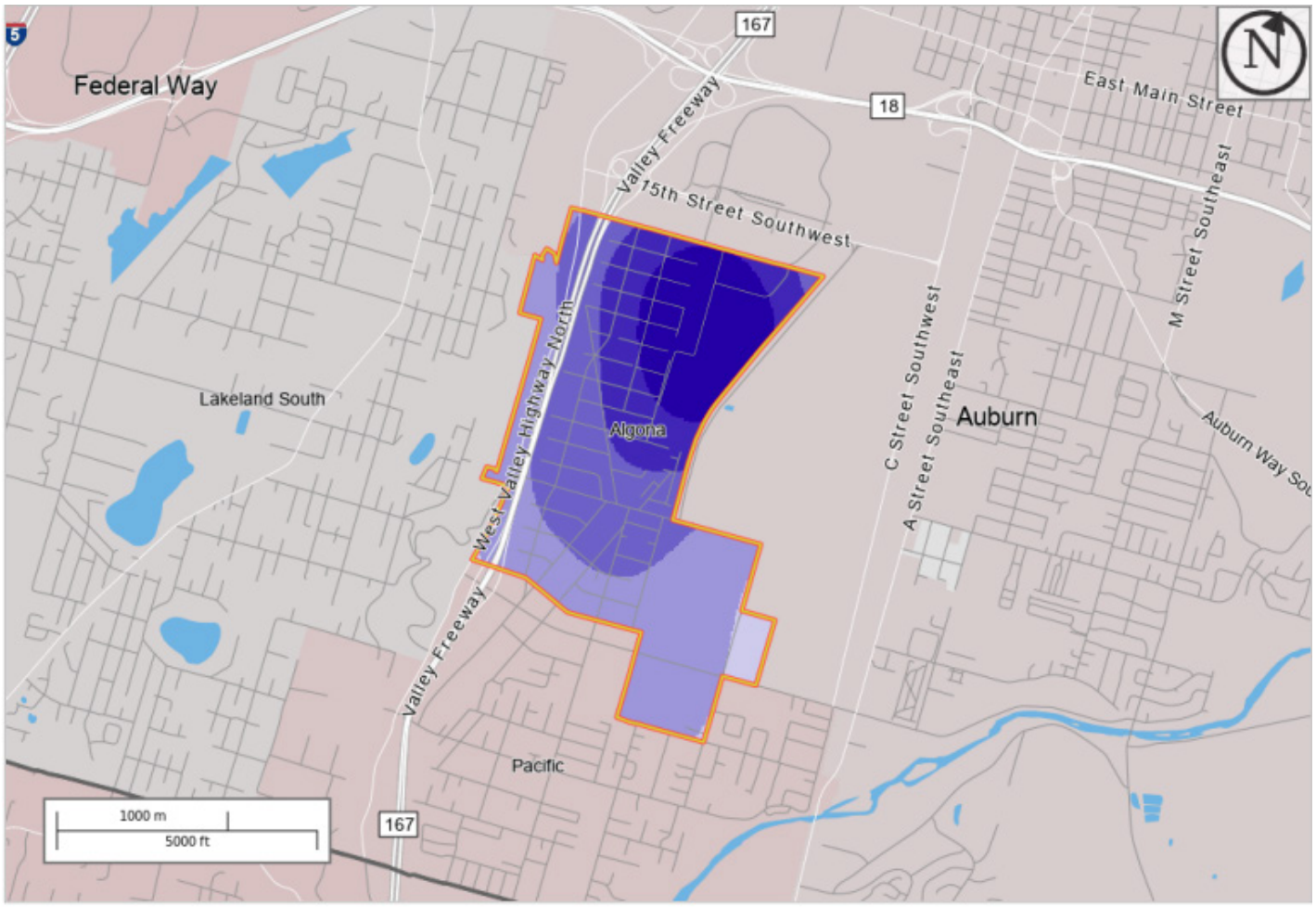
Source: PSRC, 2020; OFM, 2020.

Exhibit 18: Jobs Held by Residents by NAICS Industry Sector (Algona)

JOBS HELD BY RESIDENTS	ALGONA		KING COUNTY	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
Agriculture, Forestry, Fishing and Hunting	10	1%	4,089	0%
Mining, Quarrying, and Oil and Gas Extraction	1	0%	342	0%
Utilities	3	0%	3,923	0%
Construction	131	8%	50,383	5%
Manufacturing	240	14%	80,341	8%
Wholesale Trade	120	7%	44,981	4%
Retail Trade	168	10%	89,992	8%
Transportation and Warehousing	107	6%	42,669	4%
Information	40	2%	98,152	9%
Finance and Insurance	34	2%	35,431	3%
Real Estate and Rental and Leasing	26	2%	22,636	2%
Professional, Scientific, and Technical Services	74	4%	105,916	10%
Management of Companies and Enterprises	25	2%	26,028	2%
Administration & Support, Waste Management and Remediation	99	6%	61,451	6%
Educational Services	115	7%	83,551	8%
Health Care and Social Assistance	200	12%	133,494	13%
Arts, Entertainment, and Recreation	41	2%	24,003	2%
Accommodation and Food Services	127	8%	90,940	9%
Other Services (excluding Public Administration)	52	3%	38,659	4%
Public Administration	48	3%	29,301	3%
Education	0	0%	80,212	6%
Total	1,661		1,066,282	

Source: OnTheMap, 2019.

Exhibit 19: Job Density (Algona)



Source: OnTheMap, 2019.

5 - 92 Jobs/Sq.Mile
93 - 353 Jobs/Sq.Mile
354 - 789 Jobs/Sq.Mile
790 - 1,399 Jobs/Sq.Mile
1,400 - 2,184 Jobs/Sq.Mile

Commuting

A factor to consider related to employment is the distance someone travels to and from work. Because a person's job is often the place they travel to the most, the distance between home and their place of employment matters as it relates to what they spend on transportation costs. After housing costs, transportation costs are generally a household's second largest expense. A picture of affordability is not complete without considering transportation.

Census OnTheMap data shows that almost all of the city's workforce commutes from out of town to Algona for work. *Exhibit 20: Inflow/Outflow Counts of all Jobs (Algona)* shows the inflow and outflow of persons commuting to work. This map shows who is entering and leaving the Algona for work. About 8% of Algona's workforce lives in Tacoma. About 75% of those employed in Algona commute less than 24 miles. About 164 people or 11% of workers commute more than 50 miles to work in Algona.

About 30% of workers living in Algona are employed in either Seattle or Auburn. As shown in *Exhibit 21: Employment Locations of Residents (Algona)*, other areas where Algona residents are employed include Kent (11%) and Renton (7%). Eighty-six percent (86%) of Algona residents commute less than 24 miles to their place of work.

It should be noted that this data is from 2019 and therefore from prior to the COVID-19 pandemic, which had a large effect on traditional commuting patterns. There was a period when most non-essential workers were working from home, thereby likely not incurring the transportation costs to which they had been accustomed. While many places of employment have shifted back to requiring employees to come back to the office full-time or allowing more of a hybrid approach, it is still too soon to exactly determine the lasting impacts the pandemic will have on the daily commute. Regardless, remote work in either a full-time or hybrid format seems like it will remain an option long-term for many employees. While transportation costs associated with a commute may not hold the same power as a factor when someone is choosing where they are going to live as it once did, it is still important to note when thinking about overall location affordability. Location affordability and the metrics that are considered are discussed later in this report.

Exhibit 20: Inflow/Outflow Counts of all Jobs (Algona)



Source: OnTheMap, 2019.

Exhibit 21: Employment Locations of Residents (Algona)

WHERE WORKERS WHO LIVE IN ALGONA ARE EMPLOYED	ALGONA	
	COUNT	PERCENTAGE
Seattle, WA	252	15%
Auburn, WA	242	15%
Kent, WA	184	11%
Renton, WA	109	7%
Tacoma, WA	85	5%
Tukwila, WA	79	5%
Federal Way, WA	60	4%
Bellevue, WA	57	3%
Puyallup, WA	42	3%
Sumner, WA	34	2%
All Other Locations	517	31%
Total	1,661	

Source: OnTheMap, 2019.

Employment Projections

Long term employment projects are prepared by the Washington State Employment Security Department (ESD) based on estimates of average annual job openings and population growth and breaks down anticipated employment projections by industry for counties or groups of counties. The 2021 ESD Projections Report contains estimates for a 5 and 10-year window in King County. The industries anticipating the largest growth between 2019 and 2029 are Information, Retail Trade, and Professional and Business Services with an average growth rate of 4.21%, 2.79%, and 1.20% respectively.

KEY TAKEAWAYS: COMMUNITY OVERVIEW

Populations

- The overall population is increasing and has grown over the last 20 years.
- Algona is younger in comparison to the County median, with 30 years as the average age.
- Algona is more racially and ethnically diverse than King County.
- A third of Algona residents identify as either Hispanic or Latino or Asian. About a third Algona households speak a language other than English at home.
- There are a small number of households (4%) with limited English proficiency. Households with limited English proficiency speak Spanish, Other Indo-European languages, Asian and Pacific Languages, or other languages.

Households

- Algona is comprised of 78% homeowners and 22% renters which is higher than the County homeowner rate of 57%.
- There is a 4% vacancy rate in Algona, indicating a below average (6-8%) vacancy in housing units.
- The average household size in Algona is 3.53 persons which is higher than King County's average of 2.45.
- Algona's median income is $74,844 which is about 73% of the County median income ($102,594). Family household incomes ($79,107) in Algona are less than the County median for families ($128,694). Nonfamily households in Algona earn significantly less when compared to the County median for nonfamily households ($49,719 versus $66,157).
- Forty-four percent (44%) of Algona households are considered low-income, earning 80% AMI or less.
- Proportionally, extremely low-income households are the most cost-burdened income category, with 52% being severely cost-burdened.
- Thirteen percent (13%) of renters are severely cost-burdened, and 20% are cost-burdened.
- Eighty-six percent (86%) of Black or African-American renters are cost-burdened. Half of Asian renter households are severely cost-burdened.
- Thirty-three percent (33%) of white owners are cost-burdened, with 14% being severely cost-burdened. Forty-three percent (43%) of Black or African-American owners are severely cost-burdened. About a third (29%) of Asian owner households are cost-burdened, with 21% being cost-burdened and 8% being severely cost-burdened. Forty-two percent (42%) of Hispanic owner households are cost-burdened, 18% are cost-burdened and 24% are severely cost-burdened.
- PSRC's Displacement Risk Map describes Algona's displacement risk as moderate.
- Eighty-seven percent (87%) of households with a housing problem and disability status are low-income (earn less than 80% AMI).

Workforce Profile

- About 89% of Algona's workforce commutes from out of town.
- Algona's jobs-to-housing ratio is 2.19, indicating there are more than double the number of jobs compared to housing.
- 86% of Algona residents commute less than 24 miles to work.
- The top two industries for employment in Algona are Manufacturing (73%) and Wholesale, Trade, Transportation, and Utilities (17%).

Part 3: Housing Conditions

3.1 HOUSING INVENTORY

Housing Units by Type and Size

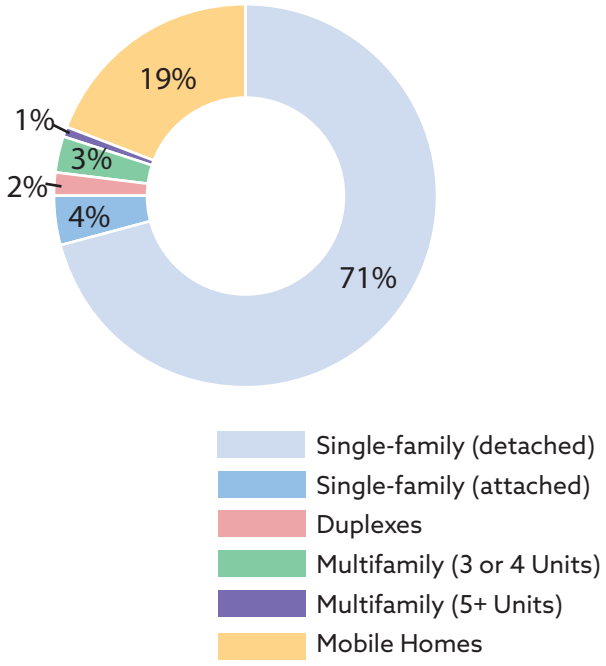
As of 2021, there are 1,048 housing units in Algona, representing a 19.4% increase in supply since 2000. Three-quarters (75%) of housing units are single-family homes. *Exhibit 23: Housing Inventory by Type (Algona)* describes the breakdown of housing units by type existing in Algona. Beyond single-family, the second most common housing type is mobile homes (19%). The remaining existing units are split between duplexes (2%), units in multifamily buildings with 3 to 4 units (3%), and units in multifamily buildings with 5 or more units (1%).

One fifth of households (19%) only have one person and a quarter of households (26%) have 5 or more members. The remaining 55% is split between 2-member households (24%), 3-member households (17%), and 4-member households (14%). Three-bedroom housing units are most prominent in Algona, representing 57% of the total. Studio or one-bedroom units (1%), 2-bedroom units (19%), 4-bedroom units (23%), and 5+ bedroom units (1%) account the remaining housing stock.

The available units do not align with the household sizes in Algona. For example, there is a shortage of larger units for households with 5 or more members and an oversupply of 3-bedroom units. One-person households represent 19% of Algona's population, but only 1% of the housing supply is made up of studio or one-bedroom units, suggesting that one-person households are occupying larger housing units.[7]

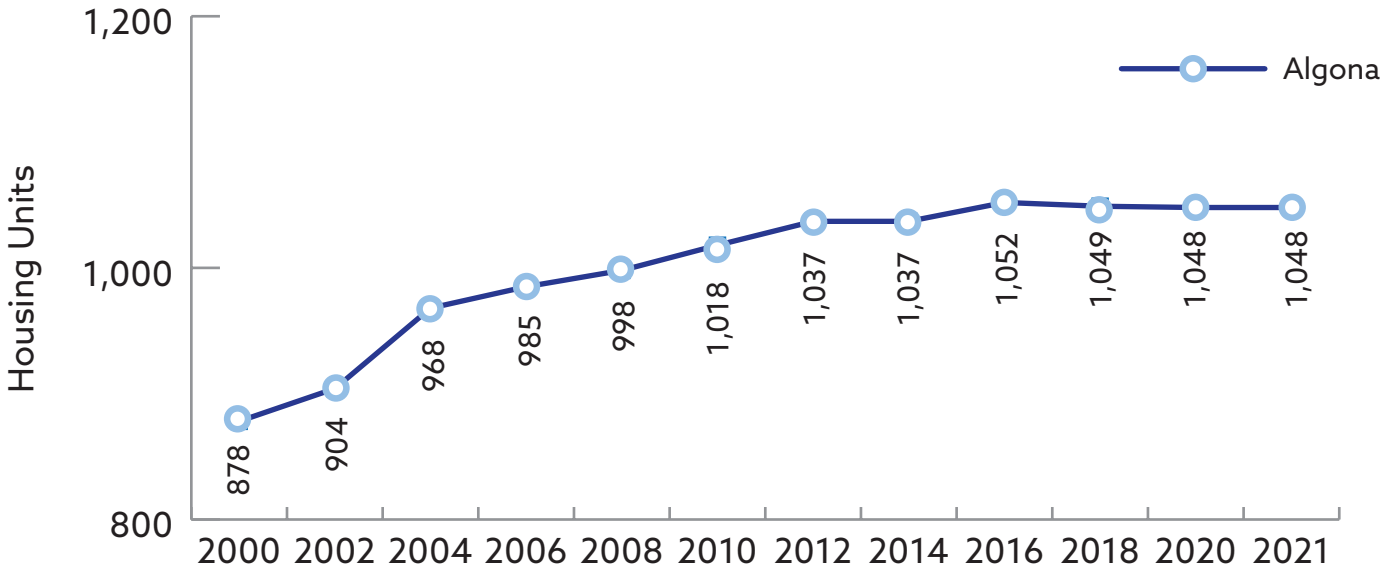
7 *Source: 2015-2019 ACS 5-year estimates.*

Exhibit 23: Housing Inventory by Type (Algona)



Source: 2015-2019 ACS 5-year estimates.

Exhibit 22: Housing Units, 2000 to 2021 (Algona)



Source: OFM, 2021.

Exhibit 24: Age of Housing Stock (Algona)

BUILT DATE	PERCENTAGE
Built 2010 to 2019	2%
Built 2000 to 2009	17%
Built 1990 to 1999	23%
Built 1980 to 1989	16%
Built 1970 to 1979	18%
Built 1960 to 1969	5%
Built 1950 to 1959	9%
Built 1940 to 1949	3%
Built 1939 or earlier	7%

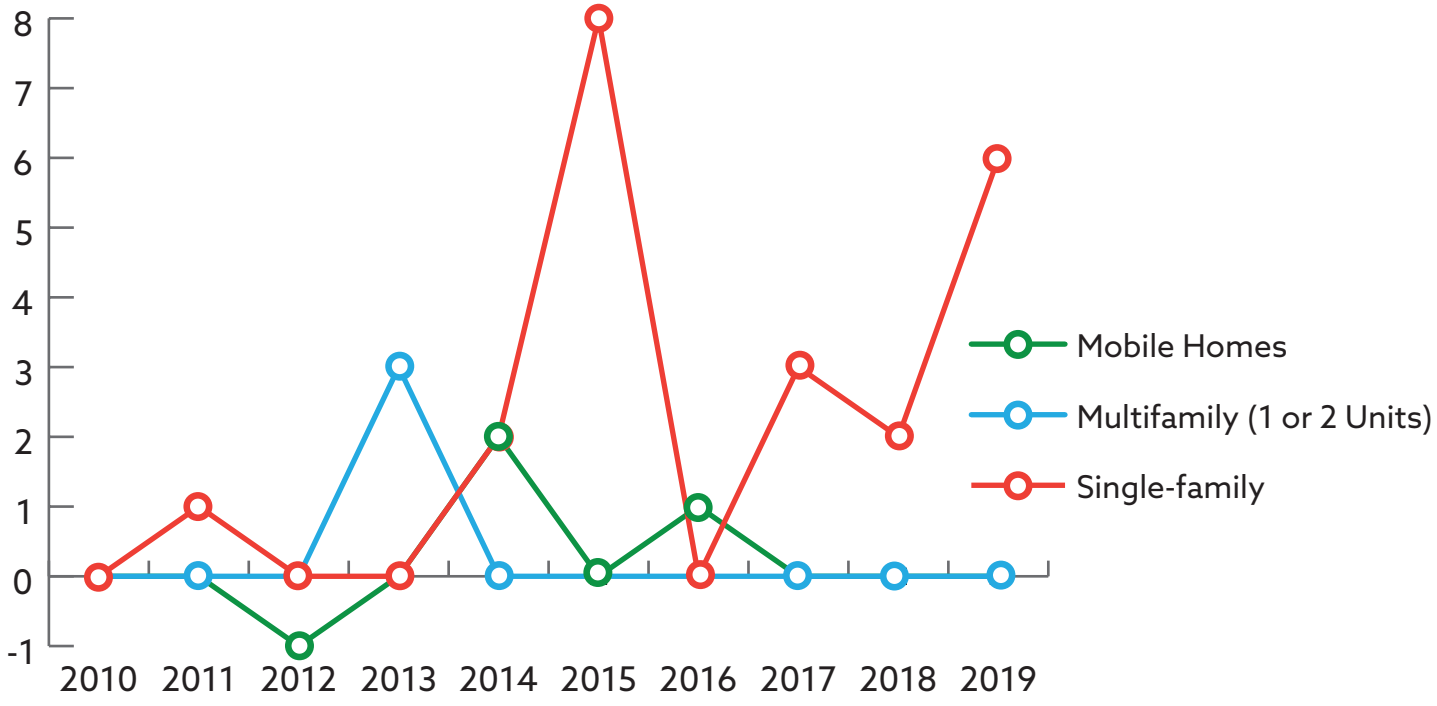
Source: 2015-2019 ACS 5-year estimates.

Housing Age and Production

Exhibit 24: Age of Housing Stock (Algona) shows the age of Algona's housing stock. Eighty percent (80%) of Algona's housing was built before 2000, with 23% built between 1990 and 1999. Seventeen (17%) of Algona housing was built between 2000 and 2009 and 2% was built between 2010 and 2013. No new housing units have been added between 2014 and 2019. Given the age of Algona's housing, rehabilitation, maintenance, and repair costs will be a concern for most homes in the coming years.

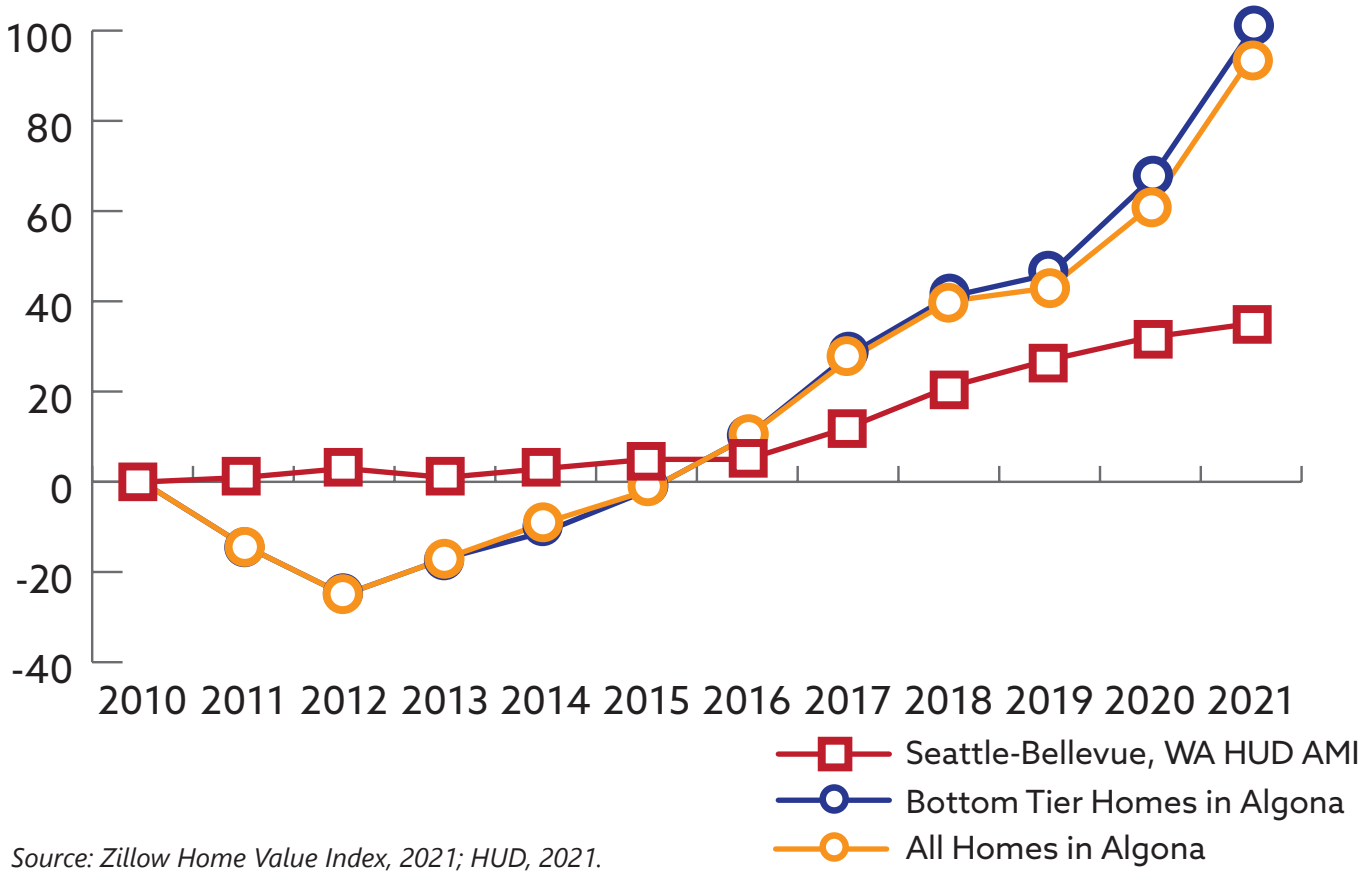
The PSRC records permit data on housing units and tracks what types of units are constructed or demolished, as shown in *Exhibit 25: Permitted Units, 2010 - 2019 (Algona)*. Between 2010 and 2019, the City lost an average of 1 housing unit and gained an average of 2.5 new units annually. Eighty-nine percent (89%) of permits issued since 2010 were for single-family homes. The other permits include multifamily housing and mobile homes. Collectively, this data suggests that Algona's housing development is primarily focused on single-family units.

Exhibit 25: Permitted Units, 2010 - 2019 (Algona)



Source: PSRC, 2019.

Exhibit 26: Percent Change in Home Values and HUD AMI Since 2010 (Algona)



Source: Zillow Home Value Index, 2021; HUD, 2021.

3.2 HOME OWNERSHIP

Home ownership is an important topic to consider since it is the main way most American families accumulate generational wealth. There are also typically more home ownership opportunities compared with rental opportunities in advantaged neighborhoods, which provide access to higher performing school districts, amenities, and social capital that lead to better opportunities. Of total housing units, approximately two-thirds (78%) are owner-occupied.

Demographically, Algona is a diverse community, with 49% of residents identifying as non-Hispanic white, 17% identifying as Hispanic or Latino, and 16% identifying as Asian. These demographics are loosely reflected in the homeownership percentages by race and ethnicity. Sixty-six percent (66%) of homeowners identify as white, 10% as Hispanic or Latino, and 18% as Asian.

Exhibit 27: Age of Owners (Algona) show the home ownership rate by age group. The represented age is that of the householder. The 45 to 54 and 65 to 74 age groups have the highest rates of ownership, at 96% and 89% respectively. Most other age groups, show more than half living in owner-occupied homes, except for the under 35 years age group, which has a home ownership rate of 48%, and the 85 years and over age group which has a 0% ownership rate because there are no households where the householder is 85 years or older. Typically, the 35 years and under age group has a lower rate due to lack of wealth accumulation from minimal years in the work force, high amounts of student loan debt, and the high cost of ownership.

Exhibit 26: Percent Change in Home Values and HUD AMI Since 2010 (Algona) shows the percent change in median home value and bottom tier home value from 2010 to 2021 in comparison to the percent change in HUD AMI. The data reflects the decrease in home value following the Great Recession at the end of the 2000s. However, median home values have been increasing consistently since 2016. In 2021, the median home value was $453,106 which is nearly double the median home value in 2010 of $233,753. This is reflective of the regional population boom and increasing housing shortage. Even the bottom tier home value, which are described by Zillow as those in the 5th to 35th percentile of all units by value, had increased by 101% from 2010 to 2021 to a value of $404,581.

Over the same period, area median income has also grown but not to the same degree as home values. Between 2010 and 2021, the AMI was fairly stagnant the first half of the decade but eventually grew to $115,700 which is a 35% increase from 2010. In 2019, Algona's household median income was $74,844, which is lower than the Seattle-Bellevue, WA HUD AMI of $108,600 during the same year. The key takeaway here is that median housing costs have far outpaced regional wage growth, meaning that ownership affordability is getting further and further out of reach.

Exhibit 27: Age of Owners (Algona)

AGE OF HOMEOWNERS	PERCENTAGE OF HOUSEHOLDS IN AGE GROUP
Under 35 years	48%
35 to 44 years	71%
45 to 54 years	96%
55 to 64 years	86%
65 to 74 years	89%
75 to 84 years	83%
85 years & up	0%

Source: 2015-2019 ACS 5-year estimates.

Home Ownership Affordability

Exhibit 28: Cost of Home Ownership (Algona) describes the approximate incomes needed to afford a median or bottom-tier home. It also estimates annual income needed for a first time homebuyer, which is explained further in the Home Ownership Affordability call-out. To afford a median priced home in Algona, a minimum annual income of $66,679 is required, which is 61% of HUD AMI and 89% of the City's median income. A bottom tier home requires a household income of $58,557, or 54% of HUD AMI.

Exhibit 29: Percentage of All Households by Income Bracket (Algona) shows the distribution of household incomes and that 57% of households can potentially afford the median value home. Bottom-tiered homes are more affordable with 65% of households able to afford the monthly costs of $1,465. It is important to note that data on household's savings is not available, so it is impossible to estimate how many of these households actually have enough savings for a down payment to become a homeowner.

Exhibit 28: Cost of Home Ownership (Algona)

	MEDIAN HOME	BOTTOM TIER-HOME	FIRST TIME HOMEBUYER
Sales Price	$334,843	$294,055	$284,617
Assumed down payment	$66,969	$58,811	$28,462
Mortgage amount	$267,874	$235,244	$256,155
Monthly mortgage payment	$1,270	$1,115	$1,251
Monthly Income Needed	$5,557	$4,880	$5,296
Annual Income Needed	$66,679	$58,557	$63,549
% of HUD AMI	61%	54%	59%
% of City Median Income	89%	78%	85%

Source: Zillow Home Value Index, 2019; HUD, 2019; 2015-2019 ACS 5-year estimates.

How is home ownership affordability calculated?

Home ownership affordability was calculated using the Zillow Home Value Index (ZHVI) which provides median home values for all ownership homes (single-family residential and condos) as well as averages among "Bottom Tier" homes (those in the 5th to 35th percentile of all units by value) and "Top Tier" (those in the 65th to 95th percentile of all units by value). The ZHVI represents the whole housing stock and not just homes that list or sell in a given month.

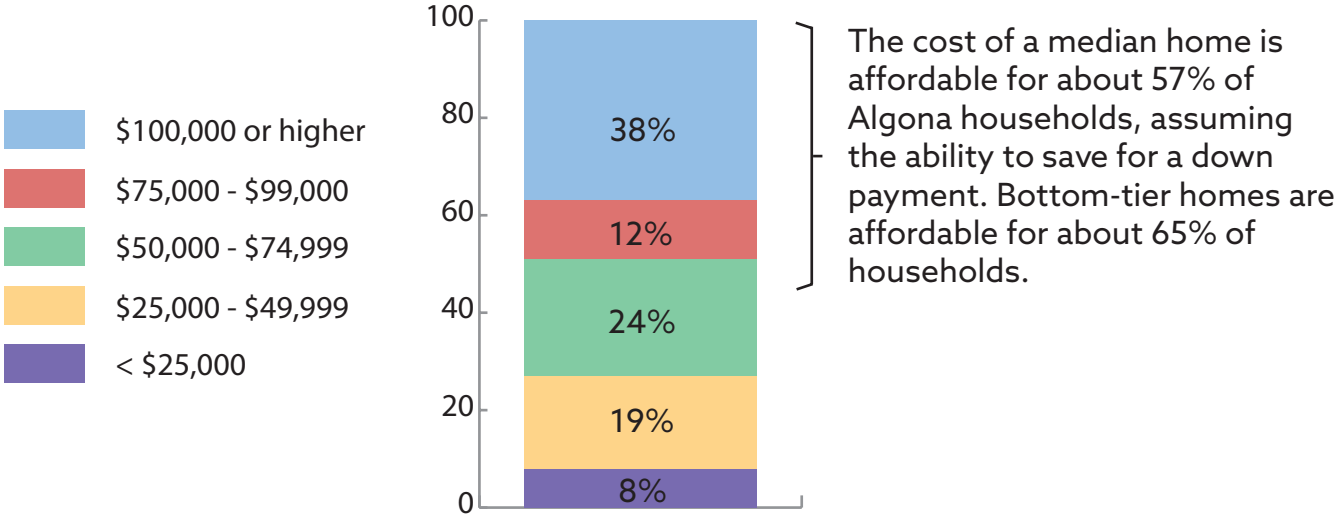
The monthly mortgage payment for these homes was calculated using several assumptions:

- The down payment is 20% for the Median Home and Bottom Tier Home calculations; therefore, the mortgage amount is 80% of the home value.
- Mortgage term is 30 years, so there are 360 payments over the course of the loan.
- Interest rate is the Freddie Mac national average for a 30-year fixed-rate mortgage from 2019.
- Monthly property taxes are assumed to be the county average.
- Monthly insurance payments are assumed to be 0.5% of the home's value.

The First Time Homebuyer calculations are based on a metric used by the Washington Center for Real Estate Research to assess housing affordability for a given area given the assumptions for a first-time homebuyer. These assumptions differ from those listed by assuming the home value is 85% of the median and the down payment is 10% of the home value.

These assumptions provided the monthly costs expected to be paid for the three home value types. The monthly costs were divided by .3 and multiplied by 12 to determine the minimum annual income needed to afford them (i.e., not be cost-burdened). Note that monthly utility payments are not included because of lack of data for estimating these costs, so affordability may be overestimated.

Exhibit 29: Percentage of All Households by Income Bracket (Algona)



Source: 2015-2019 ACS 5-year estimates.

3.3 RENTAL HOUSING

About a quarter (22%) of the city's housing stock is rental units, or approximately 196 housing units total. Most Algona renters identify as white (65%); the second largest racial or ethnic group of renters is Hispanic or Latino households (16%) followed by Black or African-American (14%). *Exhibit 30: Age of Renters (Algona)* show the number of renter households by age group, displaying the inverse percentages discussed previously in the Home Ownership section. The under 35 years age group makes up the most renter households at 52%. Besides the 85 years and over age group still being 0% due to no households in that age group being in the city, the lowest rate is among the 45 to 54 group at 4%, and the rest are all 30% or lower, representing the higher overall rate of ownership in Algona.

Exhibit 30: Age of Renters (Algona)

AGE OF RENTERS	PERCENTAGE OF HOUSEHOLDS IN AGE GROUP
Under 35 years	52%
35 to 44 years	30%
45 to 54 years	4%
55 to 64 years	14%
65 to 74 years	11%
75 to 84 years	17%
85 years & up	0%
Total	

Source: 2015-2019 ACS 5-year estimates.

Rental Housing Costs

As of 2019, the median rent in Algona was $1,215, which is nearly $400 less than King County's median rent. Approximately three-quarters (74%) of households can afford the median rental cost. The median income in Algona is $74,844 and an annual income of $48,551 is required to afford a rental unit. *Exhibit 31: Median Gross Rent by Number of Bedrooms (Algona)* shows the median gross rent by number of bedrooms in Algona compared with the rents in King County. The data on rent in Algona is limited to units with 4 or fewer bedrooms due to the volume and types of available rentals. Algona rentals are consistently more affordable than the county median.

Exhibit 32: Affordability of Median Cost Rental Units (Algona) takes this analysis a step further by showing for which income ranges the median rents are affordable by number of bedrooms. Affordability of a rental housing unit ranges depending on the size of the unit available. The median rent for 2-bedroom and 3-bedroom units is affordable for all household making 80% of the median income and above. Someone making 50% of the city median income cannot afford a rental unit with multiple bedrooms but may be able to find a one-bedroom rental. Rental cost data of one-bedroom units is not available due to the limited supply in Algona.

HUD provides data on rental units available by income bracket compared with the income levels of renter households, shown in *Exhibit 33: Rental Units Available by Income Bracket (Algona)*. For all renter households (earning below 80% AMI), there is ample supply of units available at the affordability level compared to number of households. The only under supply is for the renter households that earn over 80% of the AMI. However, the surplus in the lower ranges means these more affordable units would be available to them.

While the ACS does not provide rental vacancy information available at the city level, we can use the data for King County to gain an understanding of what renters in Algona may experience. The rental vacancy rate for King County is 3.3%, which is beneficial but is verging on being too low. A healthy housing market has a vacancy rate around 5%; rates below 3% are generally considered too low and can lead to housing price inflation.

Exhibit 31: Median Gross Rent by Number of Bedrooms (Algona)

BEDROOMS	ALGONA	KING COUNTY
No bedroom	-	$1,307
1 bedroom	-	$1,420
2 bedrooms	$995	$1,671
3 bedrooms	$1,339	$2,030
4 bedrooms	$1,861	$2,350
5 or more bedrooms	-	$2,291
Median Gross	**$ 1,215**	**$ 1,606**

Note: *These median rent prices are based on data from the most recent community survey. A limited supply of rentals, age of units, and location influence prices. Furthermore, some units are difficult to classify as they may have amenities not seen in this data. Things like communal spaces, fitness areas, or a convenient setting. Finally, modern studios often have more square footage than a traditional one-bedroom unit.*

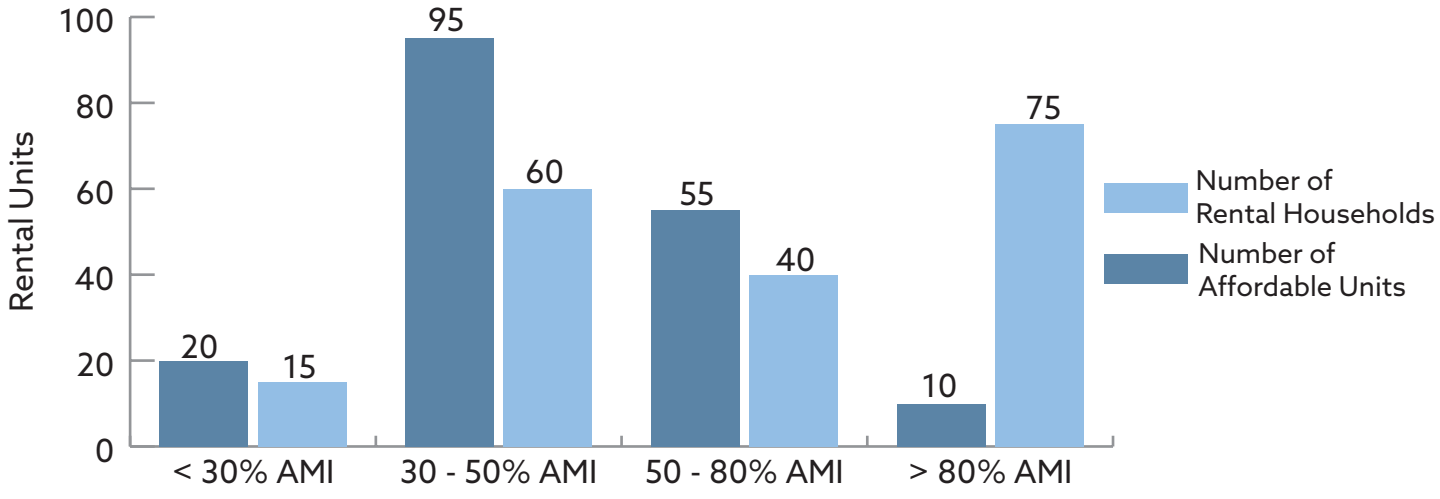
Source: 2015-2019 ACS 5-year estimates.

Exhibit 32: Affordability of Median Cost Rental Units (Algona)

HOUSEHOLD INCOME (% OF ALGONA MEDIAN INCOME OF $74,844)	AFFORDABILITY OF AVERAGE COST RENTAL UNITS		
	2-BEDROOM	3-BEDROOM	4-BEDROOM
120%	YES	YES	YES
100%	YES	YES	YES
80%	YES	YES	**NO**
60%	YES	**NO**	**NO**
50% or less	**NO**	**NO**	**NO**

Source: 2015-2019 ACS 5-year estimates.

Exhibit 33: Rental Units Available by Income Bracket (Algona)



Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

3.4 SUBSIDIZED HOUSING

As mentioned previously, Algona has no subsidized housing units available to those households who qualify for income-restricted housing.

KEY TAKEAWAYS: HOUSING CONDITIONS

Housing Inventory

- There are 1,048 housing units in Algona, 75% of these are single-family homes.
- Three-bedroom housing units are most prominent in Algona, representing 57% of the total.
- One fifth of households (19%) only have one person and a quarter of households (26%) have 5 or more members.
- Algona's housing supply is largely aging, with eighty percent (80%) built before 2000.

Housing Ownership

- Three-quarters of the city's housing units are owner-occupied.
- Homeowners are primarily white (66%), Asian (18%), or Hispanic or Latino (10%).
- As of 2021, the median home value is $453,106 which has doubled since 2010. This steady increase in home values began in 2016.
- The Seattle-Bellevue, WA HUD AMI has increased by 35% since 2010 to $115,700 in 2021 but has not kept pace with increasing home ownership costs in the region.
- Approximately 43% of Algona's households can afford a median priced home and 65% can afford a bottom-tiered home, assuming the household has enough money saved for a down payment.

Rental Housing

- About a fifth of the city's housing stock is rentals (22%).
- Most Algona renters identify as white (65%); the second highest racial or ethnic group amongst renters is Hispanic or Latino (16%).
- The highest rate of renter households is among the youngest age group (under 35 years) at 52%.
- The median gross rent in Algona is $1,215 which is about $400 lower than the King County median.
- Generally, households earning 50% of the city's median income cannot afford a multi-bedroom unit. Households earning 80% of the median income or higher can afford a two or three bedroom.
- Generally, available rental units align with need. There is an under supply of units priced for households making 80% or more of AMI.
- The rental vacancy rate for King County is 3.3% indicating that the rental housing market is healthy.

Subsidized Housing

- Algona has no subsidized housing units.

Part 4: Gap Analysis

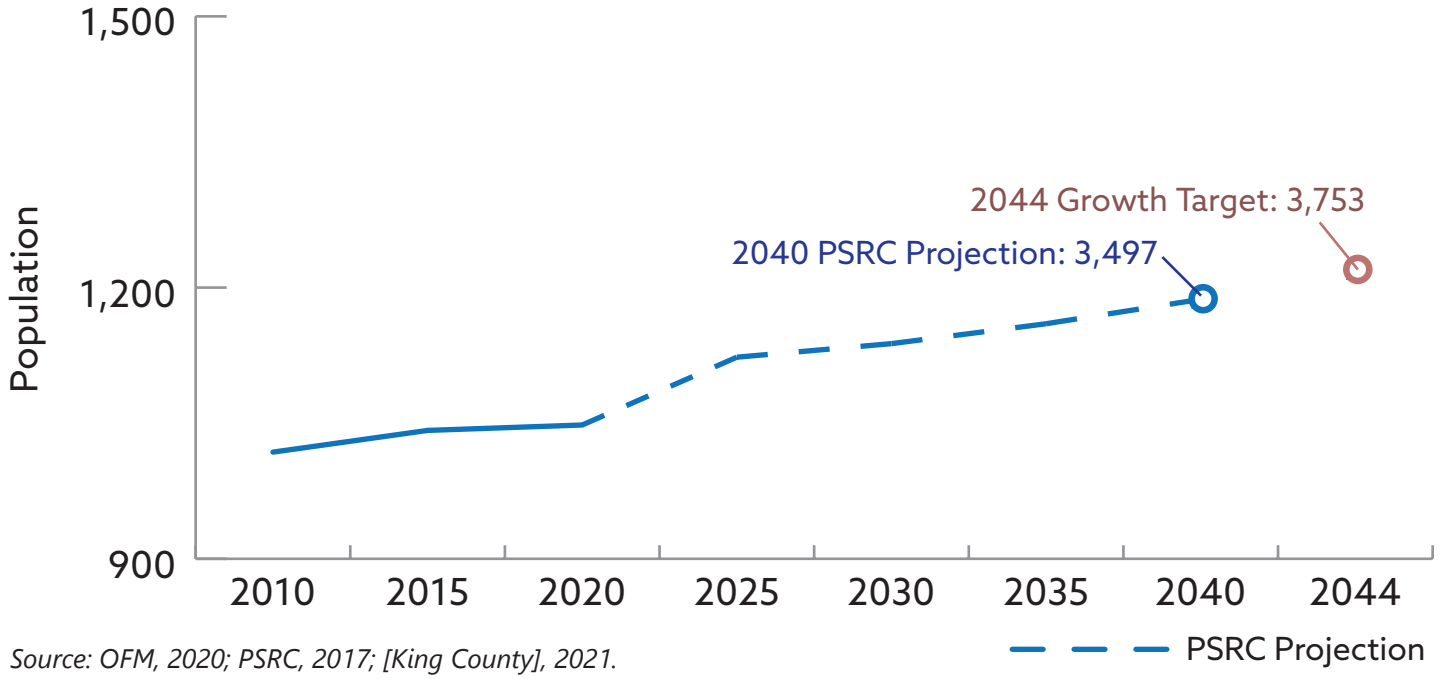
4.1 HOUSING NEEDED TO ACCOMMODATE FUTURE GROWTH

Every eight years, the Growth Management Act (GMA) requires counties to coordinate a review and evaluation of development and land supply. To meet this requirement, counties review cities and their respective growth targets, density goals, and available lands. This work aims to determine if cities have enough capacity to meet future growth needs. As population growth and housing needs are a regional matter, countywide targets are developed through a collaborative process. This process aims to ensure that all jurisdictions are accommodating a fair share of growth.

The 2021 King County Buildable Lands Report (BLR) provided Algona with a 2044 population growth target of 3,753 people. Based on this target and the 2019 population of 3,190 people, the City should plan for an average population growth of approximately 22.5 people per year until 2044. In 2017, PSRC produced projections to support the VISION 2040 regional growth plan. *Exhibit 34: Housing Demand Projections (Algona)* shows that Algona's projected population for 2040 was 3,753. This does not differ significantly from the 2021 King County BLR growth target, indicating more recent trends still suggest Algona will grow at a similar rate to what was projected a few years ago. Vision 2050 passed in October 2020, but PSRC has not yet released their updated projections dataset.

Assuming Algona will maintain a similar average household size, the 2044 population target translates to a housing growth target of approximately 1,219 total units. This requires an average annual increase of 6.5 housing units from the 2019 total. Between 2010 and 2019, the city added an average of 3.5 units per year, or about 53% of the rate needed to keep up with the growth target. An increase in the rate of production is essential to meet the growth target, and the City should seek to ensure these new housing units meet the greatest needs of the current and future residents as laid out in this report.

Exhibit 34: Housing Demand Projections (Algona)



Source: OFM, 2020; PSRC, 2017; [King County], 2021.

Affordability Gap by Income Level

As housing supply and affordability elicit a regional focus, the analysis in the next few sections shows how the current and future housing supply in Algona can meet the needs of King County as a whole. To ensure the housing needs of all economic segments of the population are addressed and housing-related burdens are not simply transferred between jurisdictions, each community should attempt to take on its fair share of affordable housing. Policy H-1 of the 2021 King County Countywide Planning Policies sets a countywide need for housing in 2044 by percentage of AMI. The percentages are as shown in the table below.

Policy H-4 requires cities to conduct create an inventory that shows the affordability gap of the jurisdiction's housing supply as compared to the countywide need. These percentages are applied to Algona's current total household number in *Exhibit 35: Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Algona)* and *Exhibit 36: Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Algona)*.

Presently, there is not enough housing units priced for extremely low-income and moderate income and above households. The surplus in the very low-income range is close in size to the gap in the extremely low-income range, so hopefully extremely low-income households can find housing that is not much higher than what they can afford. This would lessen the severity of any cost-burden they are likely experiencing.

The surplus in the low-income range is not much lower than the gap in the moderate income and above range. If many households in the moderate income and above range can find housing that is even more affordable to them (affordable to the income range beneath them), then the chances that these households are cost-burdened are even lower. The reality is that households are competing for and living in housing units that are outside of what is affordable for their income range, but presently the countywide need does not differ much from the city's supply.

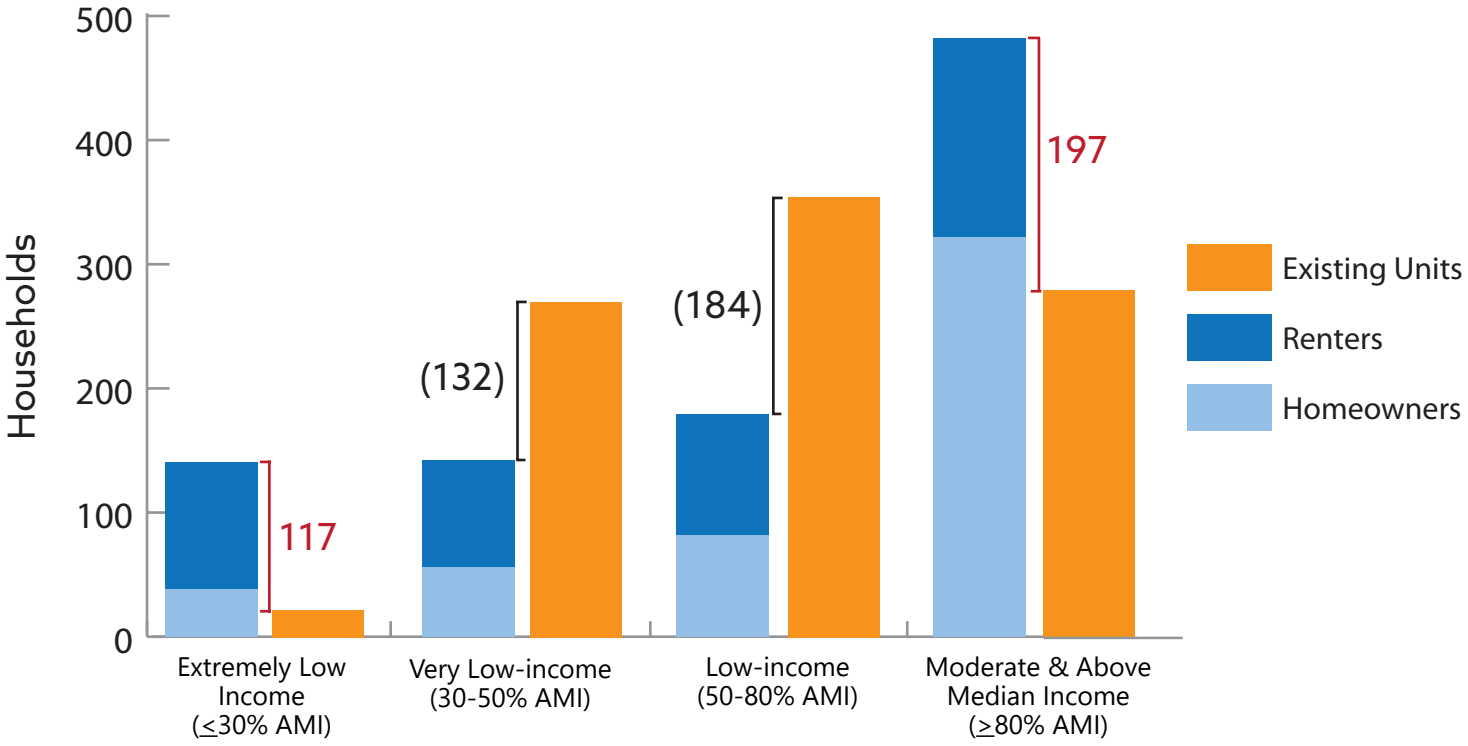
COUNTYWIDE NEED FOR KING COUNTY IN 2044		
INCOME CATEGORY	HOUSEHOLD INCOME	SHARE OF TOTAL UNITS
Extremely Low-Income	30% and below AMI	15%
Very Low-Income	31 - 50% of AMI	15%
Low-Income	51 - 80% of AMI	19%
Moderate Income and above	>80% of AMI	51%

Exhibit 35: Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Algona)

INCOME LEVEL	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE & ABOVE MEDIAN INCOME
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(>80% AMI)
Existing Need	142	142	180	482
Existing Housing	25	274	364	285
Existing Gap	**117**	(132)	(184)	**197**

Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

Exhibit 36: Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Algona)



Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

Future Housing Need by Income Level

Exhibit 37: Projected Housing Needs and Gaps by Income Level (Algona) and *Exhibit 38: Projected Housing Needs and Gaps by Income Level (Algona)* compare existing housing supply with the projected need based on the 2044 growth targets. This comparison assumes that the county income distribution will remain the same as the housing supply grows. For this analysis, owners and renters are grouped together. The 2044 gap numbers represent the largest housing supply needs. In other words, these numbers indicate where supply increases should be encouraged and does not explicitly define a lack of supply if growth targets are achieved. The gaps are based on existing supply of housing as it is hard to predict how much new housing will be built and where its price point will be. By 2044, it appears there will be a need for more housing in all ranges except for the very low-income range (30 to 50% AMI) and the low-income range (50 to 80% AMI).

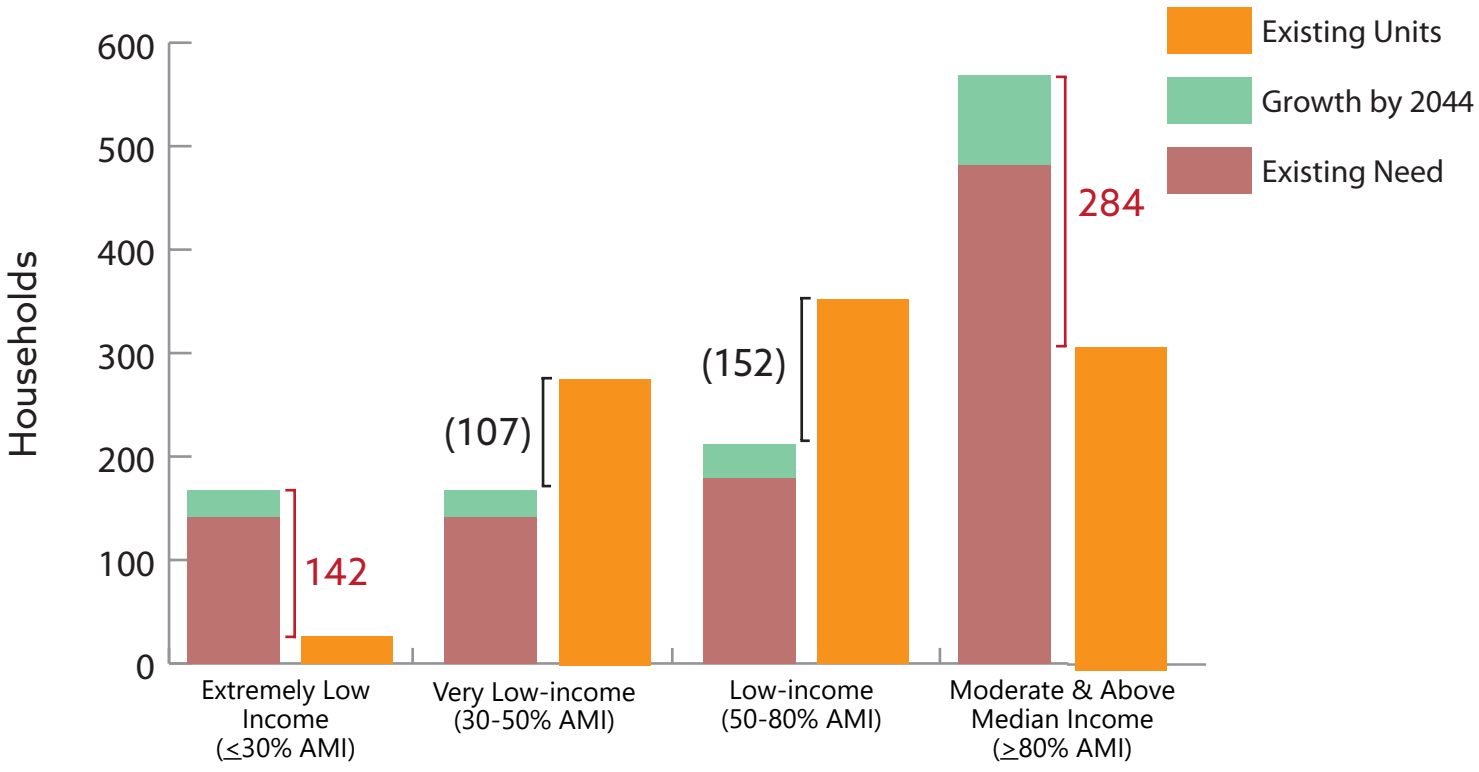
The widening gap for the moderate and above median income range will likely be filled by market forces. This will hopefully have a positive effect and reduce pressure on more moderately priced units, as long as displacement and the loss of existing affordable units are avoided, which may require city intervention. As for the widening gap for the extremely low-incomes ranges, it will be necessary for the City to consider how to increase the supply of housing at those levels through incentives for affordable housing developments or by encouraging nonprofits to provide rent-subsidized housing in the city.

Exhibit 37: Projected Housing Needs and Gaps by Income Level (Algona)

INCOME LEVEL	EXTREMELY LOW-INCOME (≤30% AMI)	VERY LOW-INCOME (30-50% AMI)	LOW-INCOME (50-80% AMI)	MODERATE & ABOVE MEDIAN INCOME (>80% AMI)
Existing Need	142	142	180	482
Existing Housing	25	274	364	285
2044 Need	167	167	212	569
2044 Gap	**142**	(107)	(152)	**284**

Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

Exhibit 38: Projected Housing Needs and Gaps by Income Level (Algona)



Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

Exhibit 39: Current Gaps versus Projected Gaps Based on Existing Housing (Algona) gives a more in-depth look at how the existing supply gap is projected to change by 2044 by dividing the totals into owner versus renter-occupied units. This analysis extrapolates the existing county percentages of owner and renter households and applies them to the 2044 growth targets. As stated previously, the 2044 gaps are meant to show at which income levels, and for which type of units production should be prioritized to meet the housing needs of the city's future population. More units available for ownership are needed for both the extremely low-income range and the moderate income and above range. By 2044, more rental units will be necessary for all income range levels.

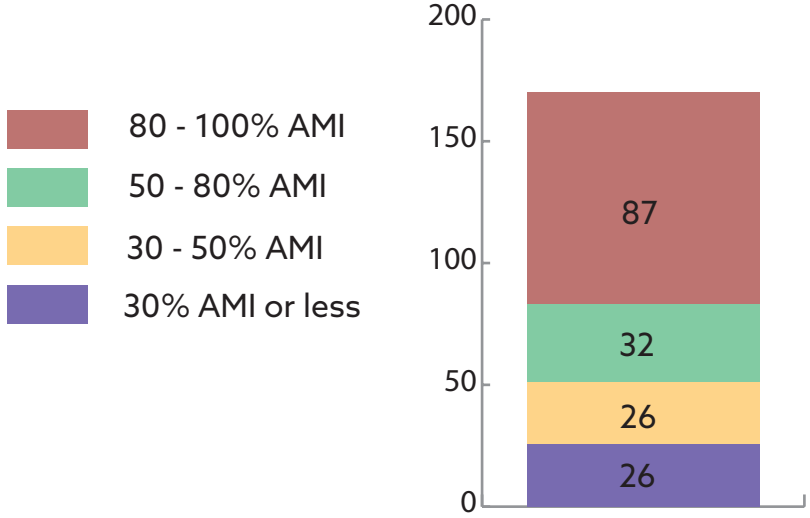
About 23% of the total units needed are ownership opportunities in the moderate income and above range, and 16% of the total units needed are rental opportunities in the extremely low-income range. Special attention will be needed to fill the gap in rental units for these households through the provision of income-restricted units as mentioned above. *Exhibit 40: Housing Units Needed by 2044 to Accommodate Growth (Algona)* summarizes the estimated new housing units needed by income level relative to HUD AMI to meet the 2044 growth target. Estimates are based on the current King County distribution of households by income level relative to HUD AMI.

Exhibit 39: Current Gaps versus Projected Gaps Based on Existing Housing (Algona)

	ALL UNITS		UNITS TO OWN		UNITS TO RENT	
	EXISTING GAP	2044 GAP	EXISTING GAP	2044 GAP	EXISTING GAP	2044 GAP
Extremely Low-income (≤30% AMI)	**117**	**142**	**38**	**45**	**78**	**97**
Very Low-income (30-50% AMI)	(132)	(107)	(123)	(113)	(9)	**6**
Low-income (50-80% AMI)	(184)	(152)	(222)	(207)	**37**	**55**
Moderate & Above Median Income (>80% AMI)	**197**	**284**	**52**	**110**	**145**	**173**

Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

Exhibit 40: Housing Units Needed by 2044 to Accommodate Growth (Algona)



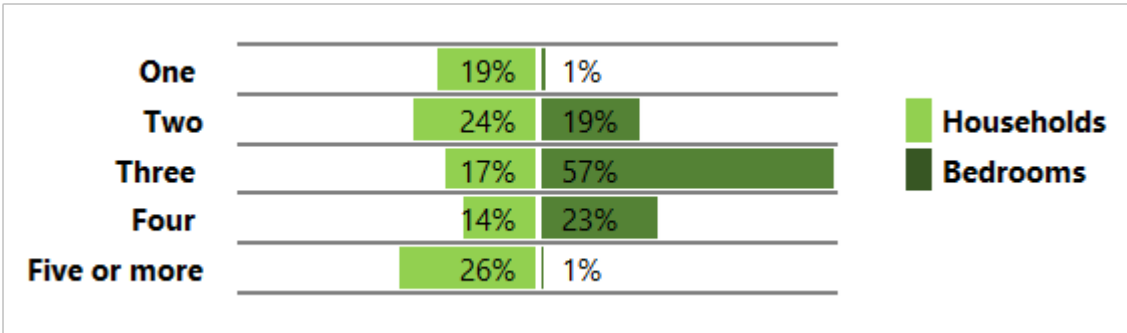
Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

4.2 DIVERSITY OF HOUSING CHOICES

Having a variety of housing choices is important for a city to meet the diverse needs of its population. Algona's housing supply is composed primarily of single-family units (75%); the second most common housing type is mobile homes (19%).[8] While 19% of households in Algona have only one person, just 3% of units have one or fewer bedrooms. A lack of smaller units compared to the percentage of one person households is noteworthy since smaller units are typically more affordable. A quarter of Algona households (26%) have 5 or more members but housing units with 5 or more bedrooms only makes up 1% of the housing stock. This means that household size and housing unit sizes are not aligned. *Exhibit 41: Comparison of Household Size versus Number of Bedrooms (Algona)* shows Algona households in comparison to the number of bedrooms.

8 2015-2019 ACS 5-year estimates.

Exhibit 41: Comparison of Household Size versus Number of Bedrooms (Algona)



Source: 2015-2019 ACS 5-year estimates.

Older Adults and Families with Children

Exhibit 42: Cost-Burdened Households by Type and Income Level (Algona) shows a few different household types that are cost-burdened in the city. Small families, which are families with 2 to 4 members (excluding older adults), make up the largest group of cost-burdened households. Ninety-one percent (91%) of them are low-income, earning less than 80% AMI. Many of these families likely have children since 42% of households in Algona have one or more people that are under 18. Housing concerns for families with children include sufficiently large housing units and proximity to schools, childcare facilities, and other amenities.

About 35% of households in Algona have one or more people that are 60 and over. Sixty-six percent (66%) of older adults living alone that are cost-burdened are very low-income or extremely low-income, earning less than 50% AMI. Older adults primarily consist of retired or retirement age individuals who rely on a variety of income sources, such as retirement benefits, social security, and accrued wealth. The ACS does not capture who is retired but does include data on who has retirement pensions and incomes. Retired individuals have a limited budget that must sustain them for the remainder of their lives, which ranges greatly based on health, location, and lifestyle. Older adults have higher medical costs that may also contribute to financial insecurity. Those living in families may experience financial constraints as a result of more people living in the household that also require financial assistance or resources. Older adults choosing to age in place may require additional support services such as home modification, transportation, recreation and socialization, yard care, or care management and counseling.

Exhibit 42: Cost-Burdened Households by Type and Income Level (Algona)

HOUSEHOLD TYPE	EXTREMELY LOW-INCOME (≤30% AMI)	VERY LOW-INCOME (30-50% AMI)	LOW-INCOME (50-80% AMI)	MODERATE INCOME (80-100% AMI)	ABOVE MEDIAN INCOME (>100% AMI)	ALL COST-BURDENED HOUSEHOLDS
Older Adult Family	4	4	4	0	0	12
Older Adults Living Alone	4	4	4	0	0	12
Large Family	35	28	15	4	0	82
Small Family	4	79	40	8	4	135
Other	24	19	20	0	0	63
Total	**71**	**134**	**83**	**12**	**4**	**304**

Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

Older Adult Family: Two persons, either or both age 62 or older
Older Adults Living Alone: A person 62+ living alone
Large Family: Families with 5 or more members
Small Family: Families with 2-4 members (excluding older adult families)
Other: Non-family, non-elderly adult households (including those living alone or with housemates)

Subsidized and Income-Restricted Units

As discussed earlier, there are no subsidized or income-restricted units in Algona. These types of units are one of the most important types of housing a city requires to ensure all housing needs are met. Without such units, it is difficult for many low-income households to avoid being cost-burdened. Furthermore, among these units, variety is necessary for the diversity of household types.

4.3 LAND CAPACITY ANALYSIS

In addition to preparing the 2044 growth targets, the King County BLR analysis determined the remaining capacity within the city based upon developable land. This was done for both employment and housing capacity. Although both are important for planning growth and development within the city over the next couple of decades, this report is mainly concerned with the latter. A land capacity analysis calculates the amount of vacant, partially used, and underutilized lands as well as land that has potential for redevelopment. This process identifies the potential for land within a community's boundaries to accommodate anticipated housing growth given the current zoning restrictions. As of 2019, Algona has a remaining net capacity of 266 units. To meet the 2044 population growth target, Algona needs around 170 new units, which means there is a surplus capacity of 96 units.

Zoning Considerations

Another component of the land capacity analysis estimates the expected types of housing that will be built with the remaining capacity based on the zoning of the land where the capacity lies. This relies on the assumption that land zoned for lower densities will be developed with single-family units and that land zoned for higher densities will be developed with multifamily units. Another assumption used for the analysis is that single-family units will likely provide opportunities for homeownership while multifamily units will likely be occupied by renters. Although these are just assumptions, the exercise allows for a comparison between the current mix of owners versus renters in the city with the type of opportunities the remaining capacity may provide.

Exhibit 43: Zoning of Land Capacity Compared with Current Tenure (Algona) shows that about 59% of the remaining vacant or redevelopable land in Algona is zoned for lower density residential uses. This land will most likely be developed as single-family residential. This is about 15% lower than the current percentage of households that are owners. Approximately 41% of the land is zoned for multifamily uses that may provide rental opportunities in the future, and presently 22% of households are renters. With this remaining capacity for lower density and higher density zoned land, the split of owner versus renter households is likely going to align closely with the future need.

Exhibit 43: Zoning of Land Capacity Compared with Current Tenure (Algona)

ZONING CAPACITY	PERCENTAGE OF LAND WITH REMAINING CAPACITY ZONED FOR:	HOUSEHOLD TENURE PERCENTAGES, 2019	CURRENT TENURE
Single-family	59%	78%	Owner
Multifamily	41%	22%	Renter

Source: ([King County], 2021; 2015-2019 ACS 5-year estimates.)

Another interesting comparison from the land capacity analysis compares the anticipated number of units, divided by type, with the projected need. The projected need is based on the 2044 growth targets, and it has already been shown that there is small surplus capacity in terms of total units. *Exhibit 44: Zoning of Land Capacity Compared with Projected Need (Algona)* displays the approximate totals of the remaining capacity broken down into single-family versus multifamily. This is evaluated against the projected 2044 need of owner-occupied and renter-occupied units as taken from the gap analysis. Surplus capacity results when comparing the number of owner-occupied units with the projected need. A smaller surplus of rental units is found when comparing the need with the expected zoning capacity. However, this is where the assumptions that lower density development provides ownership opportunities and higher density development provides rental opportunities may be tested. The projected demand for ownership opportunities and the surplus capacity of land available for multifamily development may lead to the production of condominiums or other high density ownership options in Algona.

Exhibit 44: Zoning of Land Capacity Compared with Projected Need (Algona)

ZONING CAPACITY	CAPACITY REMAINING IN UNIT TYPE PER ZONING:	2044 PROJECTED NEED	CURRENT TENURE
Single-family	157	90	Units to Own
Multifamily	109	80	Units to Rent

Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.)

4.4 HUD LOCATION AFFORDABILITY INDEX

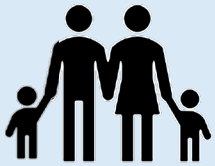
As a last glimpse at overall affordability of Algona and how different household types may be experiencing financial difficulties, *Exhibit 45: HUD Location Affordability Index (Algona)* shows the results of the Location Affordability Index (LAI) for the city. The LAI was developed by HUD and the US Department of Transportation (DOT) in 2013 to better understand housing and transportation costs for specific geographies. This joint effort of HUD and the DOT stems from the reality that, aside from housing, transportation is the largest expense for most households. The index models eight different household profiles, shown in the table below, that vary by percent of area median income, number of people, and number of commuters. The calculations account for twenty-four measures such as monthly housing costs, average number of rooms per housing unit, average vehicle miles traveled per year, walkability, street connectivity, and others. These eight model households are not meant to represent specific groups but are rather useful for relative comparison to the digester's particular situation. Broken down to the neighborhood (census tract) level, the LAI offers what percentage of their income each household profile would typically spend on housing and transportation costs. This information can be useful to the general public, policymakers, and developers in determining where to live, work, and invest.

Version 3, the most recent version of the LAI, was published in March 2019. Its data sources include the 2016-2012 5-year American Community Survey, 2014 Longitudinal Employer-Household Dynamics, and a few others. The eight household profiles modeled for the LAI are displayed. Please see the accompanying table for descriptions of each of the household types. Five out of eight of the household profiles (Very Low-Income Individual, Working Individual, Retired Couple, Single-Parent Family, and Moderate Income Family) are shown to be cost-burdened, or paying 30% or more of their income on housing costs. If this were the only measure of affordability under consideration, as it has been treated in this report thus far, Algona would still appear unaffordable to most households. Still, no household profiles are shown to be severely cost-burdened, or paying 50% or more of their income on housing costs. However, once transportation costs are brought into the conversation, the lack of affordability in Algona becomes even more concerning. All profiles spend 30% or more of their income on housing and transportation costs combined, and all but two profiles spend over 45%, which is the maximum portion of income that should be spent on both types of costs. If this maximum is exceeded, HUD deems the location as unaffordable for the household profile in question. The most shocking number is the 58% of income spent on transportation costs by the Very Low-Income Individual profile, which brings their total spent on housing and transportation to 108% of their income.

The LAI shows how accessibility to work and amenities cannot be overlooked when addressing a city's affordability issues, especially when accessibility itself is one of the determinants of housing costs. The high accessibility of a walkable, well-located neighborhood is normally added into the price of the rental and for sale housing there. Conversely, housing in a more rural area with lower access to opportunity will be priced at a discount. If a household living in a more rural area is paying only 20% of their income on housing but also 20% of their income on transportation and their urban counterpart is paying 30% of their income housing but only 10% on transportation, the more rural household should not be considered to have a more affordable living situation. The LAI clearly shows that Algona should contemplate both housing and transportation costs if attempting to increase overall affordability for residents.

HOUSEHOLD TYPE	INCOME	SIZE	NUMBER OF COMMUTERS
Median Income Family	100% AMI	4	2
Very Low-Income Individual	National poverty line ($11,880 for a single person household in 2016)	1	1
Working Individual	50% AMI	1	1
Single Professional	135% AMI	1	1
Retired Couple	80% AMI	2	0
Single-Parent Family	50% AMI	3	1
Moderate Income Family	80% AMI	3	1
Dual-Professional Family	150% AMI	4	2

Exhibit 45: HUD Location Affordability Index (Algona)

HOUSEHOLD PROFILE	SHARE OF INCOME SPENT ON	PERCENTAGE	HOUSEHOLD PROFILE	SHARE OF INCOME SPENT ON	PERCENTAGE
Median-Income Family 	Transportation	21%	Retired Couple 	Transportation	14%
	Housing	27%		Housing	35%
	Housing + Transportation	49%		Housing + Transportation	49%
Very Low-Income Individual 	Transportation	58%	Single-Parent Family 	Transportation	29%
	Housing	49%		Housing	39%
	Housing + Transportation	108%		Housing + Transportation	69%
Working Individual 	Transportation	25%	Moderate-Income Family 	Transportation	20%
	Housing	30%		Housing	32%
	Housing + Transportation	55%		Housing + Transportation	52%
Single Professional 	Transportation	11%	Dual-Professional Family 	Transportation	15%
	Housing	20%		Housing	23%
	Housing + Transportation	31%		Housing + Transportation	38%

Source: (HUD (based on ACS 2012-2016 5-year estimates).

KEY TAKEAWAYS: GAP ANALYSIS

Housing Needed to Accommodate Future Growth

- Algona will need to increase its average rate of production of 3.5 units per year between 2010 and 2019 to around 6.5 units annually to meet its 2044 growth target.
- Accounting for the income distribution within the county, there is not enough housing in Algona to meet the countywide need for extremely low-income and moderate income and above households based on what they can afford (not be cost-burdened).
- A widening gap in the lowest income range by 2044 means Algona will likely need to consider how to increase the supply of housing at those levels through incentives for affordable housing developments or by encouraging the provision of more rent-subsidized housing.
- For all existing gaps, an effort should be made to preserve the housing that is currently available at those price points.

Diversity of Housing Choices

- By comparing the household sizes and number of bedrooms provided in units in Algona, there do not appear to be enough smaller units or enough large units which could provide sufficiently sized, more affordable housing options for single-person households and 5 or more person households.
- Small families and older adults living alone are two household types that are currently experiencing proportionally higher rates of cost-burden.

Land Capacity Analysis

- As of 2019, Algona has enough vacant or redevelopable land to meet its 2044 growth targets.
- About 59% of the land that is vacant or redevelopable is zoned for lower density or single-family development, and 41% is zoned for higher density or multifamily development.
- The current mix of owner households versus renter households is 78% owners versus 22% renters.
- The gap analysis projects that 90 owner-occupied units and 80 renter-occupied units will be needed by 2044 to meet the growth targets.

HUD Location Affordability Index

- According to the LAI, five household profiles (Very Low-Income Individual, Working Individual, Retired Couple, Single-Parent Family, and Moderate-Income Family) are shown to be cost-burdened. Furthermore, once transportation costs are estimated, only two profiles (Single Professional and Dual-Professional Family) do not spend more than 45% of their household income on housing and transportation costs combined.
- The Very Low-Income Individual profile is estimated to typically spend more than their annual income (108%) on housing and transportation costs.

NEXT STEPS

This Housing Needs Assessment identifies Algona's current and future housing needs. In addition to the HNA, the Housing Action Plan will be informed by a public engagement effort and an assessment of existing city policies and regulations. Housing Action Plan strategies will address identified needs and policy changes and will be presented to Council for review and adoption in 2023.

Housing is absolutely essential to human flourishing. Without stable shelter, it all falls apart.

-Matthew Desmond

American Sociologist

Appendix I- Multimodal Transportation Analysis

DKS 719 SECOND AVENUE, SUITE 1250, SEATTLE, WA 98104 • 206.382.9800 • DKSASSOCIATES.COM

ALGONA MULTIMODAL LEVEL OF SERVICE

DATE: June 6, 2024

TO: Jessica Griess | City of Algona

FROM: Sarah Keenan, PE | DKS Associates
Ilana Burstein, EIT | DKS Associates

SUBJECT: Algona Multimodal Level of Service Policy and Analysis Project #24763-000

INTRODUCTION

Under PSRC's Vision 2050, the City of Algona is required to develop a multimodal level of service (LOS) policy. This memorandum outlines recommendations for the City of Algona's new multimodal LOS policy for pedestrian, bicycle, and transit facilities. This memo also evaluates the 2024 existing conditions and 2044 future conditions under the proposed policy. A study area vicinity map is shown below in Figure 1.

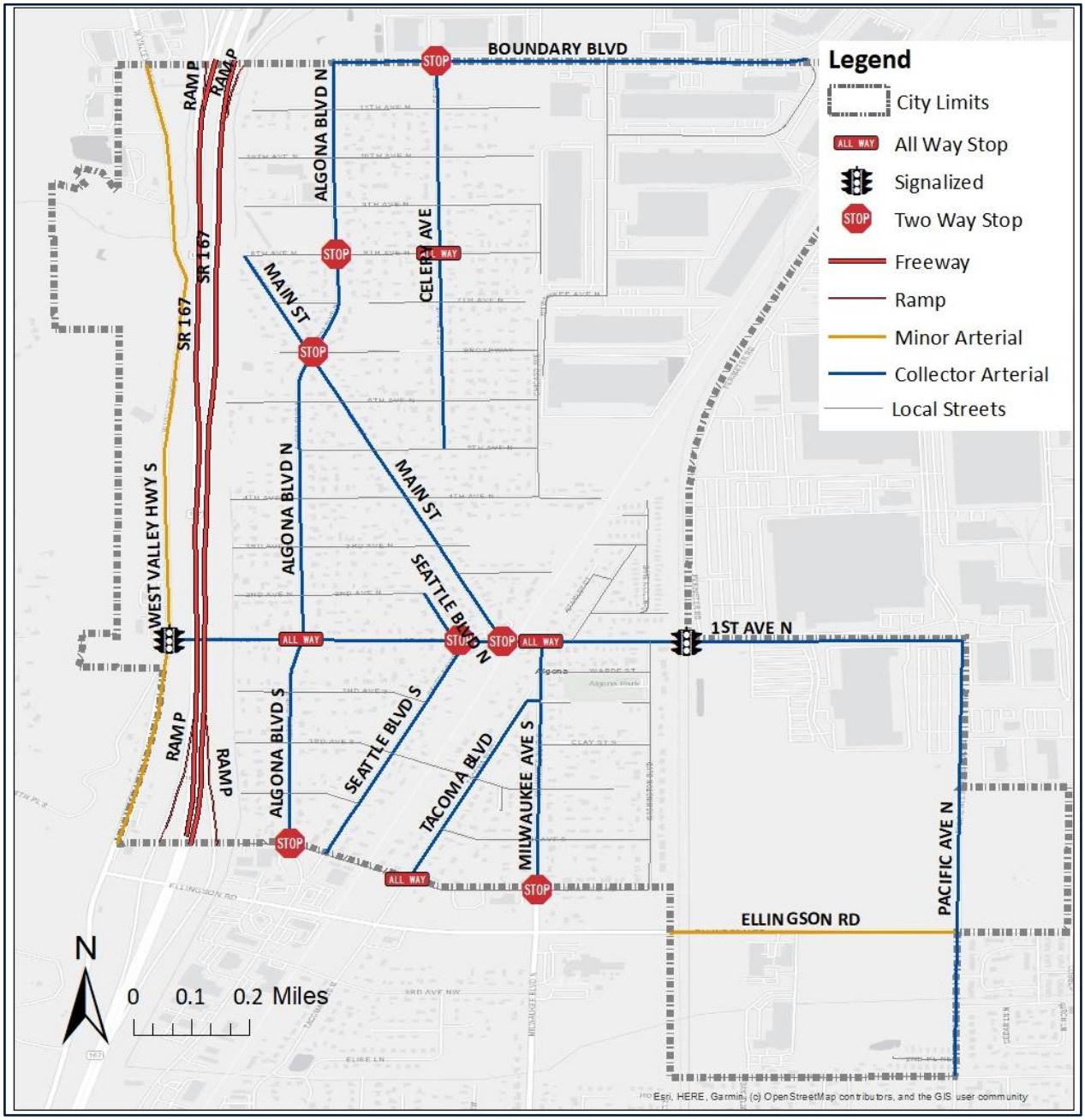


FIGURE 1: ALGONA STUDY AREA

MULTIMODAL LEVEL OF SERVICE POLICY

PEDESTRIAN LEVEL OF SERVICE POLICY

The pedestrian LOS standard was developed based on the roadway functional classification and sidewalk width. The City of Algona has a Public Work Standards document from July 2015 and updated in January 2021. The document includes a table outlining the minimum street design

standards categorized by minor arterial roadways, collector arterial roadways, local access streets, and alleys. The minimum street design standards for sidewalks are shown in Table 1.[1] These design standards were also used to develop the City's pedestrian LOS standard.

TABLE 1: MINIMUM SIDEWALK DESIGN STANDARDS

Design Standard	Minor Arterial	Collector Arterial	Local Access Street	Alley
Sidewalk	6 feet min. both sides	5 feet min. both sides	5 feet min. both sides	None

Table 2 shows the proposed pedestrian levels of service for the new policy. All streets classified as minor arterial, collector arterial, or local access will be assigned a pedestrian LOS of green, yellow, or red. The green level of service would be best for walking, providing the proposed sidewalk facilities exactly as shown in the City of Algona's Minimum Design Standards table along the entire roadway. The yellow level of service would meet the basic needs for safe walking around the city; it may include incomplete or missing pedestrian sidewalk facilities, sidewalks along only one side of the roadway, or sidewalks that do not meet the minimum width requirements. The red level of service would include streets without any sidewalks along either side.

TABLE 2: PEDESTRIAN LEVEL OF SERVICE

LOS		Description
	Green	Pedestrian facility as indicated in the City of Algona Minimum Street Design Standards
	Yellow	Provides a lower-level facility than recommended in the City of Algona Minimum Street Design Standards
	Red	No pedestrian facility provided

BICYCLE LEVEL OF SERVICE POLICY

The bicycle LOS standard was developed based on the WSDOT standards for bicycle level of traffic stress (BLTS), updated in 2023. WSDOT has four tables to determine the BLTS for mixed traffic (no bicycle facility), conventional bike lanes (paint stripe only), buffered bike lanes (painted buffer 2 foot wide or greater), and separated bike lanes (including buffer 2 foot wide or greater). The BLTS is determined based on roadway classification, including the number of lanes per direction, Annual Average Daily Traffic (AADT), and target speed. These inputs rank the roadways from 1 to 4. A BLTS score of 1 has bikeway facilities that are considered suitable for all ages, a BLTS score of 2 has bikeway facilities that are considered suitable for most bicyclists. A BLTS score of 3 or 4

[1] City of Algona Public Works Standards https://www.algonawa.gov/sites/default/files/fileattachments/general/page/2850/public_works_standards_-_updated_january_2021.pdf

represents gaps in the bicycle network. The City of Algona will aim for a BLTS of 3 or better with the new policy. Figure 2 shows the WSDOT BLTS for the four types of bicycle facilities.[2]

Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility) (New Exhibit 2023)

BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1520-6 Bicycle Level of Traffic Stress for Conventional Bike Lane (paint stripe only) (New Exhibit 2023)

Conventional Bike Lanes (5' or greater)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-6000	2	2	3	4	4	4	4
	>6000	3	3	3	4	4	4	4
3+ thru lanes per direction	Any ADT	3	3	4	4	4	4	4

[2] M22-01.21 Design Manual Chapter 1520 Roadway Bicycle Facilities https://wsdot.wa.gov/publications/manuals/fulltext/m22-01/1520.pdf

Exhibit 1520-7 Bicycle Level of Traffic Stress for Buffered Bike Lane (painted buffer 2 foot wide or greater) (New Exhibit 2023)

Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-6000	2	2	2	3	4	4	4
	>6000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Exhibit 1520-8 Bicycle Level of Traffic Stress for Separated Bike Lane (including buffer 2 foot wide or greater) (New Exhibit 2023)

Separated Bicycle Lane								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-6000	2	2	2	2	2	2	2
	>6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

FIGURE 2: WSDOT BLTS FOR DIFFERENT BICYCLE FACILITIES

Table 3 shows the proposed bicycle levels of service for the new policy. All streets classified as minor arterial or collector arterial will be assigned a bicycle LOS of green, yellow, or red. The green level of service would be best for bicycling, meeting the WSDOT BLTS score of 3 or higher. The yellow level of service would meet the basic needs for safe bicycling around the city; it may include incomplete or missing bicycle facilities, bicycle lanes failing to meet minimum width requirements, bicycle lanes that do not have a buffer, or bicycle lanes that are not separated from the roadway. The red level of service would include streets without any bicycle lanes, alongside high AADT volumes, multiple lanes per direction, or high target speeds.

TABLE 3: BICYCLE LEVEL OF SERVICE

LOS		Description
	Green	Bicycle facility as indicated in the WSDOT BLTS score of 3 or lower
	Yellow	Provides a lower-level facility than recommended in the WSDOT BLTS score
	Red	No bicycle facility alongside high AADT volumes, multiple lanes per direction, or high target speeds

TRANSIT LEVEL OF SERVICE POLICY

The Transit LOS standard is based on the Transit Capacity and Quality of Service Manual published by the Transportation Research Board[3]. Chapter three of this manual defines and categorizes LOS for transit service based on several factors. The factors that best fit Algona are hours of operation and transit service area. Exhibit 5-8 categorizes transit operation hours into LOS based on metrics like frequency and headway, with LOS A representing the most extensive service (most hours of the day) and LOS F representing the least service (least hours of operation). Similarly, Exhibit 5-12 categorizes the percentage of City land within a transit-supportive area into LOS. A transit supportive area is within a quarter mile of a transit stop. Here, LOS A represents the largest area with good transit access and LOS F represents the smallest area with limited access. Exhibit 5-8 and 5-12 are provided here as Figure 3.

Exhibit 5-8
Hours of Service LOS

LOS	Hours per Day	Comments
A	19-24	Night or owl service provided
B	17-18	Late evening service provided
C	14-16	Early evening service provided
D	12-13	Daytime service provided
E	4-11	Peak hour service/limited midday service
F	0-3	Very limited or no service

[3] https://www.trb.org/publications/tcrp/tcrp_webdoc_6-e.pdf

Exhibit 5-12
Service Coverage LOS

LOS	% Transit-Supportive Area Covered
A	90.0-100.0
B	80.0-89.9
C	70.0-79.9
D	60.0-69.9
E	50.0-59.9
F	<50.0

Figure 3: Transit LOS Options from TRB's Transit Capacity and Quality of Service Manual

Table 4 shows the proposed transit LOS for Algona based on transit service hours. The number of hours in which transit is operating will be assigned a LOS of green, yellow, or red. Green represents the highest level of service, with 17 or more hours of operation. Yellow represents a moderate level, with between 12-16 hours of operation. Red represents the lowest level, with 11 or less hours of operation.

TABLE 4: TRANSIT HOURS LOS

LOS		Description
	Green	Provides transit service 17-24 hours each day
	Yellow	Provides transit service 12-16 hours each day
	Red	Provides transit service 0-11 hours each day

Table 5 shows the proposed transit LOS for Algona based on transit service coverage. The transit coverage will be assigned an LOS of green, yellow, or red. Green represents the highest level of service, with more than 80% of the area being considered to be within the *transit-supportive area*. Yellow represents a moderate level, with 60%-70% of the area being considered to be within the *transit-supportive area*. Red represents the lowest level, with 59.9% or less of the land being considered to be within the *transit-supportive area*.

TABLE 5: TRANSIT SERVICE COVERAGE LOS

LOS		Description
	Green	80%-100% of City land is within ¼ mile of a transit stop
	Yellow	60%-79.9% of City land is within ¼ mile of a transit stop
	Red	Less than 59.9% of City land is within ¼ mile of a transit stop

EXISTING MULTIMODAL LEVEL OF SERVICE ANALYSIS

EXISTING PEDESTRIAN LEVEL OF SERVICE ANALYSIS

The existing pedestrian LOS was analyzed using ArcGIS and Google Earth. The City of Algona provided the ArcGIS file which lists all street names in the city, their functional classification, and graphically indicates the presence of sidewalks. Any street with a segment of sidewalk was noted and analyzed in Google Earth to determine whether the sidewalk was present along the entire street, along one side, or both sides of the street, and to measure the sidewalk width. This information was then compared to the City of Algona's minimum design standards to determine its LOS. Figure 4 shows a map summarizing the pedestrian LOS on the roadway segments within the City of Algona.

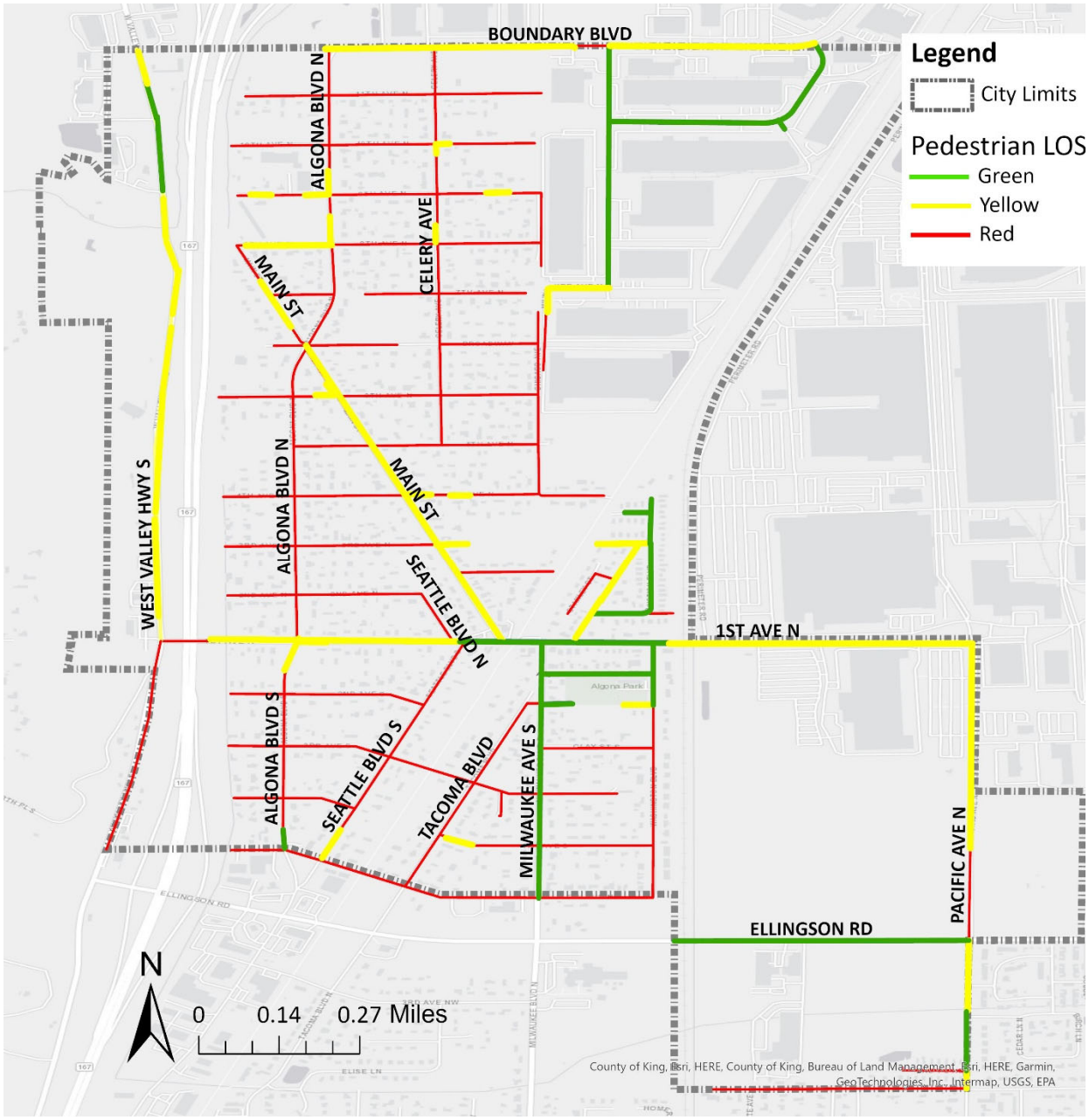


FIGURE 4: EXISTING CONDITIONS PEDESTRIAN LEVEL OF SERVICE

All roadway segments within the city that have sidewalks on both sides are classified as LOS green, except for Boundary Blvd, which has a sidewalk under six feet. The collector and arterial streets classified as LOS green are Milwaukee Ave and some parts of 1st Ave N. The collector and arterial streets classified as LOS yellow, due to a mix of no sidewalk, sidewalk on one side of the street, and sidewalk on both sides of the street, are some parts of 1st Ave, Main St, Pacific Ave, West Valley Hwy, and Boundary Blvd. The remaining collector and arterial streets in the city have no sidewalk facility and are classified as LOS red. Some local streets have sidewalks, but the majority do not.

BICYCLE LEVEL OF SERVICE ANALYSIS

The existing bicycle LOS was analyzed using ArcGIS, Google Earth, and traffic volumes. The ArcGIS file received from the City of Algona lists all street names in the city with their speed limits. All streets in the City of Algona have an Annual Average Daily Traffic (AADT) of less than 6,000 vehicles. There are two bicycle facilities within the City of Algona: the Interurban trail and a bike lane along Boundary Blvd.

According to the WSDOT tables, streets with a posted speed limit of 30 miles per hour or less are classified as LOS green because they do not require a bicycle facility with an AADT of less than 6,000 vehicles. Algona Blvd has been classified as LOS yellow, the only street with this classification in the city, due to the presence of a large shoulder used for parking, which serves as a bicycle facility. All other streets within the city where the speed limit is 35 miles per hour or greater are classified as LOS red because they lack a designated bicycle facility.

Figure 5 shows a map summarizing the bicycle LOS on the roadway segments within the City of Algona.



FIGURE 5: EXISTING CONDITIONS BICYCLE LEVEL OF SERVICE

Existing bicycle and sidewalk facilities can be seen in Figure 6.



FIGURE 6: EXISTING BICYCLE AND SIDEWALK FACILITIES

TRANSIT LEVEL OF SERVICE ANALYSIS

Figure 7 shows a map of existing transit facilities in Algona with a quarter mile radius buffer around each stop. King County Metro Dial-A-Ride Transit (DART) Route 917 is the only current transit line serving the city. This route connects Pacific to Auburn's regional transit center, serving Algona along the way. Notably, 65% of Algona's land-area is within a quarter-mile radius of a DART Route 917 stop.

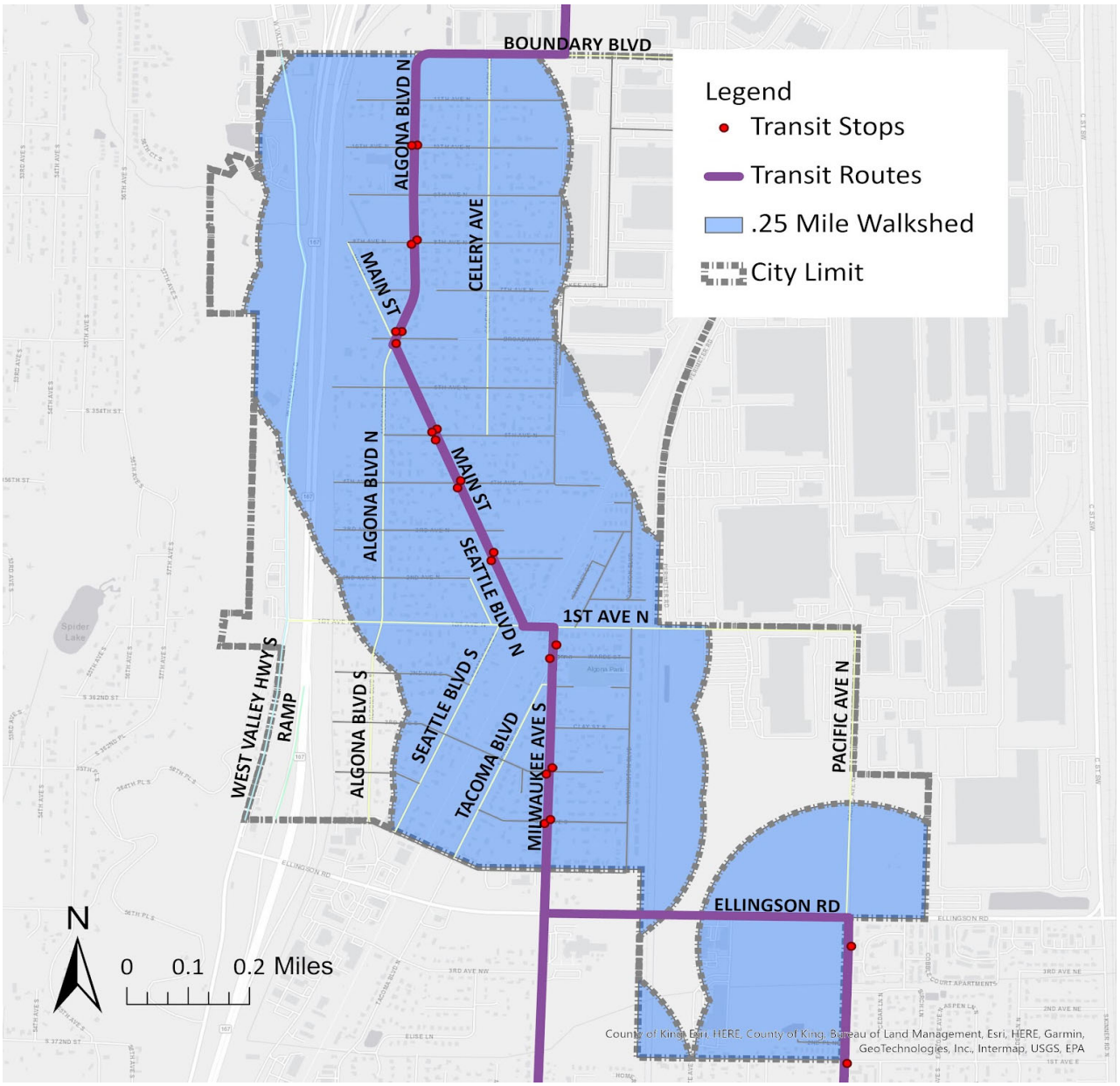


FIGURE 7: TRANSIT FACILITIES WITH A QUARTER MILE BUFFER AROUND EACH BUS STOP

Table 6 provides Algona's transit Level of Service (LOS) based on the proposed Transit LOS standards discussed earlier, which focus on service hours and service area. Transit operates from 4:59 AM to 6:44 PM, Monday through Friday.[4] This translates to 13 hours and 45 minutes of daily

[4] King County Metro Schedules and Maps
https://kingcounty.gov/en/dept/metro/routes-and-service/schedules-and-maps/917#saturday

operation, falling within the yellow category for transit hours LOS (where 12-16 hours of operation fall under the yellow category)

For the service area, Figure 6 found that 65% of Algona's land area is within a quarter-mile walking distance of a transit stop. This coverage aligns with the yellow category for service area (60%-79.9%).

TABLE 6: EXISTING CONDITIONS TRANSIT LOS

Transit LOS Criteria	Description
Service Hours	Yellow
Service Area	Yellow

FUTURE CONDITIONS MULTIMODAL LEVEL OF SERVICE

The multimodal level of service analysis was completed for the future year 2044, consistent with Algona's Comprehensive Plan.

FUTURE PEDESTRIAN LEVEL OF SERVICE ANALYSIS

The future pedestrian LOS analysis evaluates the pedestrian LOS for 2044 using Algona's Capital Improvement Plan (CIP) project list. Notably, the future conditions analysis drew upon the existing pedestrian LOS analysis and was updated to reflect planned projects.

Below, Figure 8 shows a map summarizing the future pedestrian LOS on the roadway segments within the City of Algona.

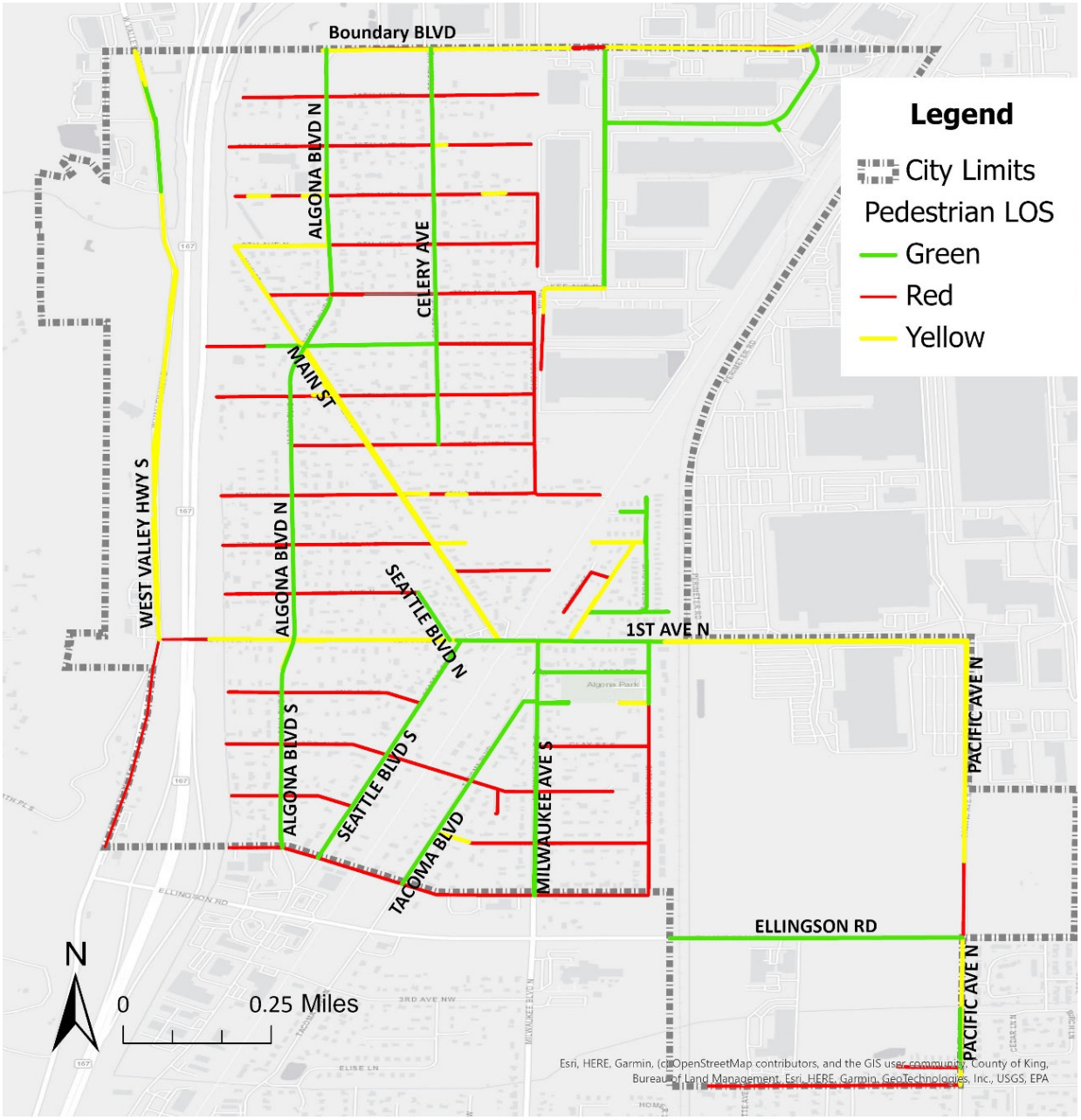


FIGURE 8: 2044 FUTURE CONDITIONS PEDESTRIAN LEVEL OF SERVICE

Algona has CIP sidewalk projects that will improve pedestrian LOS in 2044. Those projects add sidewalks on:

- Algona Boulevard North from Boundary Boulevard to 5th Avenue South
- Seattle Boulevard from 1st Avenue North to 5th Avenue South
- Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South
- Celery Avenue from Boundary Boulevard to 5th Avenue North
- Broadway Boulevard from Algona Boulevard to Celery Avenue

Each of these sidewalk projects improve the pedestrian LOS in 2044 to green.

FUTURE BIKE LEVEL OF SERVICE ANALYSIS

The Future Bike LOS analysis evaluates the bike LOS for 2044 using Algona's Capital Improvement Plan (CIP) project list. Notably, these future conditions analysis drew upon the existing bicycle LOS analysis and was updated to reflect planned projects.

Below, Figure 9 shows a map summarizing the future bike LOS on the roadway segments within the City of Algona.



FIGURE 9: 2044 FUTURE CONDITIONS BICYCLE LEVEL OF SERVICE

Algona has CIP projects with new bicycle lanes planned for construction by 2044. Those projects add bicycle lanes on:

- Algona Boulevard North from Boundary Boulevard to 5th Avenue South
- Main Street from Algona Boulevard to 1st Avenue North
- Milwaukee Boulevard from 1st Avenue North to 5th Avenue South

Due to the LTS calculation tables, none of these projects change the existing conditions bicycle LOS of Algona's streets.

FUTURE TRANSIT LEVEL OF SERVICE ANALYSIS

Transit service is not expected to change within Algona in 2044. If King County Metro proposes changes to service in Algona, the City should use the LOS standard to evaluate any impacts to transit service.

TABLE 7: 2044 FUTURE CONDITIONS TRANSIT LOS

Transit LOS Criteria	Description
Service Hours	Yellow
Service Area	Yellow

Appendix J- Public Engagement Summary

APPENDIX J

Public Engagement Summary

Prepared by: Tanner Machala, Planner
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Introduction

Purpose of Engagement

The City of Algona is conducting its periodic update of the Comprehensive Plan, a task required by the state every ten years. Algona, which sits in King County between Tacoma and Seattle, was historically an agricultural and resource-producing area. Today, Algona is mostly low-density, single-family development articulated with some commercial activity. The City's population has increased over the last twenty years paralleling the growth of the regional economy. The purpose of Algona's Comprehensive Plan is to coordinate the decisions made by elected officials and local government staff by articulating the community's visions, goals, policies, and strategies. Algona residents and businesses were encouraged to participate in the comprehensive plan through public engagement exercises taking place between 2021 and 2024. In this timeframe, many public engagement methods were used to solicit the community's aspirations for Algona. The Public Engagement Summary of the Comprehensive Plan documents these methods, specifying their role in the public engagement process. Additionally, the public engagement summary analyzes the feedback received to assess existing goals and policies previously employed by the city.

Housing Action Plan Methods

The Housing Action Plan public engagement methods informed the development of the Comprehensive Plan, specifically within the Housing Element. These methods are shared below to provide insight into how City Staff engaged with the community throughout the planning cycle.

Stakeholder Methods

Two stakeholder groups met in September and October of 2022 to discuss the recently issued HNA and give their input on how future housing development should be encouraged. Three Algona residents were stakeholders in the first meeting, and four residents composed the second group. The stakeholders were volunteers from Algona who were identified as representative of the interests of the community and high-impact people. These meetings can be summarized in Appendix J.A, Housing Action Plan Public Engagement Summary.

Interview Methods

Algona community members were interviewed for their perspectives on the availability and affordability of housing in the city, and their personal experiences with local housing. Interviewees were recommended by city staff who identified individuals that had an understanding of the housing issues and were regularly engaged with residents of the community. Another interviewee was identified among survey respondents who expressed a willingness to be contacted for further questioning. One community member, out of the five who were contacted, volunteered to be interviewed over a video call. One Algona community member experiencing homelessness agreed to be interviewed after the Holiday Tree Lighting event in person and was compensated for their time. These interviews can be found summarized in Appendix J.A, Housing Action Plan Public Engagement Summary.

Community Survey Methods

Two surveys were conducted for the City of Algona Housing Action Plan. These surveys were distributed between May 2022 and January 2023 using Survey Monkey's online survey tool. This survey is summarized in Appendix J.A, Housing Action Plan Public Engagement Summary.

Comprehensive Plan Engagement Methods

Public outreach was conducted at several publicly held events between 2022 and 2024. City staff prepared booths with activities, informational pamphlets, treats, and copies of the community survey. The booth location at these events was chosen to get the highest number of attendees to interact and provide feedback to the city. Activities hosted at the booth were designed to be age-inclusive by accommodating different participation levels. The city also issued a survey to collect community responses related to various Comprehensive Plan topics.

Planning Café

City staff and a representative of Atwell LLC hosted a planning café on September 26, 2023. The workshop was an opportunity to connect with interested parties and residents to discuss the comprehensive plan, state requirements for comprehensive planning, and foster an environment for open discussion about the future of Algona. Participants were given opportunities to speak directly with city staff and elected officials while taking part in activities such as the housing game board and funding bucket activity. In attendance included the Mayor, Chief of Police, Director of Public Works, and the planning department. This activity took place from 9 am-11 am. Light refreshments were also provided.

Community Outreach

On August 8th, 2023, the Filipino community was contacted to gather their input into the comprehensive plan. The Filipino community

regularly meets in Algona at their Filipino-American Community of Puget Sound Hall.

Community Survey

The first survey was distributed on Survey Monkey's online survey platform between August 2023 and February 2024. It collected 99 total responses. The survey was posted on the city website and social media. This survey was the method of engagement most relevant to the development of the Comprehensive plan, as opposed to many of the previous methods of engagement that were used to develop the Housing Action Plan. Full results of this survey can be found in Appendix J.B.

Algona Day 2022

In August 2022, the city hosted its annual Algona Day: Party in the Park event. Event attendees were welcome to participate in activities, learn about current projects taking place at the city, and provide feedback on the comprehensive plan. Attendees discussed their perspectives on the Comprehensive Plan effort and were encouraged to continue engagement with the Planning process.

Algona Day 2023

In August 2023, the city held a second tabling event at the annual Algona Day: Party in the Park Celebration. Attendees discussed their perspectives on the Comprehensive Plan effort and were encouraged to continue engagement with the Planning process. A funding bucket challenge asked participants to rank city priorities by spending conceptual money on the categories shown in the chart below.

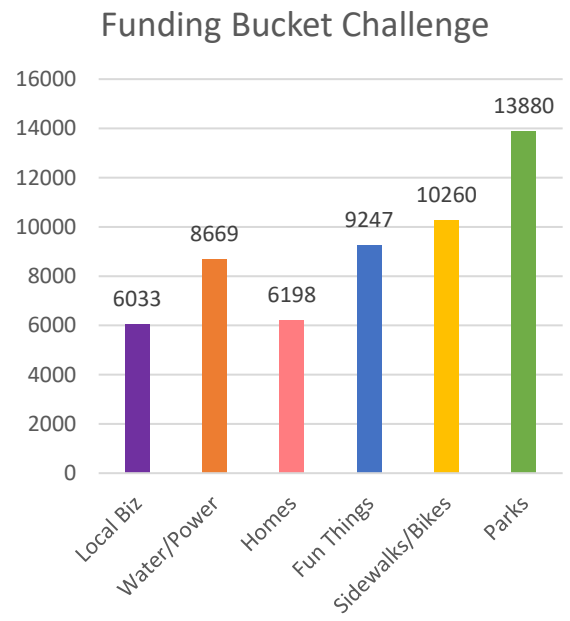


Figure 1: Funding Bucket Challenge results

Pumpkin Launch

On October 14, 2023, the city hosted its annual pumpkin launch event. This community favorite event welcomes families and friends to participate in various festive activities including pumpkin carving, pumpkin painting, a pumpkin slingshot, face painting, and games.

Planning Café

On September 29th, 2023, Elected Officials and city staff hosted a planning café with members of the public from 9-11 am.

Road Conditions

The topic of road conditions was mentioned during each of the activities at the Planning Café. During the housing game board activity, in response to other residents' interest in the increased density of apartments and mixed-use facilities, some residents expressed concerns about increased traffic and a greater need for roadway repair possibly resulting from increased density. These residents explained that 2nd Ave N., an arterial street, currently requires additional care. Additionally, during the funding buckets game, a resident prioritized roadway improvements. Lastly, during community conversations with staff, roadway improvements and connectivity were discussed.

Housing Stock

The housing game board activity prompted conservations on how solve issues of housing accessibility and affordability. The conversations focused on how to incorporate greater housing density into the city. There was support for increased housing density in the C-1 and C-3 zones. Additionally, there was support for mixed use, live work units, and low rise apartments. Support for duplexes throughout the city was shared by participants, especially if programs were created to support small developers. Lastly, a participant in the funding bucket game put all their funds in the housing bucket, indicating that

they would like to see increased senior housing assistance programs

Parks and Interesting Neighborhoods

Parks and recreational activities were a topic of discussion in both the funding bucket and community conversation activities. In the funding bucket game, one person put all their funds towards, with another putting around a third of their funds towards parks. The resident shared that she hoped that a dog park be developed. Another person opted to create another funding bucket for interesting things in their neighborhood. This person wanted to see increased food security by retaining the blueberry farm and having more grocery store options.

Stormwater

In both the funding bucket game and community conversations, participants articulated their concerns on flooding due to stormwater.

Crime

Crime was also brought up during the community conversation activity. Specially people were concerned about the C-3 zone with the development of the Algona Village and that increased people would equate to increased crime.

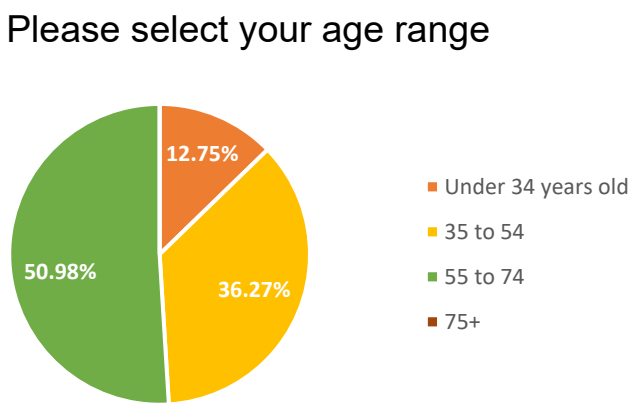
Survey Results

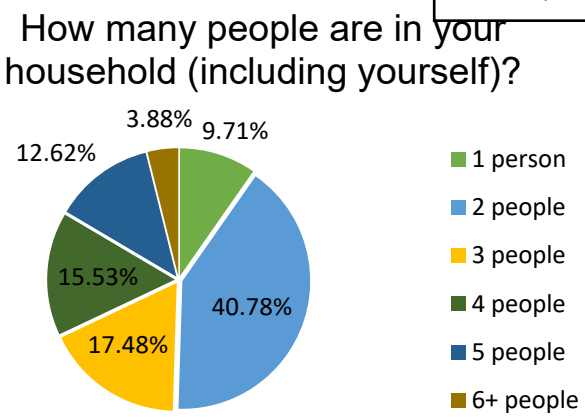
The Analysis below describes the perceptions, concerns, and aspirations of respondents as they relate to their current experience and future vision for Algona.

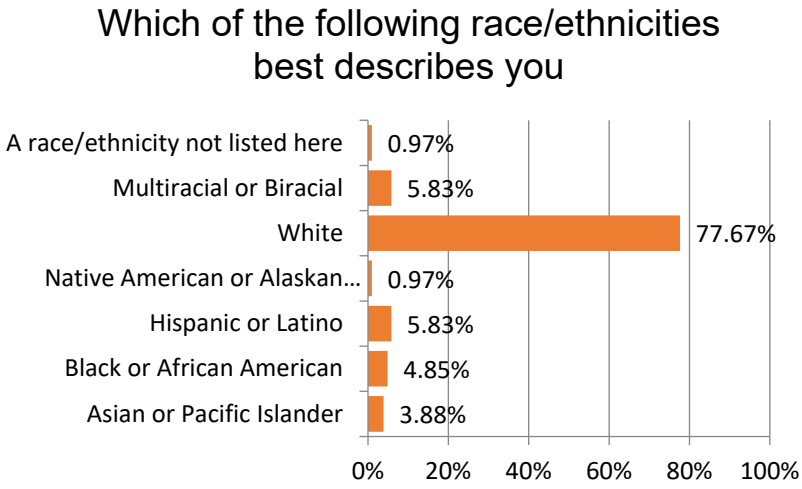
Respondent Profile

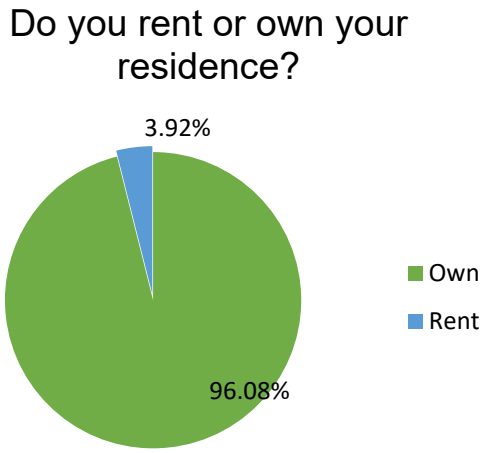
The sampled respondents were older, whiter, and more affluent than the population of Algona. 56% of city residents are under the age of 34, while 12.75% of respondents indicated being in this age range. However, the 55-74 age group represented 50.98% of respondents compared to making up 18% of Algona's population. Additionally, the sample was whiter compared to Algona's population. 77.67% of respondents indicated white as their race compared to the population of Algona where Caucasians make up 49% of the population. Asian or Pacific Islander, Black or African American, Hispanic or Latino, Native or Alaskan American, multiple races, and non-listed races all had respondents participate but were still underrepresented in this survey.

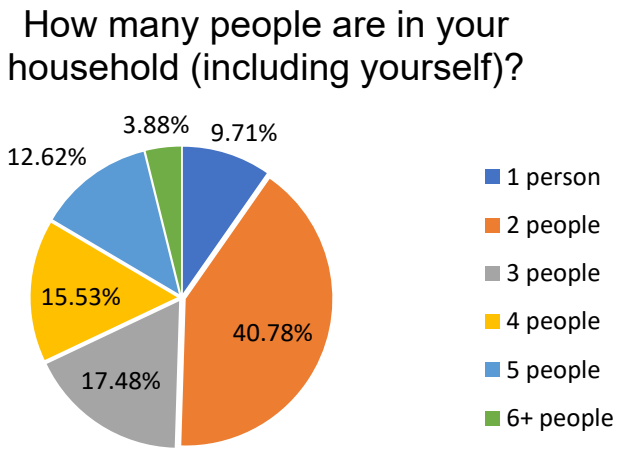
The survey respondents own their homes, commute less, live in smaller houses, and have lived in Algona longer than the average resident. A greater proportion of respondents indicated they owned their homes (96.08%) than the city at large (78%). More than 18% of the sample commuted more than 20 miles a day, less than the proportion of the population that travels more than 20 miles daily. The survey sample lived in smaller houses than the population, with 40.78% of respondents living in two-person households compared to 24% of residents living in two person households. Only 3% of sample lived in households with seven or more people compared to Algona's population where 10% of the population lives in households of this size. Just under two thirds of respondents indicated living in Algona 11 or more years, compared to 19.42 % respondents indicating living in Algona for 6-10 years and 16.5% indicating living in Algona for 1-5 years.

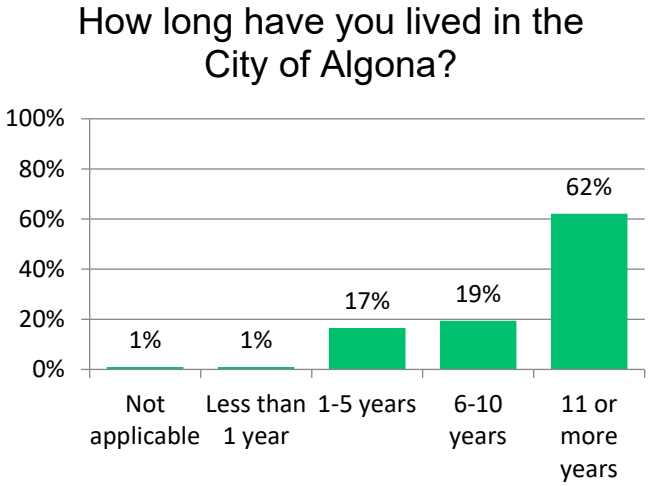












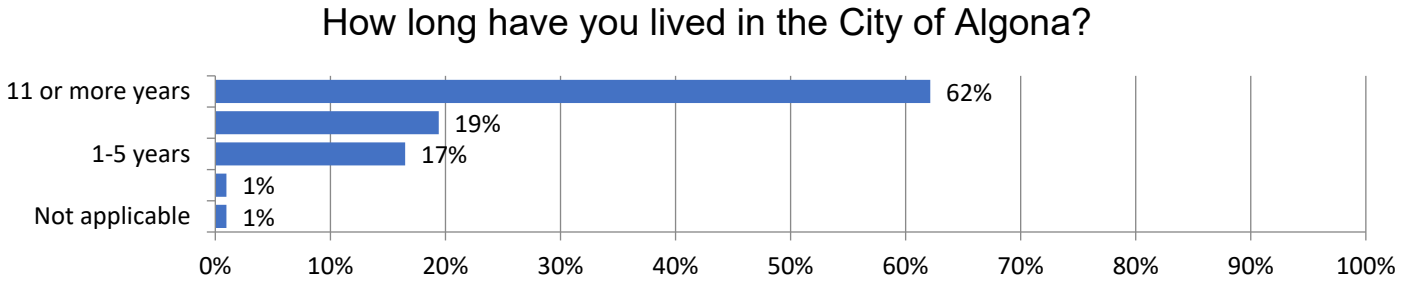


Figure 2: Survey Respondent Demographics.

Significance

The survey received 103 responses, which is 3.2 percent of the city population. This sample size can be considered a significant amount although not representative of Algona as a whole, considering factors such as the higher-than-average homeownership of the sample and higher age.

Perceptions of Algona

In all categories surveyed, sample respondents were mostly satisfied with Algona. 96% of responses agreed that Algona is a great place to live, with 40% strongly in agreement. Additionally, 92% of respondents agreed that Algona is a great place to raise of family with 33% in strong agreement. 82% of respondents also agreed that Algona is a great place for older people to live. Per respondents, 76% agree with feeling safe in Algona but 15% disagree with this statement. Respondents didn't indicate majority dissatisfaction in any category they were surveyed in. However, respondents had the largest diversity of responses for finding adequate comfortable, affordable housing, appropriate investments in city infrastructure, and availability of services and amenities. Additionally, affordable housing opportunities were the lowest approved aspect respondents were surveyed on.

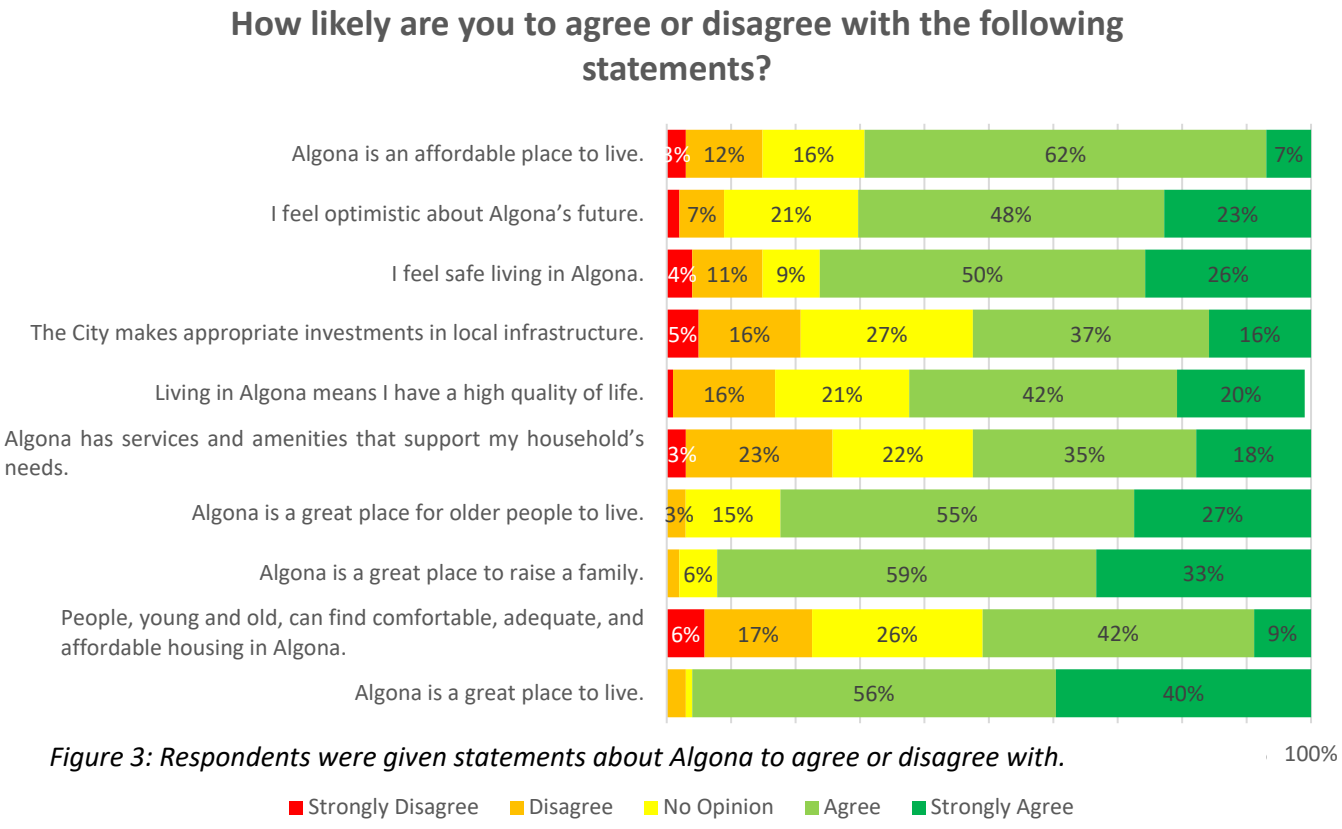


Figure 3: Respondents were given statements about Algona to agree or disagree with.

Respondents were also asked to rate a variety of other public amenities in Algona. Residents rated community events and parks and recreation the highest, with 29% excellent rating and 43% and 38% very good rankings respectively. The lowest approved aspects in this question were the streets and sidewalks, availability of local jobs, and commercial opportunities and services, which all received over 20% poor ranking. See Figure 4 for the complete proportion for each aspect of Algona.

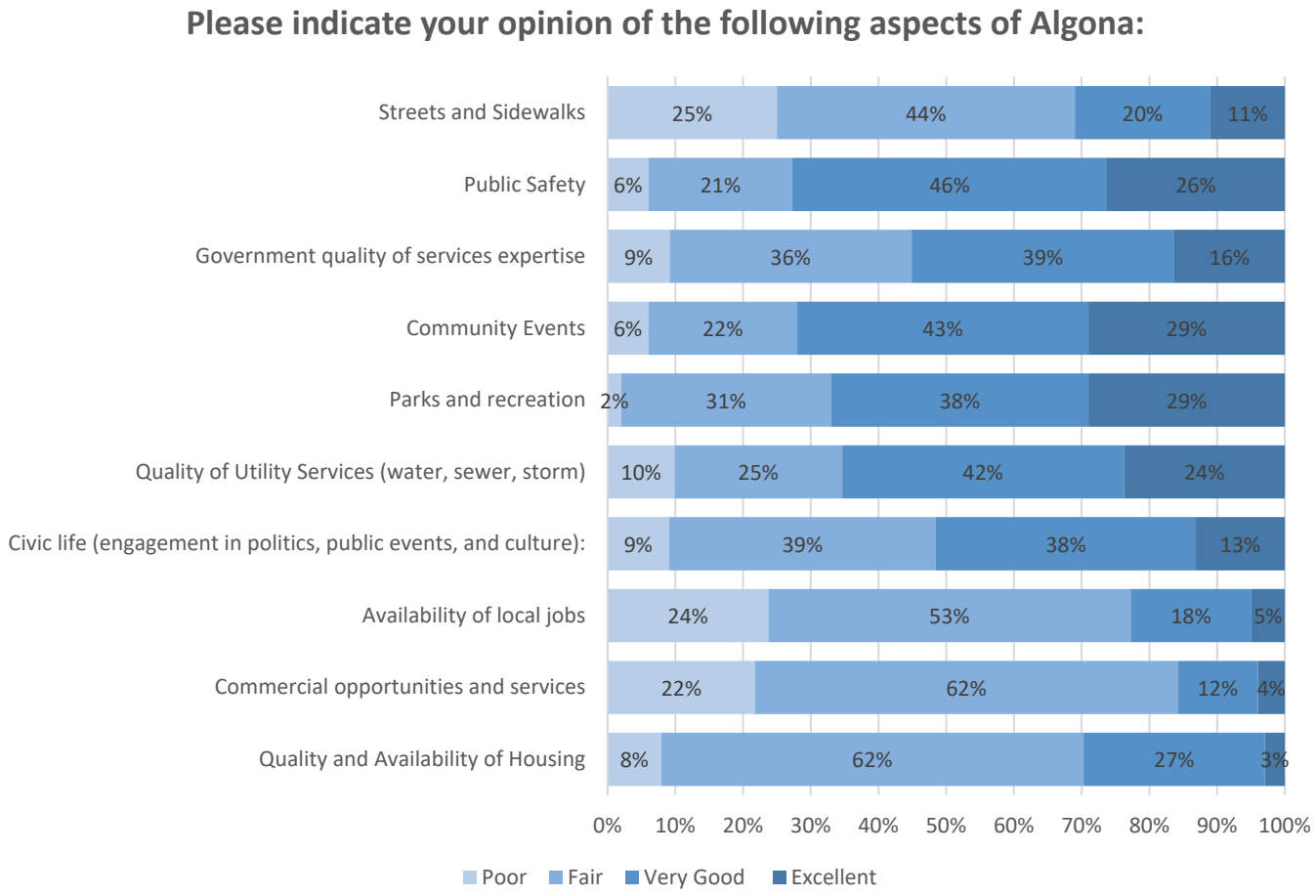


Figure 4: Respondents were asked to give their opinion of a variety of aspects of Algona.

The survey asked respondents to indicate what services, facilities, and infrastructure should receive the most funding within the 10-year horizon. Flooding received the highest investment input from respondents, with stormwater coming second. Respondents ranked other infrastructure, such as streets, sidewalks, sewer, and water, as needing investment sooner than community facilities such as the police station and City Hall (which received the lowest investment preference). See Figure 5 for an entire profile of how respondents prioritized investments within the City.

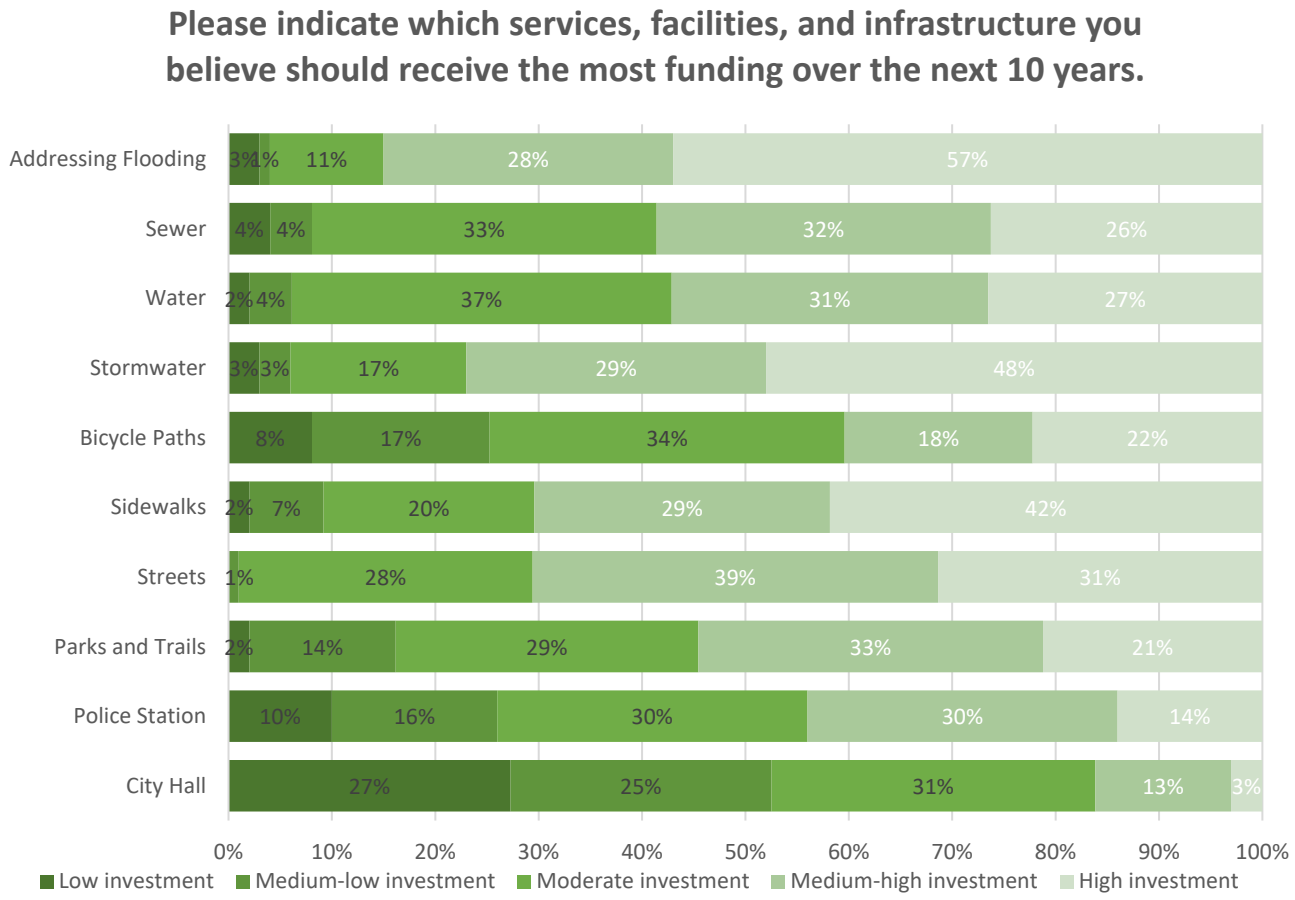


Figure 5: Respondents were asked to prioritize infrastructure investment over the next 10 years.

The survey asked respondents to indicate the importance of a variety of community values. The most important value of the respondents by far was public safety, which 89% of the sample deemed very important. Second was low taxes, followed by maintaining a small-town culture, protection of natural resources, availability of community resources, and local tax investments. More community members were indifferent (36%) about the availability of transportation options than those who deemed these very important, the only area surveyed where this was the case. Participants found the Availability of Transportation options (19%), historic Preservation (10%), and Business and Job Development (9%) the least important of all the options presented.

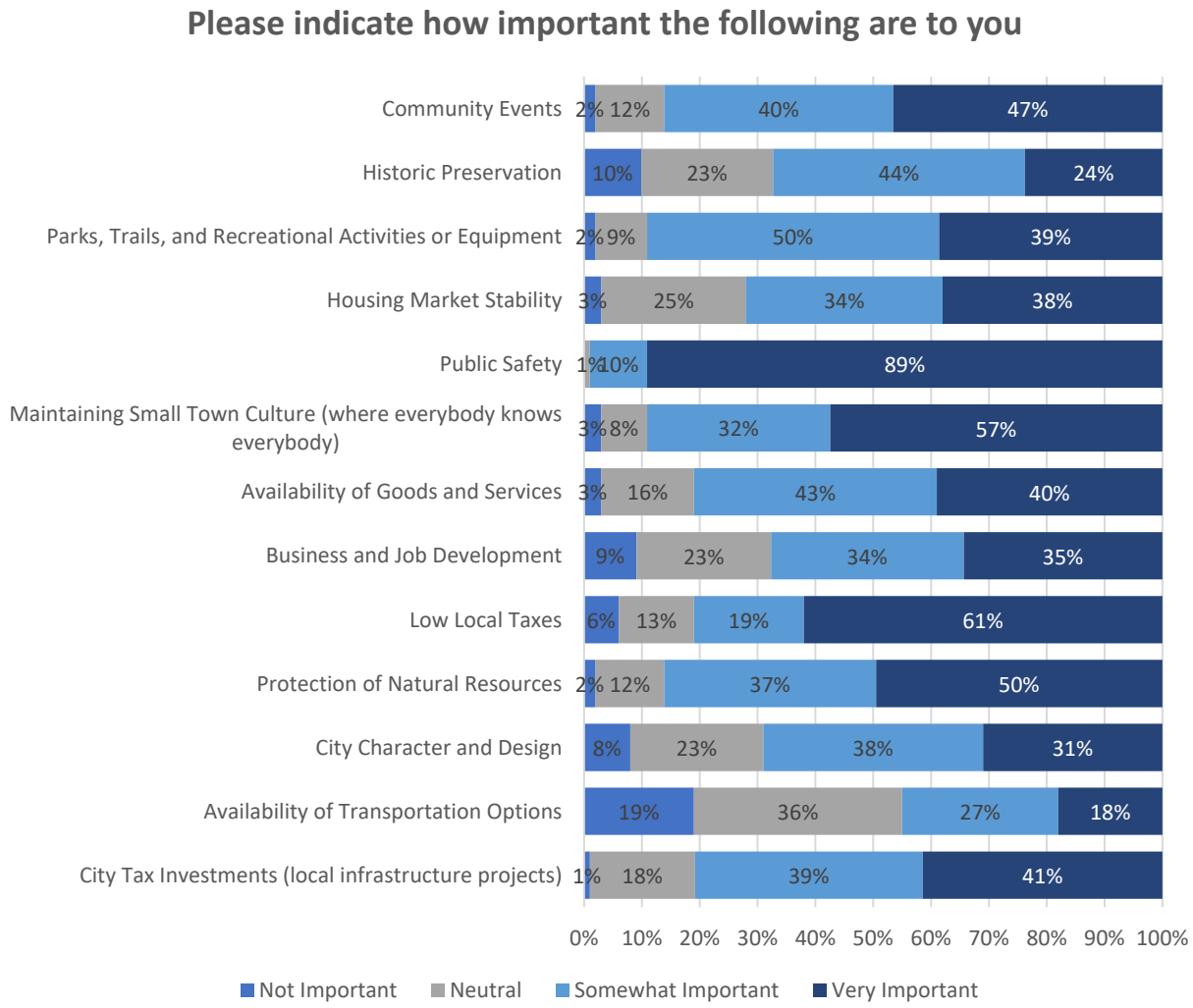


Figure 5: Respondents were asked to rank a variety of community values.

The sample was asked to give their opinion on what housing types Algona needs more of. Most residents agreed that the City needs more single-family homes (64%), senior housing (57%), smaller housing options for smaller households (56%), and workforce housing (51%). Most respondents (74%) did not believe that Algona needs more apartments. The demographics of survey respondents (who are older and own their homes more than the population) may be impacting these responses and should be considered when interpreting these results. Opinion in the city was very split while considering the importance of Affordable and subsidized housing options, with very even split between all types of agreement and disagreement.

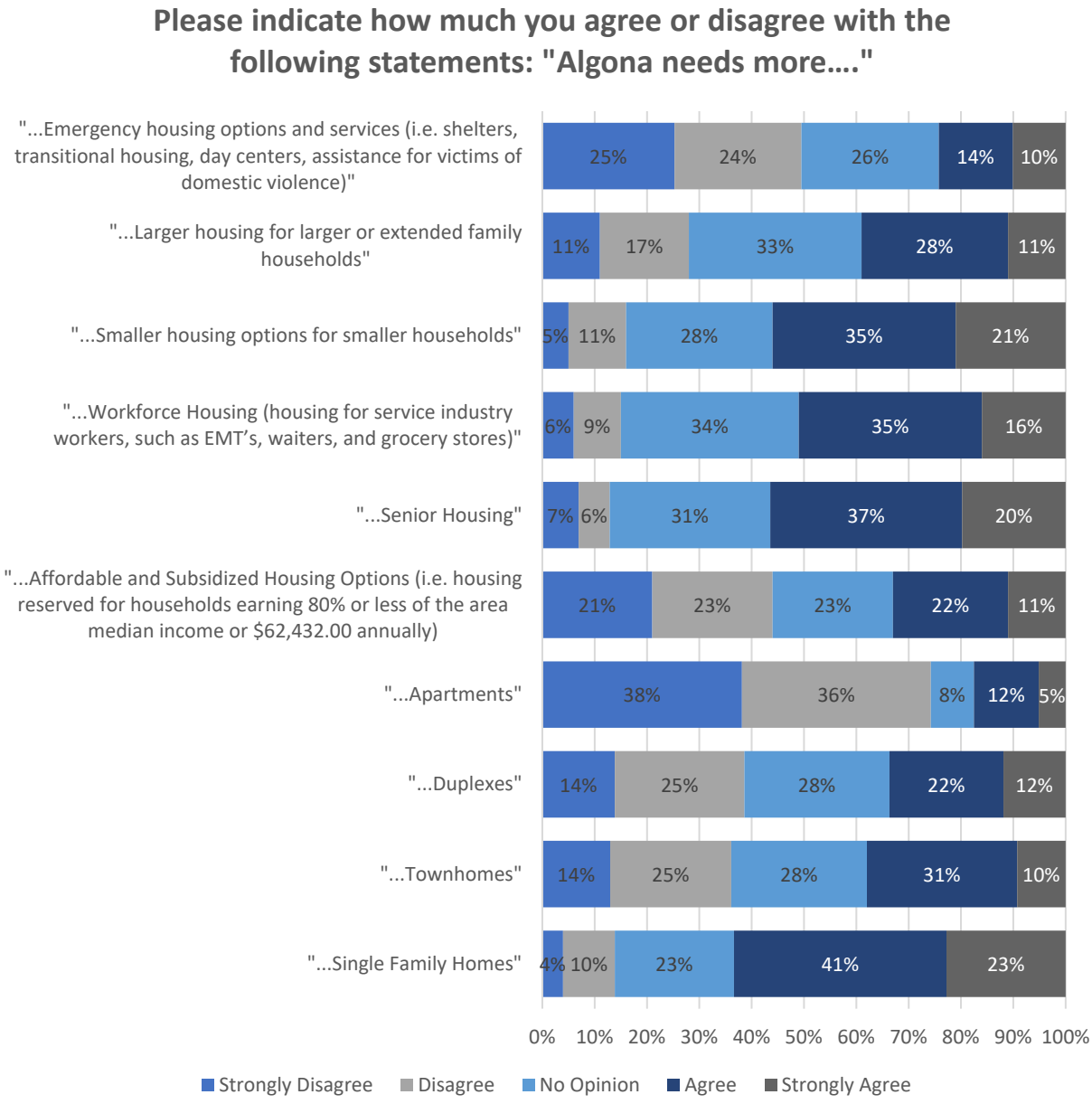


Figure 6: Respondents were asked to agree or disagree with creating more of various housing types.

Like the previous question, respondents were asked to rank their top three type of preferred development. This question asked participants about uses beyond just residential uses. Small retail stores won the most top preferences, closely followed by Single family homes and middle housing (between two and four units). Larger housing developments and office buildings got the third-choice preference for over 50% of respondents. See Figure 7 for a complete breakdown of how respondents ranked their preferred development types.

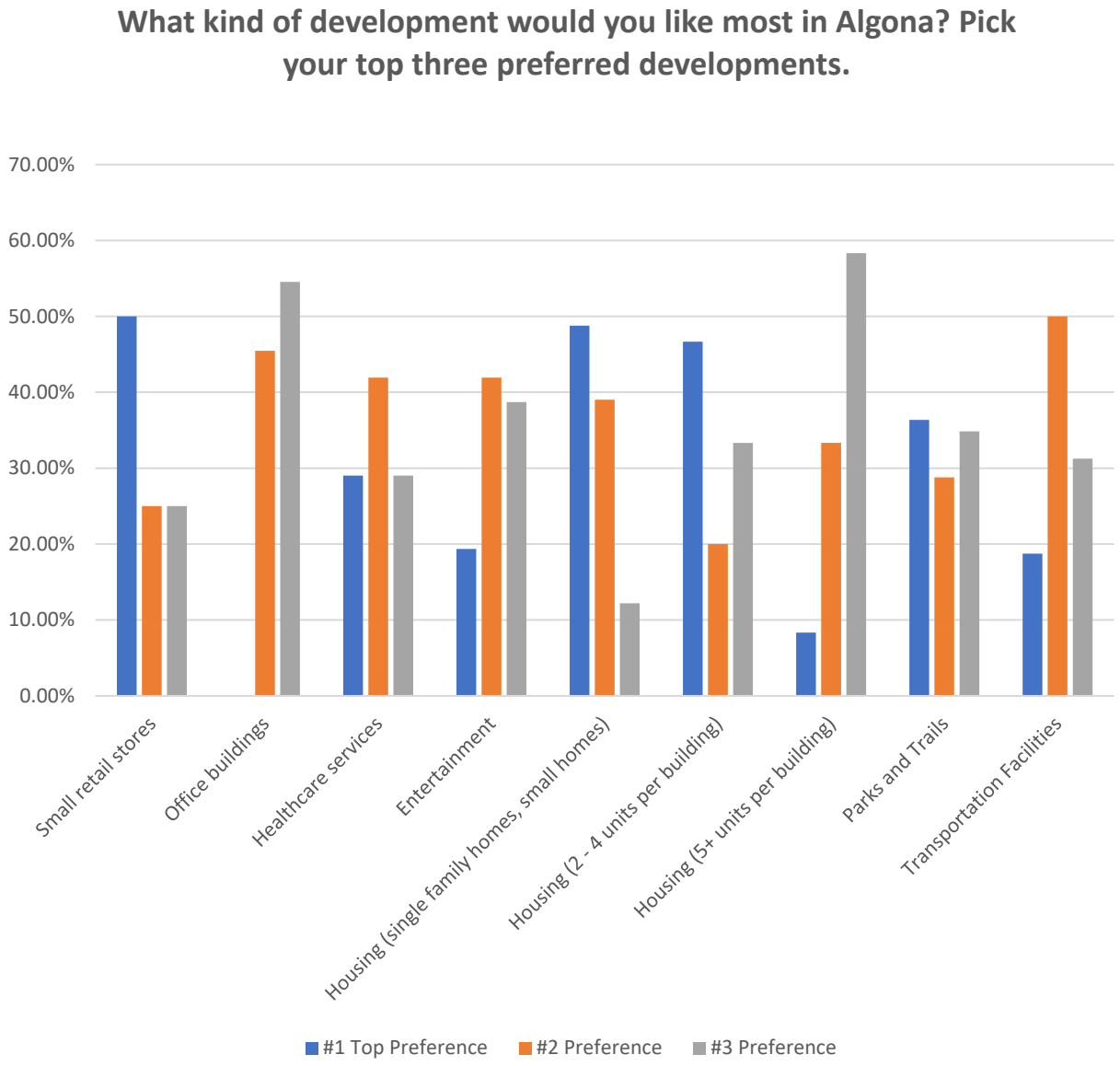


Figure 7: Respondents ranked types of development in Algona by preference.

Respondents were asked to rank their biggest concerns about new development in the city. Increased crime was the top concern for over half of respondents, followed by greater local population and a loss of local character and aesthetic. Residents were generally unconcerned with a loss of green space, retaining the smalltown agricultural feel, and the intensity of new development.

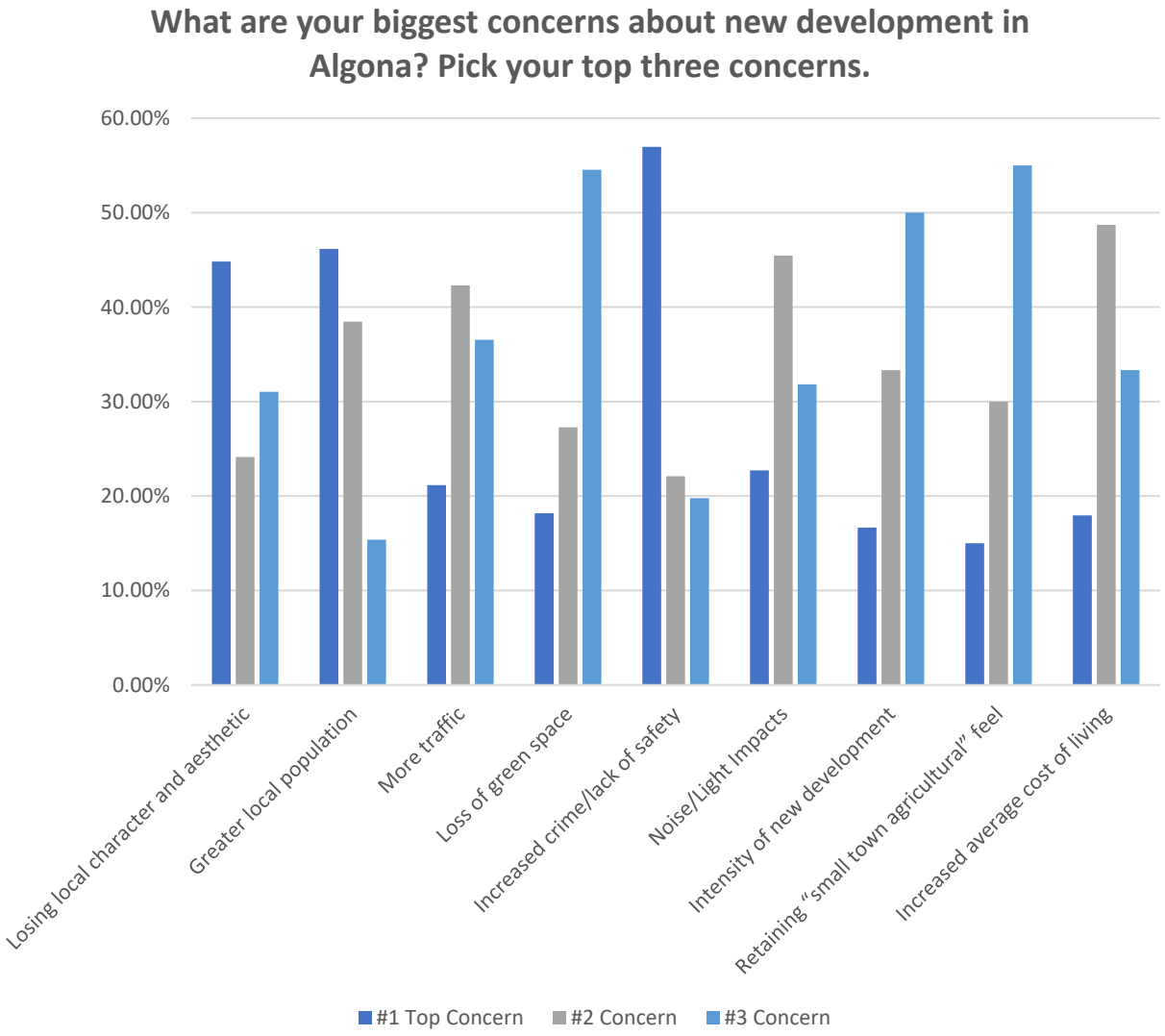


Figure 8: Respondents were asked to rank their concerns for new development.

Respondents were asked to rank the changes the City must make to support community wellbeing. Addressing stormwater flooding, consistent with other questions, was the highest ranked issue for the city to address. The second most top ranked issue was addressing the housing crisis, followed by improving mobility connections and attracting more jobs. No respondents identified more opportunities for civic engagement as their top priority. See Figure 9 for a complete breakdown of the sample's desired changes.

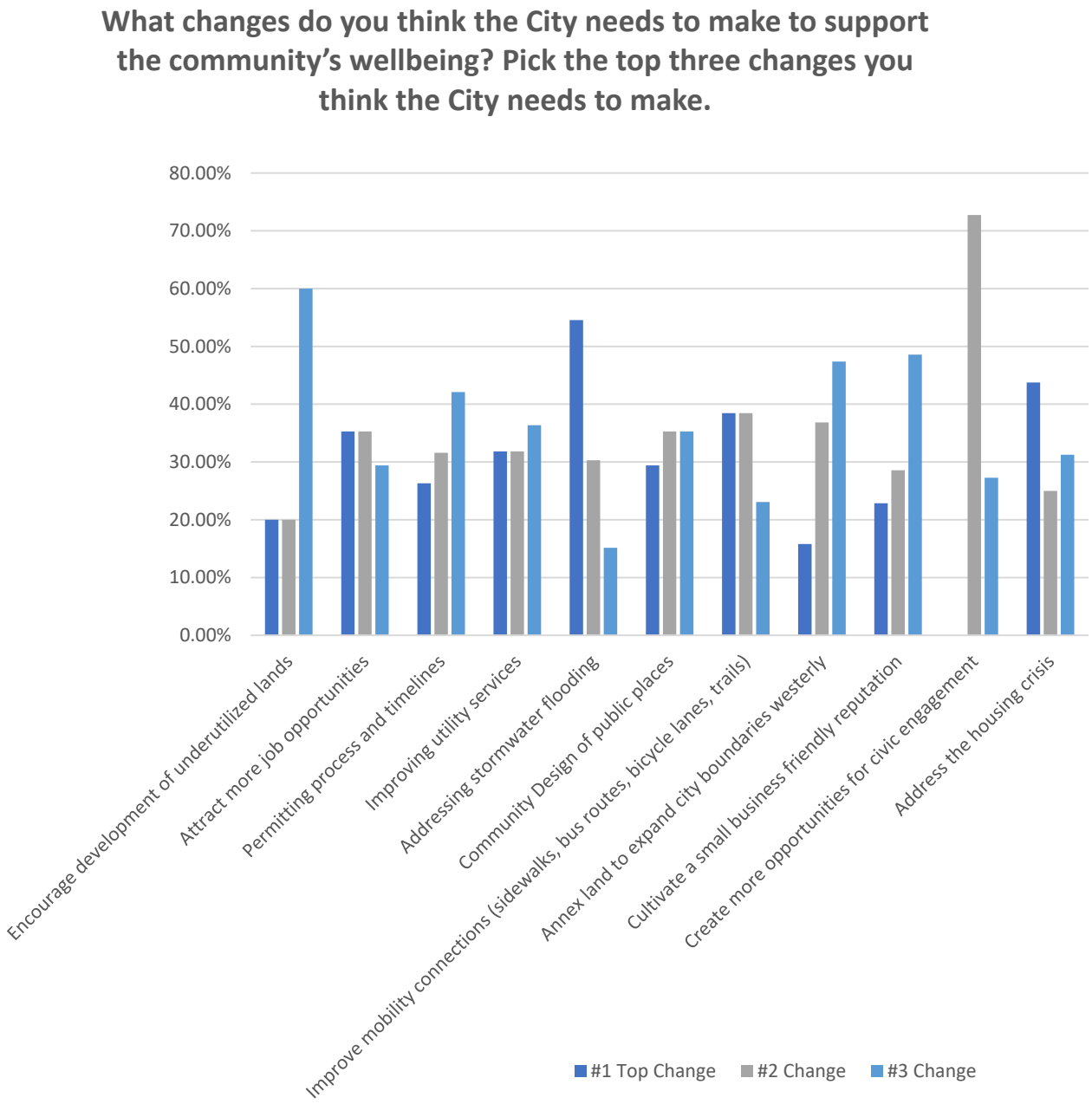


Figure 9: Respondents were asked to rank the top changes they wanted to see form the city to support community wellbeing.

Appendix J.A: Housing Action Plan Public Engagement Summary

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BLUELINE

Housing Action Plan
Public Outreach Summary

Algona, WA

City of Algona Washington

Prepared for
City of Algona
Department of Administration
200 Washington Blvd
Algona, WA, 98001

Blueline Job No. 21-300
Prepared by: Cyrus Oswald, Assistant Planner
Reviewed by: Niomi Montes de Oca, Senior Pla

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Introduction

Purpose of Engagement

The City of Algona is developing a Housing Action Plan to create a strategy to better serve the needs of the Algona community. Algona, which sits in King County between Tacoma and Seattle, was historically an agricultural and resource producing area but now is mostly comprised of low-density development. The City's population has increased over the last twenty years largely parallel to the growth of the regional economy. The purpose of Algona's Housing Action Plan (HAP) is to encourage housing conditions appropriate for Algona's population today and tomorrow.

The City of Algona applied for and received grant funding allocated by the Washington State Department of Commerce as part of E2SHB 1923. This grant funding has enabled the development of a HAP, which resulted in a June 2022 Housing Needs Assessment (HNA). This HNA evaluates the current and future housing needs of all economic segments within the community and is one part of the existing conditions used to develop a HAP. Community opinion and desires also heavily inform the HAP.

The purpose of the Housing Action Plan Outreach Survey and Stakeholder Meeting Input Processes is to gather input from the community which can inform the update of the Housing Action Plan. Public outreach provides residents with the ability to participate in the long-range planning of their housing conditions. This document outlines the process by which the Algona community was engaged, as well as analysis of the feedback received.

Methods

Stakeholder Methods

Two stakeholder groups met in September and October of 2022 to discuss the recently issued HNA and give their input on how future development in their city should be encouraged. Three Algona residents were stakeholders in the first meeting, and four residents composed the second group. The stakeholders were volunteers from the Algona community who were identified as representative and high impact people. Full notes on these meetings can be found in Appendix A and B.

Interview Methods

Algona community members were interviewed on their perspectives of the availability, affordability of housing, and their lived experiences of housing. Interviewees were recommended by city staff who identified individuals that had a understanding of the issues of housing and participated in the lives of residents of the community. Another interviewee was identified among survey respondents who expressed a willingness to be contacted for further questioning. One community member, out of the five who were contacted, volunteered to be interviewed over a video call. One Algona community member experiencing homelessness agreed to be interviewed after the Holiday Tree Lighting event in person and was compensated for their time.

Survey Methods

The first survey was distributed on the online survey platform Survey Monkey between May and August 2022. It collected 67 total responses and 31 write in responses. The survey was posted on the city website and social media. Full results on this survey can be found in Appendix C and D.

A second survey was distributed through December 2022 and January 2023 over Survey Monkey. Initial distributions took place at the December Holiday Tree Lighting event where flyers were passed out with survey information and participants were able to take the survey at the event on tablets. It collected 49 total responses and 22 write-in responses. This survey was posted on the City website, social media accounts, City Hall, at community events, and flyers were posted at 8 locations throughout the town. Full results of this second survey can be found in Appendix E and F.

First Stakeholder Input Meeting Process Results

The September stakeholder group expressed their preferences and concerns for the future of housing in Algona. The following analysis summarizes the Development Pattern desires of the group. Full notes can be found in Appendix A.

Housing Character

Community members felt that new developments in Algona should meet the character of the existing housing stock. As one group member noted, Algona is in a valley and anything over two stories may interfere with existing viewsheds. Similarly, people expressed that apartments deviate too far from the existing housing character and would not fit into the current housing stock. People felt that duplexes could work if they don't resemble apartment buildings, and people were open to exploring the three or four family units if they remained under the two-story limit. Residents don't want new development to interfere with the existing development pattern.

Concerns

The group believed there were some inherent spatial limitations to future development in Algona. Members noted that Algona is a small jurisdiction with little undeveloped area suitable for housing and no surrounding unincorporated land available for annexation. There is broad public support for wetland preservation in Algona, however they also present a legal barrier to development in their vicinity. Group members were concerned the existing infrastructure, especially roadways, may not be able to support a larger population. The group expressed that space in Algona was one of the largest factors limiting development within the city.

Natural Environment

There are green spaces in Algona which residents are keen to preserve. The Sunrise Blueberry farm, the swampland on the south side of the city, and the open space between 11th Ave and Boundary Blvd were all identified by stakeholders as valuable open spaces. The Sunrise Blueberry Farm is a woman owned organic blueberry farm which is currently in the low-density residential zone. The Algona Wetland Preserve is a project to design and implement an enhancement program for the wetland south of the Boeing plant to increase education, community engagement, and recreation opportunities. The open area on 11th avenue referred to is currently undeveloped and zoned for general commercial activities but contains potential wetlands which may inhibit development. Residents value green spaces in Algona.

Second Stakeholder Meeting Input Process Results

A variety of housing strategies to increase the capacity of Algona's housing stock was presented to the stakeholders. The following analysis summarizes their input. Full notes can be found in Appendix B.

Increased Permitting

Legalizing more forms of missing middle housing (specifically triplex, fourplex, and cottage housing) could be a method to increase the number of homes in Algona. In response to the proposed methods, stakeholders advocated for smaller lot permitting. The group advised that smaller lots could meet density goals while maintaining community buy in and being sensitive to parking needs. Stakeholders noted that creating opportunities for ownership in Algona is very important to ensure that residents properly maintain their homes.

Preservation

Strategies to preserve existing affordable units in Algona were presented to stakeholders, including housing rehabilitation funding, city advertised housing resources, transfer of development rights initiatives, and historic preservation programs. Participants did not see much opportunity for historic preservation programs, as there are not many qualifying historic structures, and limited space in Algona may render the land too valuable to justify limiting development. The group was not familiar with transfer of development rights programs and did not comment extensively on the viability of resource or rehabilitation programs.

Incentives

Forms of higher density development incentives were presented to stakeholders. The group commented that people would likely oppose a density bonus program associated with multifamily or rented units and expressed concern that density bonuses wouldn't facilitate quality development. The group considered density bonuses to encourage small lot or cluster single family home projects favorable to density bonuses for multifamily structures.

Streamlined Permitting

Allowing expedited permitting of new housing was presented to stakeholders as a method to meet Algona's housing needs. Creating predesigned ADU plans and lowering parking requirements were two ways presented to lower permitting costs. Stakeholders expressed that ADU predesigns would need to be for smaller unit types and were concerned that site environmental review and stormwater runoff requirements could present an obstacle for any preapproved designs.

Community Member Interviews

Community members were interviewed on their experience living in Algona, their observations through their unique perspective of the City, and their opinions on how the City can better serve its community.

Public Education Administrator

An administrator from Alpac Elementary agreed to participate in an optional interview regarding their experience with housing. The participant has worked for the school for ten years and has lived in Auburn for twenty years. While the participant does not live in Algona, they commute through Algona and work with children from Algona families, providing some insight and observations into how children perceive housing and income. Some of his observations about the children of Algona who attend his school include: perceived growth in household income with a decreasing number of families with children receiving "free and reduced" lunches, growing immigrant populations, and a significant percentage of students being transient (about 15%). The participant felt that Algona had a growing immigrant population that may have unique and unmet housing needs, and wanted to city work with community-based organizations to better capture their housing needs and barriers. The participant felt that Algona overall has a lack of affordable housing, multi-family housing options, and an aging or unmaintained housing stock.

While envisioning the future of Algona and what solutions seem appropriate for the unique demographics and housing needs, the participant responded that he would like to see the following more small-scale multi-family housing which maintains the rural feel of the city which fosters community and connection with common space. These would also provide people with homes that don't require much time and money to maintain. Additionally, Algona's industrialized areas directly abut residential uses. He would like to see a downtown area which both blends and provides a buffer between these spaces to help maintain the community and residential feel of Algona. Finally, the participant was very supportive of offering home-repair support to maintain the aging housing stock and encourage community accountability in maintenance. He felt there are some homes appeared derelict or abandoned, and that these homes can further remove options in the housing stock as a result of unaffordable maintenance costs.

Participant Experiencing Homelessness

Participant has been experiencing homelessness for last five years (approximately 2017-2022) and has been living in the area around Algona for the past year. He once owned a successful concrete business in southern King County but was severely injured on the job. The injuries he sustained permanently disfigured his hands which still cause him great pain today. Without the ability to use his hands or have medical coverage that granted him affordable access to ongoing medical assistance and surgery that he would need to heal his hands, the participant had difficulty maintaining their job and lost their income and medical insurance. Since losing his job, finding or keeping a job has been extremely challenging. Without a job, stable housing is completely impossible to achieve. As a result, the participant has been homeless since approximately 2017 and has felt that the south King County region overall has a lack of assistance and resources, shortage of affordable, subsidized, or temporary emergency housing opportunities, and aggressive treatment by law enforcement.

As someone experiencing housing insecurity, the participant has a firsthand experience of how the existing services in the area around Algona function and the barriers that exist to exit homelessness. The participant felt a number of services should be provided in or around Algona to improve the likelihood of existing homelessness and reducing community blights experienced by residents that are a symptom of the homelessness crisis. Specifically, a foodbank, temporary emergency housing, and healthcare services, such as a mobile medical team for acute or chronic conditions and a needle-exchange program, should be provided to support the homeless community, reduce litter, and reprioritize policing efforts. Services should be provided both in Algona and in the southern King County region to support people experiencing homelessness. Services and secured shelter would give people an opportunity to exit homelessness and become financially independent. Relief from even one of these barriers made the participant feel empowered and optimistic.

First Survey Results

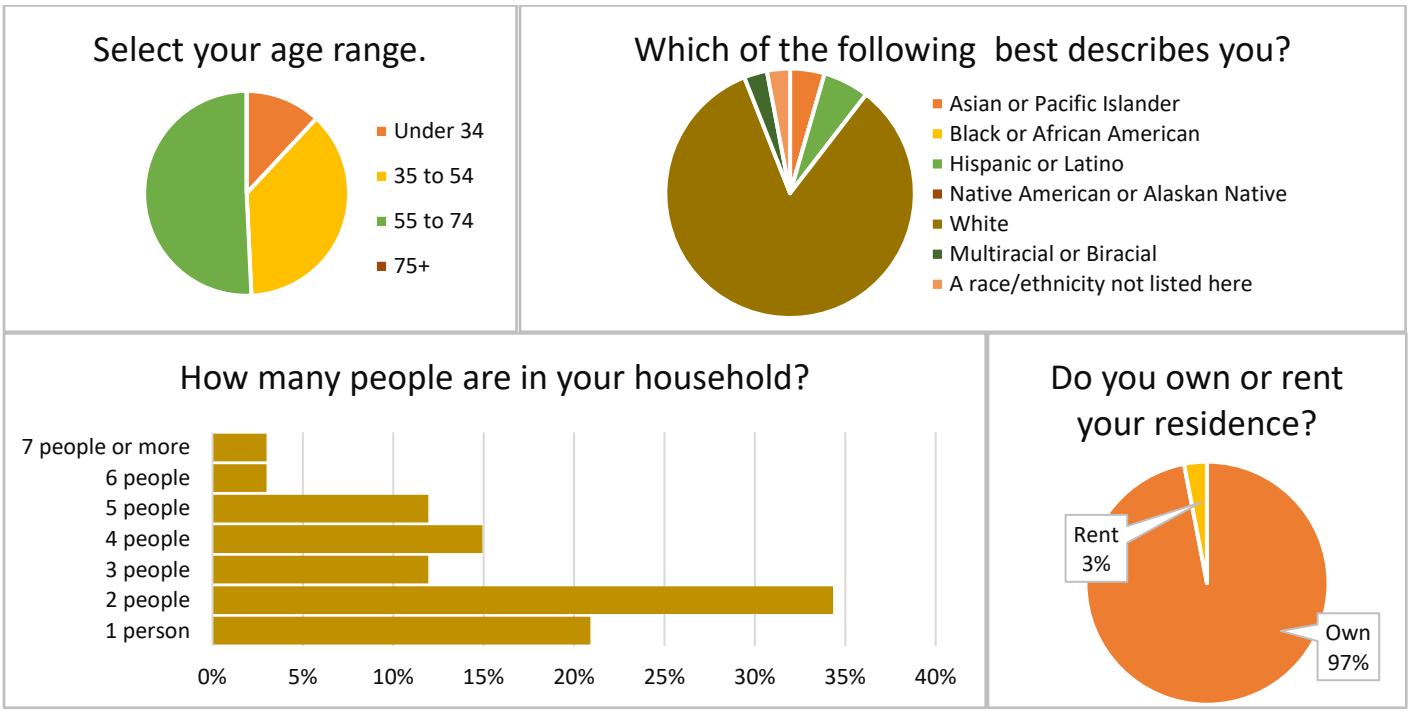
The analysis below describes the perceptions and aspirations of respondents as they pertain to housing in Algona. Due to rounding, percentages may not add to 100. Complete tabulation of data is given in Appendix C.

Respondent Profile

The survey respondent sample was older, whiter, and more affluent than the population of Algona. The city is 56% under the age of 34, while the sample was only 12% under the age of 34. Most of the sample (51%) was between 55-74, while this same age range represents only 18% of Algona. The sample was whiter, with 84% of respondents

describing themselves as white compared to the 49% of the city that is white. Hispanic (6%), Asian (4%), and multiracial people (3%) were underrepresented at an average rate of three to one in the sample size, while Black and Native American people were not represented in the survey. Respondents owned their home more (97% of the time) than the city population (78%).

The sample responded as being less cost burdened (26% indicated housing costs were a serious financial burden) than the population of Algona, where 33% of households are cost burdened or severely cost burdened. The sample worked outside 20 miles from their home (10%) less than the population at large, who commute more than 24 miles to work 14% of the time. The survey sample lived in smaller houses than the population, with 34% of the sample living in two-person houses compared to 24% of the city, and only 3% of the sample living in a house with seven people or more compared to the 10% of the population that lives in a comparable house size. The sample lived in single-family homes (90%) more than the city (71%). The sample is less cost burdened, works closer to home, and lives in smaller single-family homes more than the population. See Figure 1 for a visual summary of the respondent profile.



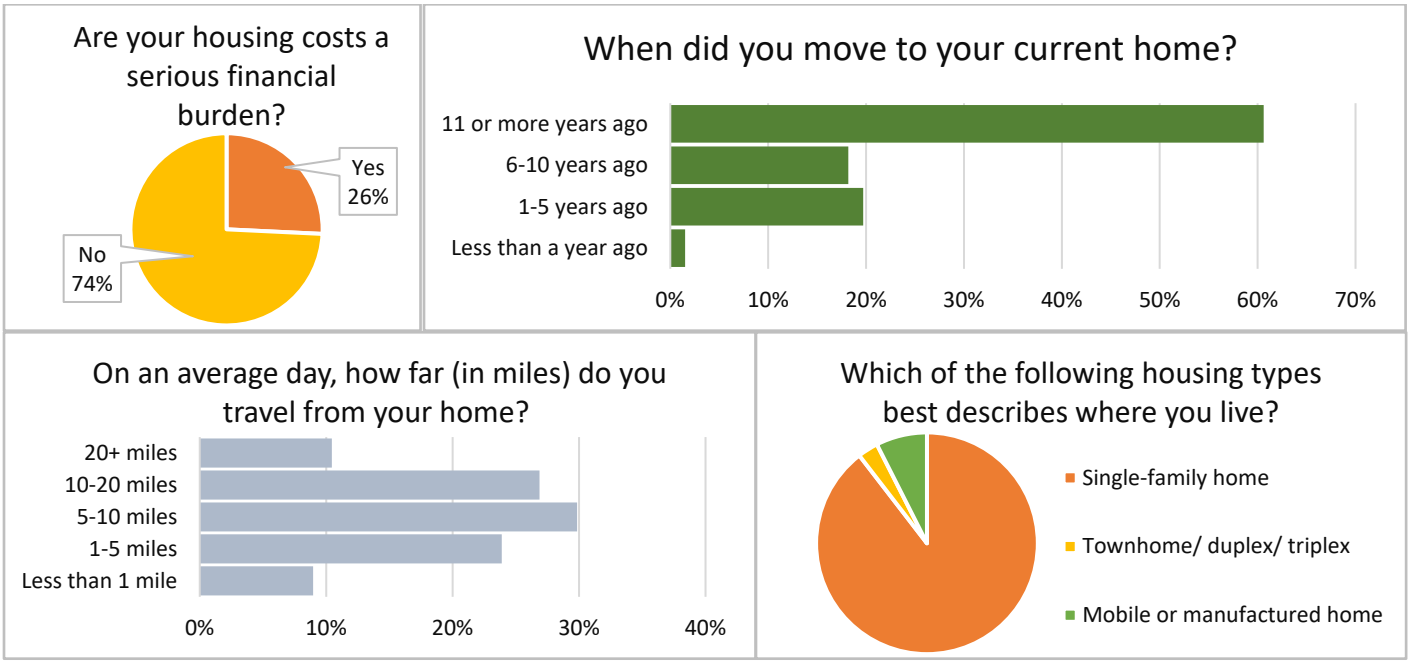


Figure 1: Graphic summary of Respondent Profile

Significance

This survey received 67 responses, which is two percent of the city population. This sample size can be considered a significant amount which may represent the population accurately. When drawing conclusions from this sample, the respondent profile should be considered.

Housing Satisfaction

In all categories surveyed, sample respondents were mostly satisfied with their home. Four fifths of respondents are satisfied with the proximity of their home to amenities, and many (74%) are satisfied with the distance to their work or school. Just under two thirds (65%) of respondents were satisfied with the age, condition, size, and cost of their home. Many residents responded to a free response question to express dissatisfaction with the condition of homes in their neighborhood. Some residents were unhappy with overcrowded streets, unattended landscaping, and run-down lots. Of the factors residents were polled on, residents were the least satisfied with their size of home, with only 14% of respondents dissatisfied or very dissatisfied. The full response breakdown is given in Figure 2, and an average of satisfaction rates across criteria is given in Figure 3.

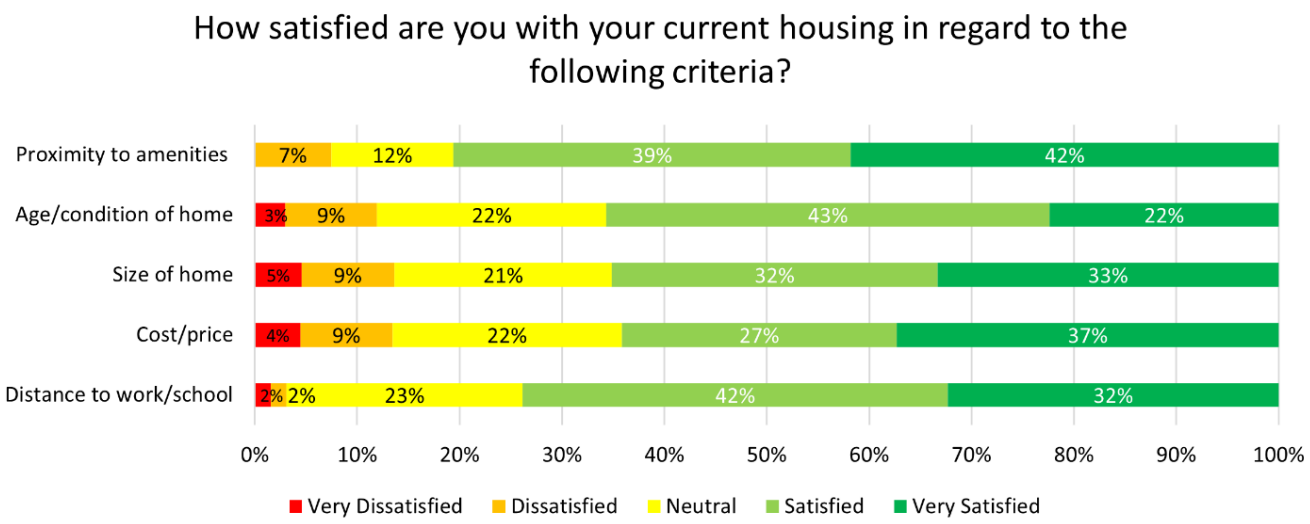


Figure 2: Breakdown of sample satisfaction with housing conditions.

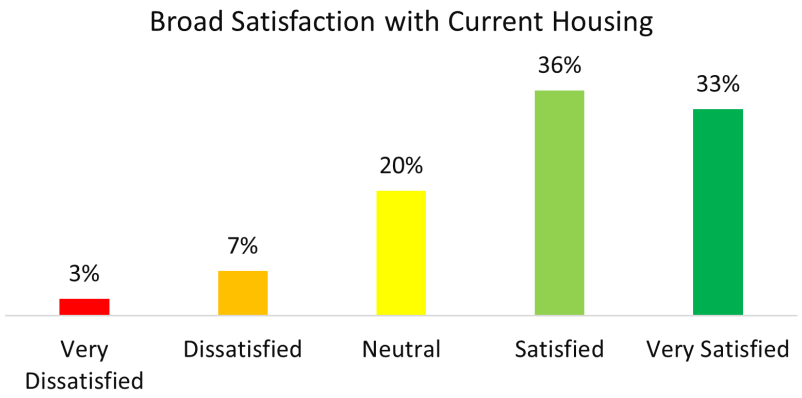


Figure 3: Broad sample satisfaction with housing conditions.

Communities Served

Respondents were asked to evaluate various descriptions of Algona. Eighty percent of the sample agreed that Algona was a great place to live, and no one strongly disagreed. Many people (54%) agreed that Algona has services and amenities that improve their quality of life. A third (30%) of the sample was concerned about being unable to live in Algona within the near future, with twice as many people totally unconcerned. Most of the sample felt that Algona is a good place for older people to live (67%) and that Algona is a good place for families to live (77). These results may be skewed: the respondent sample overrepresented the age range 55-74 almost three to one, and BIPOC were very underrepresented. Many (36%) felt that young people cannot find comfortable, adequate, and affordable housing in Algona. The full breakdown of sample statistics is in Figure 4.

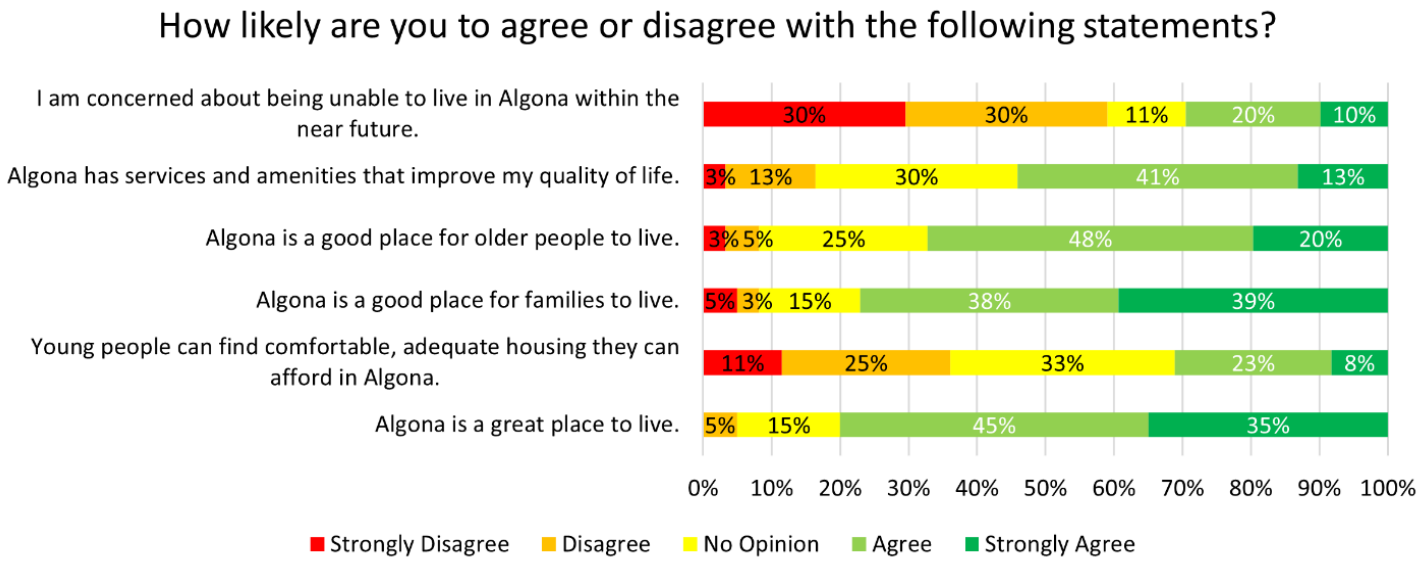


Figure 4: Breakdown of sample opinions on which communities the City of Algona best caters towards.

Housing Preferences

The sample was asked to describe what types of housing Algona needs more of. Respondents did not express that more housing development was needed in Algona: only two categories of housing receiving more than fifty percent support. The sample agreed that housing should be affordable to those who work in the community, with 56% agreement. Just over half (51%) of respondents thought smaller housing options for smaller households should be available, and few (8%) strongly disagreed. Opinion on affordable housing options was divided, with 83% evenly split between agreeing and disagreeing that more should be available. The sample expressed dislike for larger homes for large families (49%), emergency housing (70%), and rentals/ apartments (72%).

Many (28%) write in responses mentioned apartments, almost all of which (eight out of nine) expressed a negative opinion. Survey respondents expressed a preference against more renters in Algona: “Having apartments in Algona is a sure way to bring crime into our city. The tenants have no stake in the long-term health and livability of Algona”. More than half of respondents (70%) disagreed that Algona needs more emergency housing. Emergency housing options and services was also the most divisive issue: only eight percent of respondents had no opinion, compared to the average 16% per question who had no opinion. The community expressed that they do not want more development in the city, especially development of large structures.

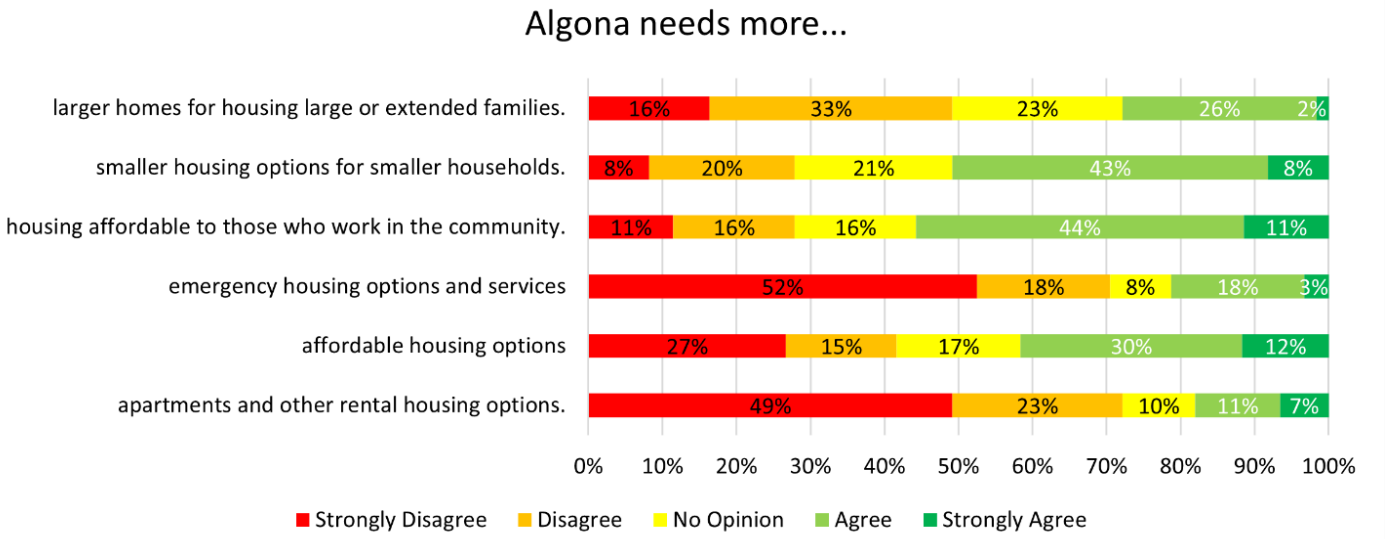


Figure 5: Breakdown of housing option preferences.

Survey respondents were asked to rank different types of home development. In line with the rest of the survey, multifamily housing scored the lowest. Senior/assisted living ranked first, followed by accessory dwelling units, townhomes/duplexes/triplexes, and manufactured housing. This suggests that of the options presented, the development of assisted living facilities and ADUs are the most publicly favorable method to increase density in Algona.

Outside of the most common type of housing in Algona (single-family homes), what type of housing would you like to see to accommodate the growing need? (Rank the choices by order of preference)						
	Average Score	1	2	3	4	5
Townhomes/duplexes/triplexes or similar	2.9484	22%	14%	19%	36%	9%
Multifamily housing	3.9311	9%	12%	14%	9%	57%
Senior/assisted living	2.4209	30%	30%	16%	18%	7%
Manufactured housing	3.1088	25%	11%	16%	22%	25%
Accessory dwelling units	2.4826	19%	33%	31%	16%	2%

Figure 6: Breakdown of sample housing style preferences.

Housing Solutions

Residents were asked about a variety of housing solutions to poll potential solutions buy in. Broadly, residents believed solutions which preserve the existing housing stock should be prioritized over those which support affordable housing. Most respondents agreed that protecting residents from being displaced or forced out of their current housing (65%), ensuring housing is in good condition (72%), and providing support for older community members (77%) are good solutions which should be considered. Slightly over half (51%) of respondents felt that

providing support for working families and fixed income cost burdened households should be considered. More than half (52%) of the sample thought that building dedicated affordable housing is not a good solution.

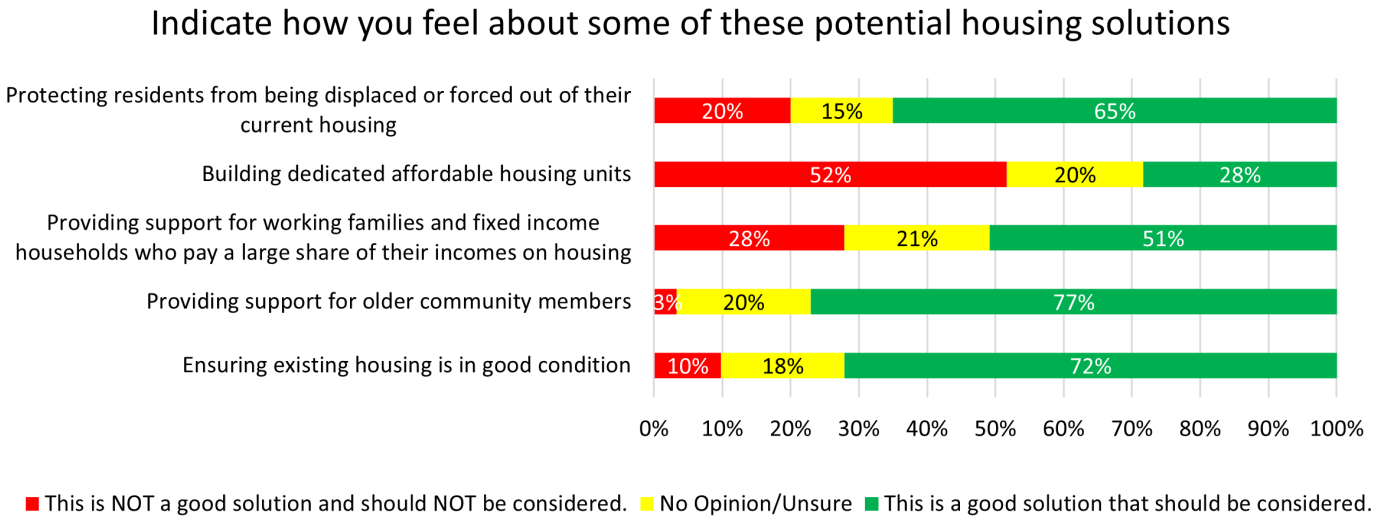


Figure 7: Housing solution preferences.

Limitations

The significance of the survey results is impacted by the dissimilarity between the sample and the population. The sample may not economically or ethnically represent the population and may prefer solutions which don't meet the needs of all residents. The sample is likely more affluent than the population, due to higher homeownership percentages, more single-family home residence, and lower perceived housing burden. The sample is older and whiter than the population and may not fully represent the opinions of the more diverse Algona population. However, the community perceptions drawn from this survey can still be used to inform the development of the HAP.

Stakeholder meetings were relatively small (four in the October meeting, and three in the September group) and may not accurately represent the city population. However, their input is still valuable and should be considered in the creation of the HAP document.

Second Survey Results

After the first survey was conducted, a second outreach survey was conducted to collect more specific information from Algona residents on their housing needs. This second survey expanded on themes identified during the first survey effort related to finances and perception of housing. Informational flyers about this survey were distributed at the December Tree Lighting event and tablets were available for survey participation at the event. Eight informational flyers were posted throughout the town and the online survey was open from December 2022 to January 2023. The analysis below describes the perceptions and aspirations of respondents as they pertain to housing in Algona. Due to rounding, percentages may not add to 100. Complete tabulation of data is given in Appendix E.

Respondent Profile

Similar to the first survey, the second survey's respondents were generally older, white, and more affluent than the population of Algona. Approximately 11% of the respondents were under the age of 34. However, there was an

increase in respondents between 35 and 54 years of age with 45% indicating as such; though, only 23% of the actual population of Algona falls in this age range. The sample was whiter than the population of Algona, 75% of respondents described themselves as white whereas only 49% of Algona residents described themselves as such. About 6% of the respondents identified themselves as multi-racial.

The majority of the survey sample (60%) responded as being employed full-time. However, 21% were presently not working and answered that they were either a full-time student (2%), retired (17%), or disabled/unable to work (2%). The sample responded as being wealthier than the average household income of Algona ($74,844) with 62% of respondents indicating their household's annual income last year was over $75,000 while 28% of respondents indicated their household income last year was $75,000 or less. Many respondents (60%) said that they share their housing costs with their families. Almost three fourths of single-family homeowners purchased their home over 6 years ago (29 out of 40) with 20 respondents responding that they have lived in their home over 11 years. See Figure 8 for a visual summary of the respondent profile.

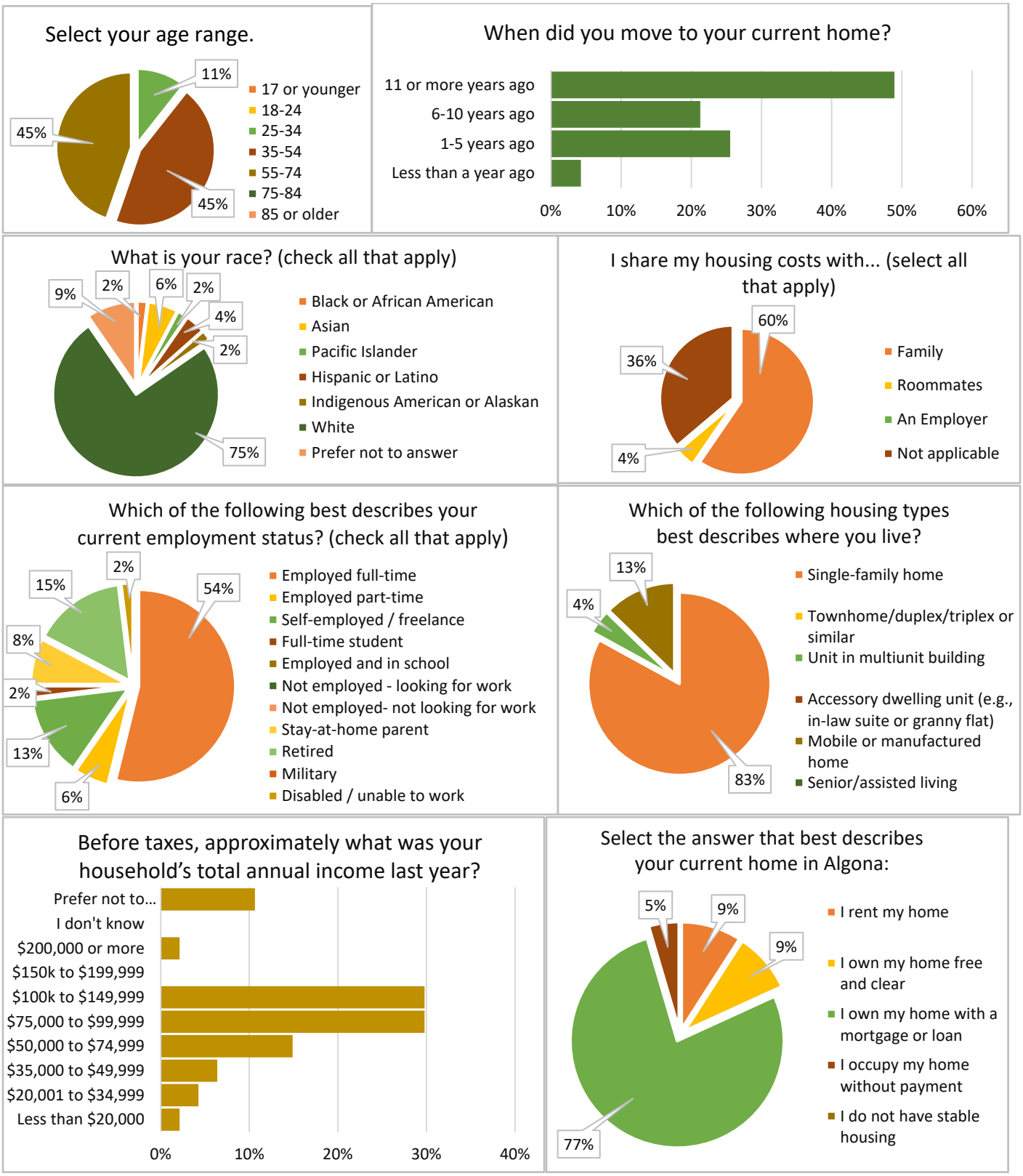


Figure 8: Graphic summary of Respondent

Significance

This survey received 47 responses, which is about 1.5% of the city population. The respondent demographics should be considered when interpreting this data. This data is significant because this survey only received responses from people who either live or work in Algona, while the first survey did not.

Housing Satisfaction

In all but four survey categories, sample respondents were satisfied or very satisfied with their home's location and characteristics as described in *Figure 9*. Approximately three fourths of respondents were satisfied or very satisfied with their access to amenities (80%), their homes' general location (75%), and the availability of parking and vehicular access to their home (72%). Participants were generally satisfied or very satisfied with their home's proximity to work and school (64%) and with their access to public transportation (47%). All respondents were satisfied with the general physical condition of their home (70%), with three fifths of respondents being satisfied with the size and structure of their home (61%) and the general size of their home (58%). For whom it applied to, residents were largely satisfied with the cost of a deposit for their home (46%) and with their monthly rent costs (60%)[1]. Overall, half of participants felt satisfied or very satisfied with the general housing stock and residential landscape as described in *Figure 10.*

Over one third of respondents (39%) were not satisfied with the school district their home is in. Additionally, public opinion on safety and crime rates near participant homes had the most divided results, with half of participants satisfied (50%), about a fifth (17%) neutral, and a third not satisfied (33%).

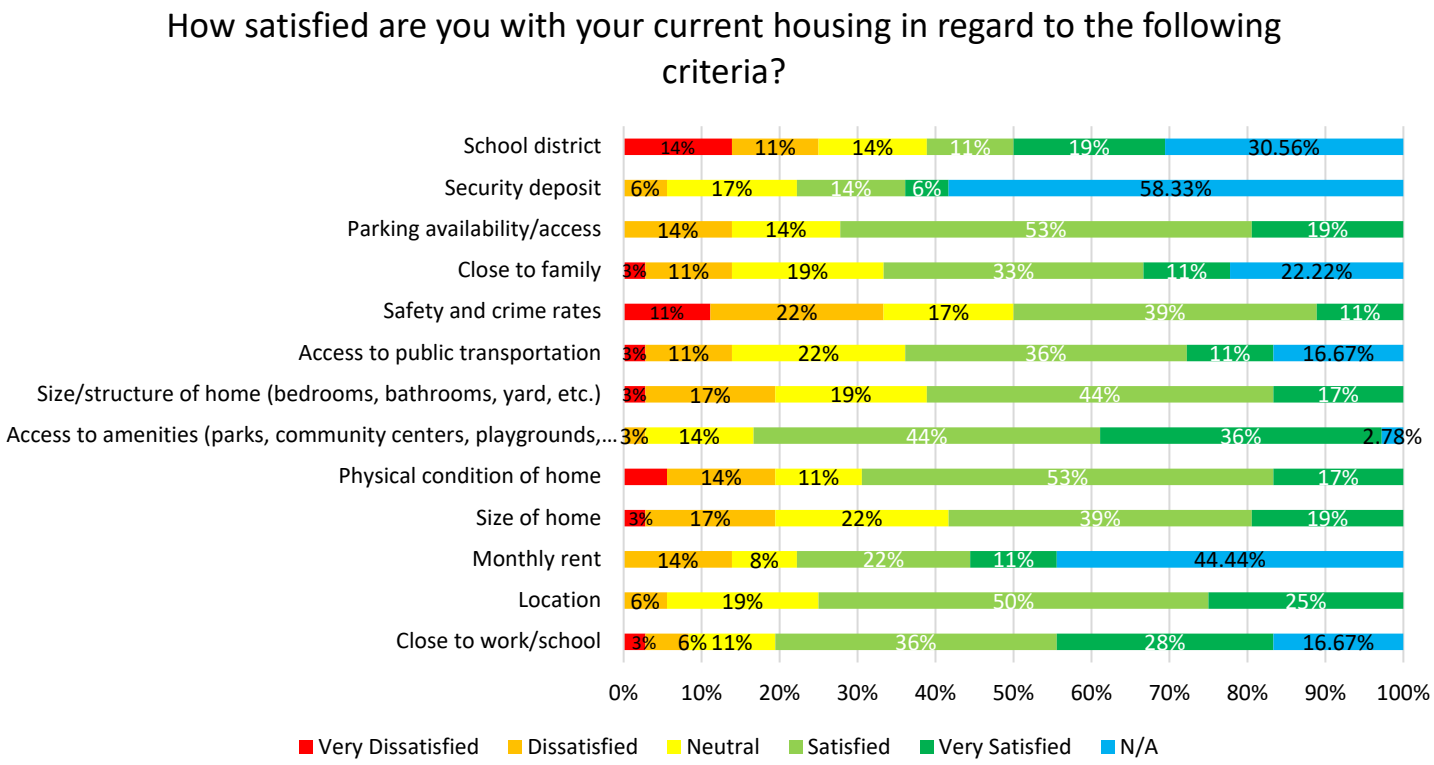


Figure 9: Breakdown of sample satisfaction with housing conditions.

[1] Calculations did not include the "not applicable" responding participants. See raw data from the second survey in Appendix E.

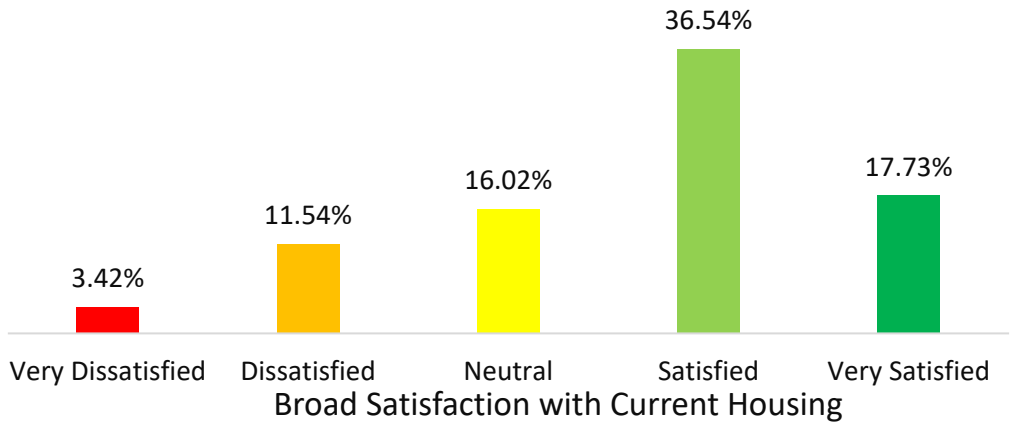


Figure 10: Broad sample satisfaction with housing conditions.

Communities Served

Respondents were asked a series of questions to evaluate who the city's housing stock is catered to. The survey asked respondents who they thought was facing the greatest challenges in accessing safe and appropriate housing in Algona, as described in *Figure 11*. Respondents were able to select more than one answer to indicate if they believed multiple groups were experiencing barriers to access. Half of respondents believe that single-parent families and young adults/students face the most challenges when accessing housing in Algona. Around one third of respondents felt that seniors (31%), high school graduates (31%), small (33%) families, and large (39%) families also face housing challenges. The respondents felt that the people who struggled the least with their housing needs are people with Black, Indigenous, or people of color (17%), college graduates (14%), or LGBTQIA+ communities (11%). See the full breakdown of sample statistics below in *Figure 11*.

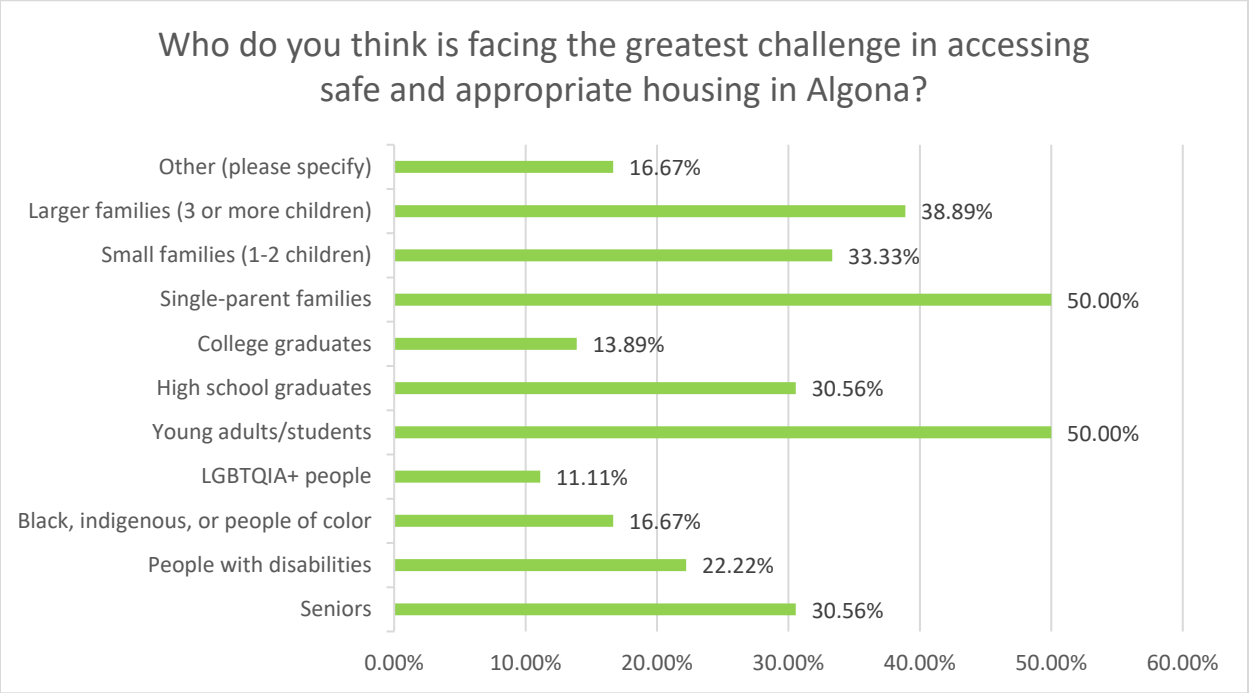


Figure 11: Breakdown of sample opinions on which communities the City of Algona best caters towards.

Housing Preferences

Participants were asked to choose what type of home they felt would best fit their housing needs. Applicants were able to select more than one answer. Almost every respondent (94%) felt that a single-family home (detached from any other house) would fit their housing needs. A handful of respondents reported that apartment/condos (3%), townhomes (8%), mobile homes (8%), or ADUs (6%) would satisfy their housing needs. See the full breakdown of sample statistics in *Figure 12.*

Respondents were then asked to rank what type of housing they'd like to see more of in Algona, other than a single-family detached home. Respondents ranked housing types between one through nine, with one being the highest ranking and nine being the lowest ranking. Respondents felt the homes that would most fit their housing needs were townhomes/duplexes (3.8) or senior/assisted living (3.3). The lowest ranking average score was 7.4, for emergency shelters, followed by permanent tiny homes (6.1)[2]. The third, fourth, and fifth rankings were low-rise apartments/condos (5.4), mobile homes (5.0), and triplexes or fourplexes (4.8). Respondents then ranked ADUs (4.3) and intergenerational housing (4.0) in slots six and seven. See the full breakdown of sample statistics in *Figure 13.*

[2] A "permanent tiny home" refers to independent dwelling units that are 400sf or less in area. This form of housing can be on wheels or affixed to the ground. This definition would include RV or trailer parks, tiny home communities, or tiny homes on wheels (THOW).

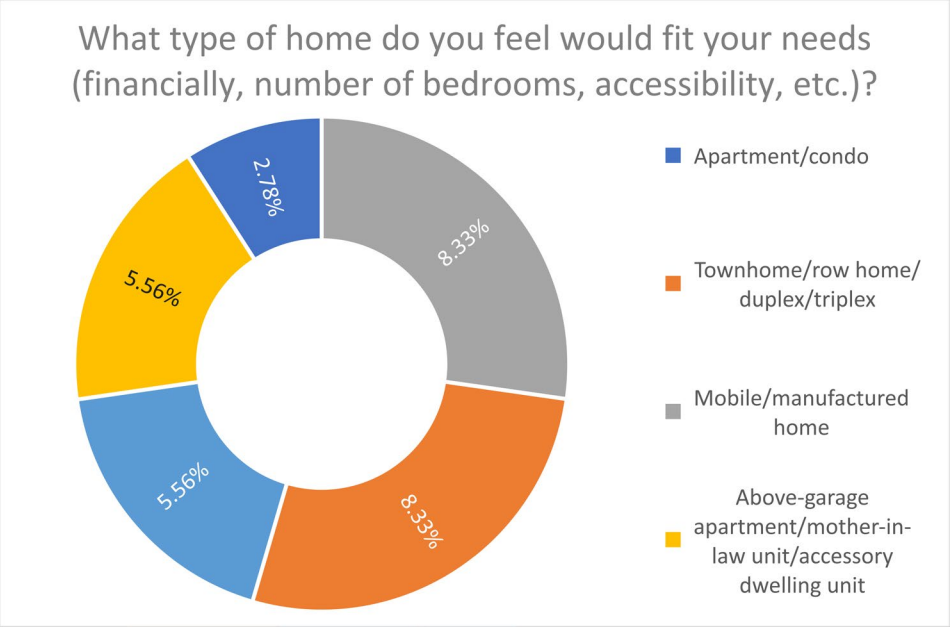


Figure 12: Breakdown of what home types fit the People of Algona's needs.

Figure 13: Breakdown of types of housing respondents would like to see more of.

Outside of the most common type of housing in Algona (single-family homes), what type of housing would you like to see more of in Algona to accommodate your friends, family, and community members' housing needs? (Rank the choices by order of										
	Average	1	2	3	4	5	6	7	8	9
Senior/assisted living	3.3137	21.88%	9.38%	21.88%	25.00%	9.38%	9.38%	3.13%	0.00%	0.00%
Townhomes/duplexes	3.8448	12.50%	15.63%	31.25%	3.13%	18.75%	6.25%	3.13%	3.13%	6.25%
Intergenerational housing units (designed to accommodate both older and	4.0337	23.33%	20.00%	10.00%	3.33%	10.00%	10.00%	6.67%	10.00%	6.67%
Accessory dwelling units (e.g., in-law suites or granny flats)	4.3329	15.15%	27.27%	3.03%	6.06%	9.09%	12.12%	9.09%	15.15%	3.03%
Triplexes or fourplexes	4.8334	3.33%	16.67%	16.67%	13.33%	10.00%	13.33%	10.00%	6.67%	10.00%
Mobile/manufactured housing	5.0001	6.45%	6.45%	9.68%	22.58%	9.68%	16.13%	19.35%	6.45%	3.23%
Low-rise apartments/condos	5.3864	9.68%	6.45%	3.23%	19.35%	12.90%	6.45%	19.35%	12.90%	9.68%
Permanent tiny homes[2]	6.1293	12.90%	0.00%	6.45%	3.23%	6.45%	19.35%	9.68%	25.81%	16.13%
24/7 shelters	7.3878	3.23%	3.23%	0.00%	3.23%	9.68%	3.23%	16.13%	16.13%	45.16%

Housing Solutions

Residents were asked a variety of questions regarding their thoughts on housing solutions appropriate for Algona. The gave respondents four options to rank what strategies they thought would increase the number and variety of homes in the city. Respondents could select one of four options on strategy preference, with one as the highest choice and four as the lowest. The two most preferred housing strategies are tied for the highest ranked option (2.1), which are to re-evaluate development standards for accessory dwelling units (ADUs) and to ensure a variety of housing forms are permitted. The least preferred option (average score of 3.1) for housing solutions was performance zoning, or requiring large apartments set aside a percentage of affordable housing units for households earning between 30-50% of the area median income ($93,500). The second least desired solution was to reduce the maximum and minimum lot sizes to increase the number of homes in a city block. See the full breakdown of results in *Figure 14*.

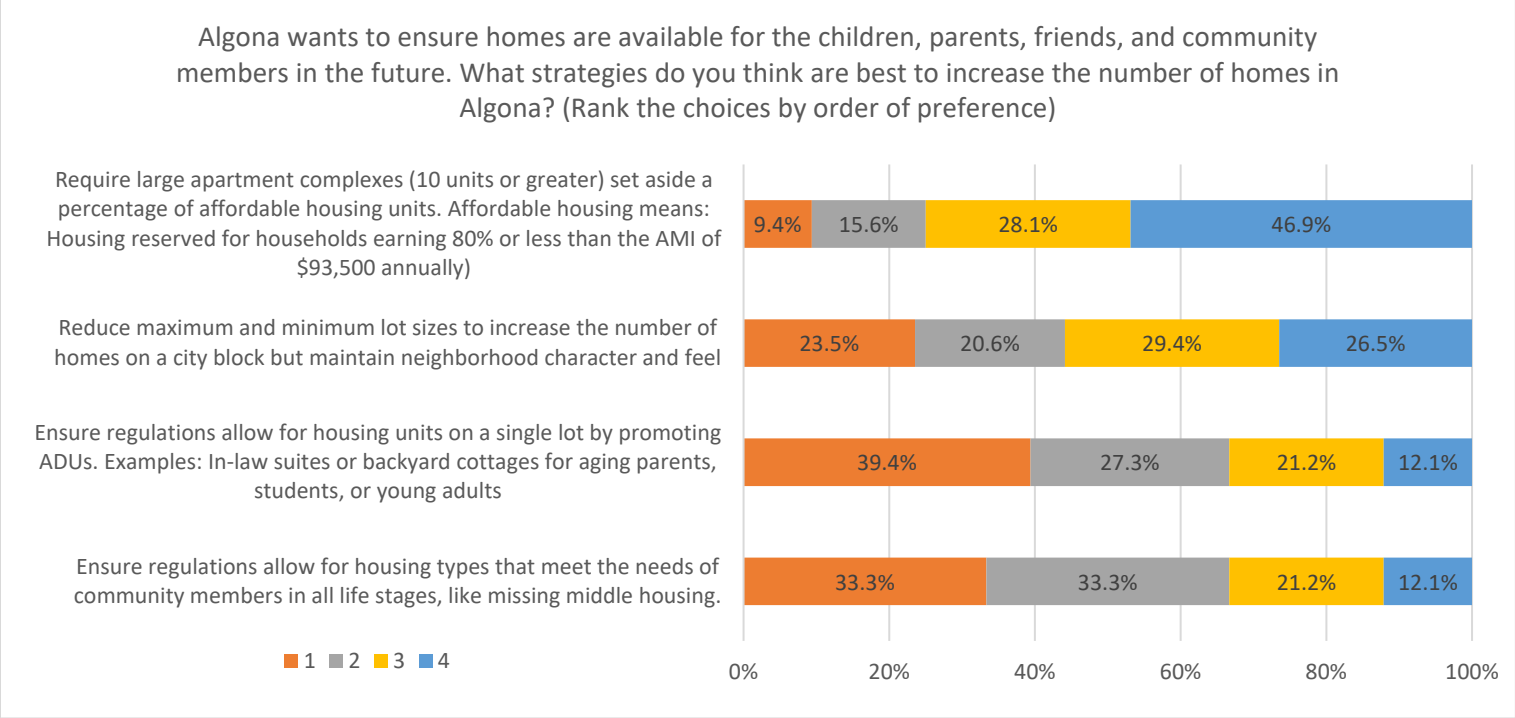


Figure 14: Strategies to increase number of homes in Algona.

Residents were then asked to rank strategies they would prefer to reduce the potential for residential displacement. Respondents ranked seven displacement solutions between one and seven, with one being the highest ranked and seven being the lowest ranked solution. The highest ranked options (2.8 and 2.9 respectively) were to maintain existing homes to ensure they are safe and in good condition and to provide financial support to homeowners for repairs, utilities, or maintenance. The least desired solutions (4.6 and 5.1 respectively) were to provide access to home buyer classes or counseling and existing units for people with disabilities and provide guidance and educational materials on renter and tenant rights. See the full breakdown of sample statistics in *Figure 15.*

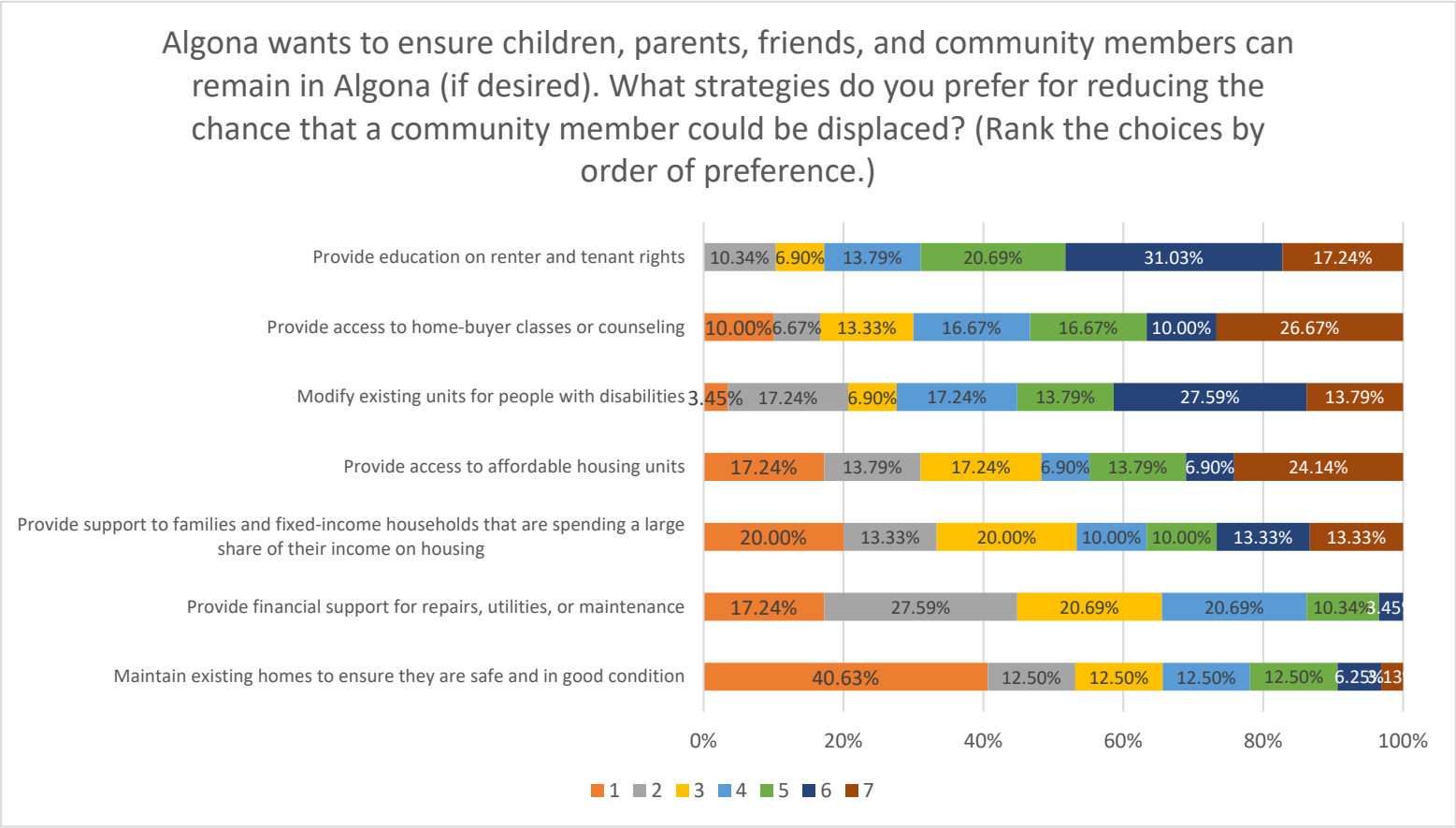


Figure 15: Strategies to reduce community member displacement.

Housing Assistance

Residents were asked a question regarding what services the city should provide to alleviate community housing costs. Applicants checked all options that would support. Most survey participants (54.29%) responded with not needing any of the services listed. About 40% of responses included help paying for home repairs, a third of responses included help paying for utilities, and 22.86% of responses included help paying for their rent or mortgage. See the full breakdown of sample statistics in *Figure 16*.

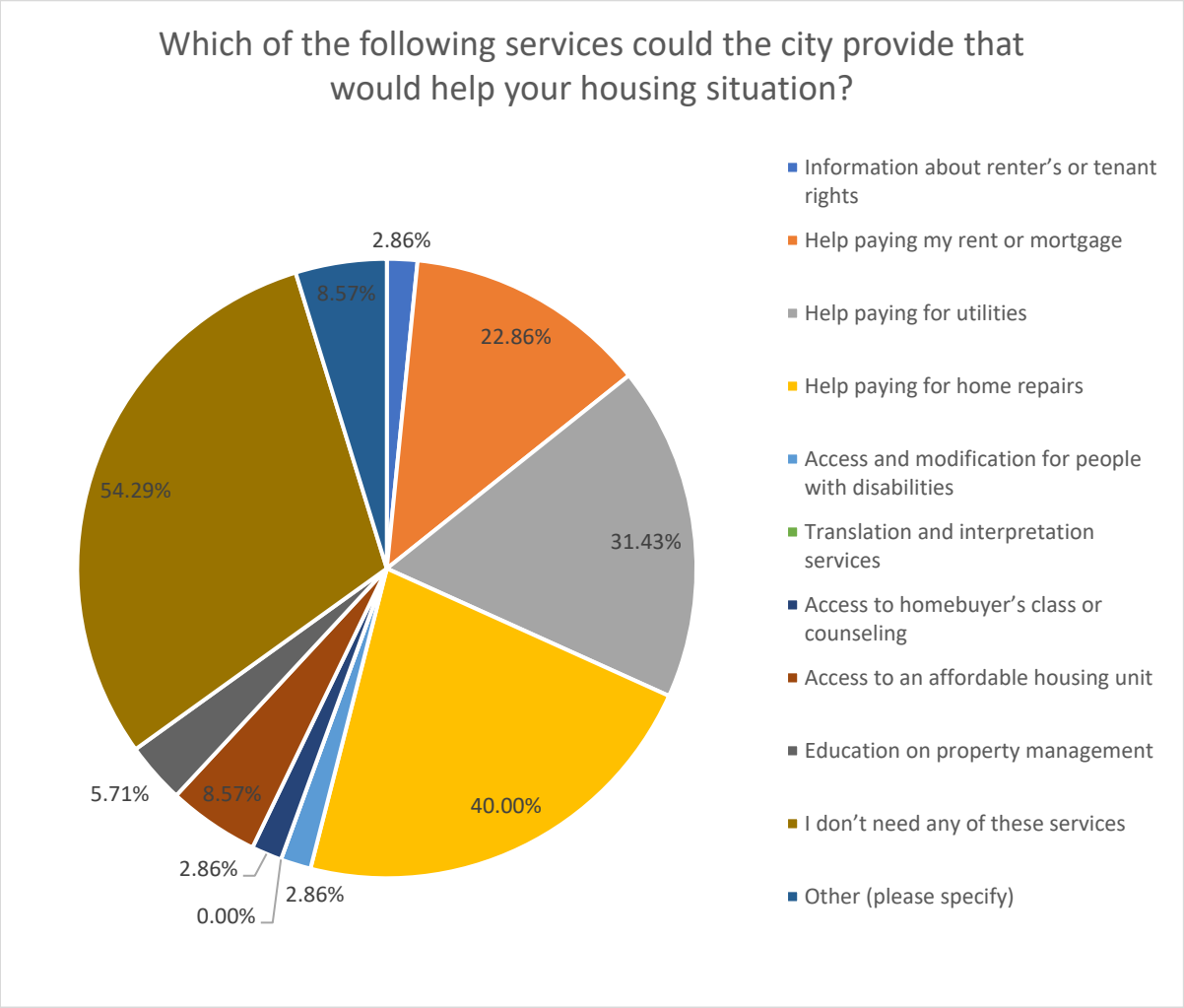


Figure 16: City services that could alleviate housing situation.

Limitations

Similarly to the first survey, the significance of the second survey results is impacted by the dissimilarity between the respondent sample and the population. The sample may not economically or ethnically represent the population and may prefer solutions which don't reflect the needs of all residents. The sample is again, older, whiter, and more affluent than the general population and may not fully represent the opinions of the entire Algona population. The sample received an increase of respondents between the ages of 35 and 54 years of age, with 45% indicating as such. According to the 2019 ACS 5-Year Estimates, only 23% of Algona's population falls within this age range. However, the community's perceptions drawn from this survey can still be used to inform the development of the Housing Action Plan.

Conclusion

People in Algona recognize a need for more affordable housing in their community, but they do not want new developments to lower their current levels of service. The Housing Action Plan should incorporate this public input.

Missing Middle Housing

The existing housing stock in Algona is largely single family (75%), followed by mobile homes (19%), and multifamily units (4%). Legalizing and creating more housing stock in the middle of the housing spectrum (mid-sized multifamily units, duplexes, cottage housing, etc.) could increase the quantity of affordable housing. The community is strongly opposed to apartment buildings in Algona. Stakeholders expressed that large multiplexes would not fit into the housing character and about half (49%) of survey respondents strongly opposed apartments or other rentals. A lack of infrastructure available to support high density residences was a theme in survey responses and stakeholder groups. One survey respondent wrote in, “Apartments and low-income housing bring crime. Save that for the rest of King County,” The community is broadly against multifamily housing.

Creating missing middle housing could be a way to create more housing units in Algona while maintaining public buy in and housing character. Stakeholders felt that duplex, triplex, or possibly quadplexes could fit into Algona, but only if they fit the envelope of the existing stock and didn’t block viewsheds. Stakeholders also advocated for smaller lot permitting to keep the single-family residential feel of Algona while increasing the number of houses available. Just over half of survey respondents believed smaller housing options should be available. All groups mentioned or wrote that creating opportunities for home ownership is important to the community. Ownership could be encouraged through small lot or small multiplex development.

Preserving Character in Limited Space

Stakeholders were very aware of the limited undeveloped space in Algona. The city is only 1.3 square miles, and it is surrounded by incorporated municipalities on all sides. The protected critical areas further limit the amount of developable land in the city. This limit on developable space may require increasing density to meet future housing needs, however community preferences complicate this. Stakeholders mentioned the importance of meeting existing housing stock character, which is 75% single family units. Many survey respondents communicated local preferences by writing in to advocate for single family homes and against apartments. Balancing the preservation of views, existing levels of service, and town character with increased density is key to preserve public buy in.

Infrastructure

Members of the public expressed concern for out-of-date infrastructure which may not be able to serve the needs of a growing Algona. Additional density increasing pressure on the already strained road network was a commonly cited reason to oppose apartment. When creating future development regulations, parking requirements should be considered to not put further load on street parking. Residents cite concerns about pedestrian safety stemming from a lack of sidewalks, crowded curb access for service providers, and narrow roads. Algona’s valley topography makes it prone to flooding, which residents notice through the need for increased stormwater infrastructure. Addressing infrastructure capacity alongside any new development is necessary to preserve quality of life in Algona.

Appendix A: September Stakeholder Notes

HNA Discussion Activity 1

1. *What about the HNA feels accurate or true? What are you excited about from the HNA?*
    - Seen a growth since I arrived here, makes sense that the housing and transportation costs take so much of someone's income
    - Lots of commerce happening
    - Most people live here then drive to work
    - How many of the businesses are home base or teleworking
        i. Is this considered in this housing assessment
    - To me, seems pretty accurate – been here since 1998, there's growth, but not overwhelming

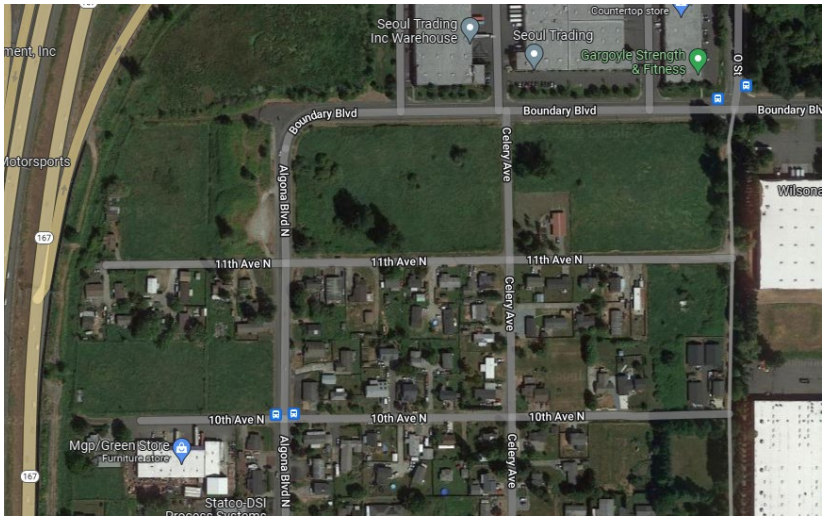
2. *What about the HNA feels inaccurate or incomplete? What are you concerned about? What surprises you?*
    - Algona is land locked – not a lot of space – 3.5 miles
    - Where are we going to put all these houses?
    - We have some wetlands, but can't build there
    - DW thought the same thing, agreed
        i. Especially for multi-family units
        ii. Algona Boulevard zoned commercial but big plot of land that could be considered
3. *What do you think is missing from the HNA summary in regards to housing in Algona? What has not been considered?*
    - Outliers look weird to me where they look inverted to middle income housing
        i. If we have a surplus of houses, can people just step down and live in smaller houses?
    - Would that create greater division, like higher or lower income parts of town where right now it's a pretty good mix?
    - We don't want one side perceived as a ghetto and the other side better off, don't want to lose that sense of community

4. KEY TAKEAWAYS AND THEMES

- Preserve community feel
- Preserve views
- Don't include density that is greatly incompatible with the community (not too dense)
- Don't divide the city into rich and poor parts
- Preserve natural areas such as the wetland, blueberry farm

HNA Discussion Activity 2

1. What kind of housing can be developed to accommodate the need for housing?
    - I don't want apartments here
    - I know there is a deficit, but I like the single family feel
    - Duplexes could work as they don't have that multi apartment feel
    - Adult family homes, I would be more interested in that
        - And the need for lower income as when you're older that becomes more of an issue
2. How many units would feel like too many? Where would you like to see these units?
    - Explore the 3-4 multi-family units more
    - North end – I spend more time here coming on 15th /Algona BLVD
        - Blackberry land – 11th and 10th
        - I could see, willing to flex even, to fourplexes
        - I have a personal preference on height
            - As we live in a valley
            - 2 stories is copacetic
            - Or town homes broken into 4 units
        - Land directly across – grass field
            - Inundated with floods/critical area



        - Residential building height is important to consider

3. What are your thoughts on Design Guidelines?
    - Yes – all want to have design guidelines for almost all forms of housing
    - Parking should be considered
        - No way to have a garbage truck come through when small streets are full of cars

4. Do you have any other concerns regarding the availability and type of housing available in the city?

- Will there be more representation?
    - Yes – 4 other stakeholders could not attend tonight
    - Follow up sheet will be sent out to stakeholders with response questions

5. Do people feel like there is already a divide in the city based on culture or income?
    - I don't see things are out of balance right now, but could see it in the future, particularly for the higher income homes – will it be clustered or spread out? I like the mix of it through out rather than clustered. I don't want to stand in the way of progress, but I want a balance of meeting housing needs while keeping the character.
    - Are there income maps? – no, but there is a Zoning Map

6. Where do you think the city is currently limited by infrastructure?
    - Coco Joe's
    - Where the new 7/11 is, along Ellingson RD.
    - With more population, there would be more foot traffic
        - Would that be a factor in choosing higher density housing?
7. What other housing types do you think would be appropriate beyond apartments and SFR?
    - Condos – increases homeownership – that wouldn't be that bad of an idea
        - We can still build by SR167 by Jacks BBQ and the laundry mat
            - Can put condos on that side, but I don't know if that would work
        - The transfer station won't be moving that far – moving north of the current one

8. What areas of the City are most important to preserve?
    - Blueberry farm – yes
    - The swampland – the blue herons that live there
        - The wetland of the valley – the native critters are important to me
        - 11th and Boundary BLVD– a park?
            - You'd have to meet wetland requirements, right?
                - The Algona wetland preserve project
                - Park will be designed there and something similar could be proposed for the north
                    - Love that! Love the idea of a board walk, I really dig that!
                    - Can we not have people move here?
9. Any final comments?
    - Glad to be a part of this, and taking a look into the future and preparing for it

Appendix B: October Stakeholder Group Notes

1. Streamlined Permit Process
    - Pre-Designed ADU Plans
    - Reduction of parking requirements

Favor	Against	Concerns and Questions
Predesigns would need to be for smaller unit types	Other kinds of solutions seem more important	Environmental Review

2. Preserving Existing Affordable Units
    - Housing Rehabilitation Programs
    - Housing Resource Program / Provide Resources Online
    - TDR program
    - Evaluate if any properties can fall under historic preservation

Favor	Against	Concerns and Questions
Algona was farmlands, there is a house on Algona BLVD that could have historic value	Not aware of many properties that could qualify, only the HOH apartments which are not liked by residents.	What housing age would be selected as a qualifier? 50 years would be good
	Not familiar w TDR	Could we develop a program that serves
	Land might be worth too much for historic preservation	
	Might be a lack of resources available for the limited number of historic value homes	

3. Legalizing More Forms of Missing Middle Housing:
    - Cottage Housing
    - Triplex
    - Fourplex

Favor	Against	Concerns and Questions
These forms of housing should be owned and not rented	Townhouse/duplex project on 8th has caused parking issues on street; crowded streets and lack of areas to play	Where could these go? Is there realistically lands for these units
Not opposed to smaller lots, its been done before and is common in the area. Curious to know what the minimum lot areas.	Not a fan of rentals; property owners are disconnected from their rented units causing them to go into disarray/not address issues	Might need to reduce parking or landscaping requirements to fit into the limited lands existing
	Smaller lots instead of cottage housing; why does it have to be on one plot of land?	Concern on location of these
	Small lots size should not be similar to the mobile home lots in Pacific	
	Mindful of scale for smaller lot sizes	

4. Housing Incentive Programs
    - Density Bonuses
    - Requirement of Affordable Units (certain % of units built to remain affordable for a 10 or 20 year period)
    - Multifamily tax exemptions
    - Mixed Use Bonus
    - TDR Program
    - Affordable Housing Incentive Program

Favor	Against	Concerns and Questions
Density bonus could be supported for small lots, cluster, single family home projects	People could be against a density bonus program associated with multifamily or rented units	Density bonus could be supported but needs to ensure that there is quality in the development and that
	Might not be the most impactful since there are limited lands	

5. Supplementary input received after in person stakeholder meeting:

- Streamlining the permit process for parking could result in an increase in flooding and water runoff issues if stormwater requirements aren't carefully considered
- Homeowners Associations are not preferred
- With increased permitting of middle housing options, landscaping requirements should address runoff water and ground stabilization
- Local housing funds could be a valuable affordability tool if proper oversight ensures that funds are property allocated

Appendix C: Community Member Interviews

Principal James Riley Interview

Principal of Auburn (ALPAC) elementary school, all the kids from Algona go there. Been teaching there for 10 years. Been living in Auburn for 20 years. Drives through Algona almost every day to go to work.

1. Tell us about your experience living in ALGONA. When did you move here? How has the city changed since you've been here? What do you like about living here? What would you want to see changed? **Our Latinx population has increased by about 10% and white pop has decreased by about 10% (uncertain whether he's speaking to the school as a whole or just Algona kids). The "free and reduced (lunch)" children population have gone down – was about 70% and now about 50% so household income seems to have increased. There hasn't been much new housing in Algona being built (the newest one he remembers is over 4 years old). The housing stock and population is very diverse – some homes are well maintained and others are older, haven't been cared for, and look decrepit or unsafe. That huge old hotel that's off Main St – some of my kids live there and I'm uncertain how safe it is – that one needs a little help. There are hardly any multi-family structures, most are single family homes. We need more affordable housing – prices keep rising and pushing ppl out. Their transient pop at the school is about 15% every year – people moving very regularly. It'd be nice if there was some opportunity for them to stabilize in their housing and be able to stay in a place while their kids are in elementary school to build those connections and community. There is NO room for growth at my school – we're at capacity but the district is now rebuilding Terminal Park which will serve a small portion of the north side of Algona once it's finished.**

2. Do you think homeownership is out of reach for most people? **Since the housing crisis, people are better educated in what they can and can't afford. However, most people can't afford the house that they want or the house that is best suited for their family.**

3. Who do you think faces the most barriers to finding affordable housing? **People who have recently immigrated here seem to have the hardest time – we get a lot of immigrants from Ukraine and South America. Whole extended families are struggling to find homes. I know of a family whose extended family just moved in with them from overseas and now they're crowded. I'd like to see more townhomes in Algona to accommodate the growing population – where people have their own living space but are still very connected in community with common space.**

4. What do you see as the biggest barriers to the City in providing affordable housing? **Flooding issues/low spaces that collect water. The roads are quite small, especially in the side streets. When the shifts change at Boeing the traffic increases everywhere. The police are amazing – the city really cares about people. Strong sense of community. We need more help in supporting the younger children – the community center is outstanding, but they need more support.**

5. What are some of ALGONA's infrastructure limitations**? We need to update the roads and sidewalks of the side streets. They're tough for our buses – they can't make the turn because the roads are too small and narrow so they have to go around areas that are inaccessible which is inefficient. We need to provide more support for the people who aren't able to maintain their homes. Some pockets of developments have HOAs but with others that don't – we need a way to keep people accountable to their community so that they can keep their property value up. If we have a great community feel, people will want to stay, it's just a matter of whether they can afford a house that's not going to take all their energy to repair and things like that. There's just a huge range of very new houses and really old houses that need to be updated. Flooding is bad in this whole area; our playground is just clay under the grass so drainage is a big problem – water will pool.**

6. Tell us about what you envision for the future of ALGONA? Will you retire here? What would you like to see the city look like? What forms of housing would you like to see more of? **There's a lot of character here so I would love to see current homes updated / restored, modernized but still have the feel of the historical homes in the area. But we also need modern homes for people who want that too. I think single and small multi-family housing is what fits the feel of Algona and not large apartments. I'd like to see a plan that can create affordable housing without going five stories up. The south side gets into almost industrial businesses which is right up against and mixed in with residential areas. I'd like to see a downtown area that blends these two so that we can have a downtown area while maintaining a community that's more about housing and homes.**

Stephen: Unhomed Algona Man

- He's been unhomed for 5 years and living around Algona and Auburn for 1 (though he was in Jail for 6 months of that time and recently got out)
- Used to own his own concrete business – worked his way up from the bottom. Had real estate investments. Was able to retire young.
- His wife spent most of his money without his knowledge and then divorced him which was very costly. He was forced to sell his liquidate his investments and sell his home.
- He has children but they're estranged.
- Injured his hand doing concrete and was given an opioid prescription. He became addicted to painkillers and then heroin.
- He's trying to get to Northern California which is where the last of his land is located. He wants to build a cabin and live there off-grid.
- Presently, he can't leave the state because of the department of corrections: he was caught with contraband and spent 6 months in jail and recently got out.
- He struggles to get affordable healthcare and tries to manage his pain with heroin. His hands are still disfigured and require surgery.
- It's hard for him to find work given his injuries and lack of a stable living situation. Stable housing is also hard to find given his situation and lack of stable income.
- The police here treat unhomed people "very aggressively."
- Unhomed people litter a lot, especially in the green belts / where they settle. They will acquire "random stuff," like a "washing machine or tires", and take it to their settlement and then leave it there. He tries to go around and clean it up sometimes.
- When asked what services would help him and others like him, he said that Algona could really use a food bank and a 24/7 shelter. A needle exchange would be great too.

Appendix D: First Survey Summary

Table 1: Question 1

Select your age range.	Percent of Responses	Number of Responses
Under 34	11.94%	8
35 to 54	37.31%	25
55 to 74	50.75%	34
75+	0.00%	0
	Answered	**67**
	Skipped	**0**

Table 2: Question 2

Which of the following best describes you?	Percent of Responses	Number of Responses
Asian or Pacific Islander	4.48%	3
Black or African American	0.00%	0
Hispanic or Latino	5.97%	4
Native American or Alaskan Native	0.00%	0
White	83.58%	56
Multiracial or Biracial	2.99%	2
A race/ethnicity not listed here	2.99%	2
	Answered	**67**
	Skipped	**0**

Table 3: Question 3

How many people are in your household (including yourself)?	Percent of Responses	Number of Responses
1 person	20.90%	14
2 people	34.33%	23
3 people	11.94%	8
4 people	14.93%	10
5 people	11.94%	8
6 people	2.99%	2
7 people or more	2.99%	2
	Answered	**67**
	Skipped	**0**

Table 4: Question 4

Do you own or rent your residence?	Percent of Responses	Number of Responses
Own	96.97%	64
Rent	3.03%	2
N/A	0.00%	0
	Answered	**66**
	Skipped	**1**

Table 5: Question 5

Are your housing costs a serious financial burden?	Percent of Responses	Number of Responses
Yes	25.76%	17
No	74.24%	49
	Answered	**66**
	Skipped	**1**

Table 6: Question 6

When did you move to your current home?	Percent of Responses	Number of Responses
Less than a year ago	1.52%	1
1-5 years ago	19.70%	13
6-10 years ago	18.18%	12
11 or more years ago	60.61%	40
	Answered	**66**
	Skipped	**1**

Table 7: Question 7

On an average day, how far (in miles) do you travel from your home?	Percent of Responses	Number of Responses
Less than 1 mile	8.96%	6
1-5 miles	23.88%	16
5-10 miles	29.85%	20
10-20 miles	26.87%	18
20+ miles	10.45%	7
	Answered	**67**
	Skipped	**0**

Table 8: Question 8

Which of the following housing types best describes where you live?	Percent of Responses	Number of Responses
Single-family home	89.55%	60
Townhome/duplex/triplex or similar	2.99%	2
Unit in multiunit building	0.00%	0
Accessory dwelling unit (e.g., in-law suite or granny flat)	0.00%	0
Mobile or manufactured home	7.46%	5
Senior/assisted living	0.00%	0
	Answered	**67**
	Skipped	**0**

Table 9: Question 9

How satisfied are you with your current housing in regard to the following criteria?

	Very Dissatisfied		Dissatisfied		Neutral		Satisfied		Very Satisfied		Total	Weighted Average
Distance to work/school	1.54%	1	1.54%	1	23.08%	15	41.54%	27	32.31%	21	65	4.02
Cost/price	4.48%	3	8.96%	6	22.39%	15	26.87%	18	37.31%	25	67	3.84
Size of home	4.55%	3	9.09%	6	21.21%	14	31.82%	21	33.33%	22	66	3.8
Age/condition of home	2.99%	2	8.96%	6	22.39%	15	43.28%	29	22.39%	15	67	3.73
Proximity to amenities (e.g., parks, retail stores, bus routes, etc.)	0.00%	0	7.46%	5	11.94%	8	38.81%	26	41.79%	28	67	4.15
											Answered	**67**
											Skipped	**0**

Table 10: Question 10

Outside of the most common type of housing in Algona (single-family homes), what type of housing would you like to see to accommodate the growing need? (Rank the choices by order of preference)

	1		2		3		4		5		Total	Score
Townhomes/duplexes/triplexes or similar	22.41%	13	13.79%	8	18.97%	11	36.21%	21	8.62%	5	58	2.9484
Multifamily housing	8.62%	5	12.07%	7	13.79%	8	8.62%	5	56.90%	33	58	3.9311
Senior/assisted living	29.82%	17	29.82%	17	15.79%	9	17.54%	10	7.02%	4	57	2.4209
Manufactured housing	25.45%	14	10.91%	6	16.36%	9	21.82%	12	25.45%	14	55	3.1088
Accessory dwelling units (e.g., in-law suites or granny flats)	18.97%	11	32.76%	19	31.03%	18	15.52%	9	1.72%	1	58	2.4826
											Answered	**60**
											Skipped	**7**

Table 11: Question 11

How likely are you to agree or disagree with the following statements?

	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree		Total
Algona is a great place to live.	0.00%	0	5.00%	3	15.00%	9	45.00%	27	35.00%	21	60
Young people can find comfortable, adequate housing they can afford in Algona.	11.48%	7	24.59%	15	32.79%	20	22.95%	14	8.20%	5	61
Algona is a good place for families to live.	4.92%	3	3.28%	2	14.75%	9	37.70%	23	39.34%	24	61
Algona is a good place for older people to live.	3.28%	2	4.92%	3	24.59%	15	47.54%	29	19.67%	12	61
Algona has services and amenities that improve my quality of life.	3.28%	2	13.11%	8	29.51%	18	40.98%	25	13.11%	8	61
I am concerned about being unable to live in Algona within the near future.	29.51%	18	29.51%	18	11.48%	7	19.67%	12	9.84%	6	61
									Answered		**61**
									Skipped		**6**

Table 12: Question 12

Indicate how much you agree or disagree with the following statements. Algona needs more...

	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree		Total
...apartments and other rental housing options.	49.18%	30	22.95%	14	9.84%	6	11.48%	7	6.56%	4	61
...affordable housing options	26.67%	16	15.00%	9	16.67%	10	30.00%	18	11.67%	7	60
...emergency housing options and services	52.46%	32	18.03%	11	8.20%	5	18.03%	11	3.28%	2	61
...housing affordable to those who work in the community.	11.48%	7	16.39%	10	16.39%	10	44.26%	27	11.48%	7	61
...smaller housing options for smaller households.	8.20%	5	19.67%	12	21.31%	13	42.62%	26	8.20%	5	61
...larger homes for housing large or extended families.	16.39%	10	32.79%	20	22.95%	14	26.23%	16	1.64%	1	61
									Answered		**61**
									Skipped		**6**

Table 13: Question 13

Indicate how you feel about some of these potential housing solutions.

	This is a good solution that should be considered.		No Opinion/Unsure		This is NOT a good solution and should NOT be considered.		Total
Ensuring existing housing is in good condition	72.13%	44	18.03%	11	9.84%	6	61
Providing support for older community members	77.05%	47	19.67%	12	3.28%	2	61
Providing support for working families and fixed income households who are paying a large share of their incomes on housing	50.82%	31	21.31%	13	27.87%	17	61
Building dedicated affordable housing units	28.33%	17	20.00%	12	51.67%	31	60
Protecting residents from being displaced or forced our of their current housing	65.00%	39	15.00%	9	20.00%	12	60
						Answered	**61**
						Skipped	**6**

Appendix E: First Survey Write-In Responses

Question 14:
Do you have any additional comments, questions, or concerns related to Algona's housing needs you would like to share?

- As a former Algona Planning Commission member and professional engineer with experience in infrastructure I would strongly recommend the city hire a competent Public Works Director and provide him/her with funding for a qualified outside consultant to review the condition of the city's infrastructure before proceeding with a new housing plan. While not informed by more than personal observation and interacting with past public works officials, I worry the city may find the infrastructure is not in good enough condition to support an aggressive new housing plan and either the plan will fail, the plan will degraded services for everyone or the city's finances will collapse (grant or no grant) under extensive upgrades needed to support the plan. I also am reminded that services include a host of other items besides traditional water & sewer type infrastructure; e.g. police and fire protection, internet service, etc. that are affected by population density. By the way, question 13 above violates the survey principle of not changing the sequence of rating from one question to the next. The left hand answer boxes in all other questions are negative - #13 the left hand box is positive and that will skew the answers.
- Apartments are a sure way to turn Algona into a toilet. The renters have no stake in Algona's future.
- Having apartments in Algona is a sure way to bring crime into our city. The tenants have no stake in the longterm health and livability of Algona. The Apartment building owners are usually out of state corporations or individuals that again have not stake in the longterm health and livability of Algona. Apartments are just rats in a box and it is never a good idea.
- There are a couple abandoned buildings that should be taken noticed as well as buildings that are not being maintained should also be noticed
- The water problem in town is a huge issue. Between the crazy flooding and everyone’s yards always being filled with water because the city doesn’t drain along with the Boeing toxic run off that no one seems to talk much about is unfortunate to say the least. The fact that so much money was spent on city hall for a handful of people to work there and not have community events really makes it seems like the city doesn’t care about it’s townspeople. It also is so hard to get anything done through the building department but then these big companies come in and seemingly have no problem at all. The huge tax increase last year was also quite the gouge. It doesn’t seem like the money is doing anything to benefit the town or the people, I don’t see where the money is going at all other than to put for that giant building that was unnecessary to say the least.
- You should make housing affordable for young couples and for the elderly apartments or housing as for rehabs or domestic violence I think that should go to bigger communities they have more support especially their finance department we need it down home single family country living community
- I love living in and volunteering for the city of ALGONA!
- New construction should replace, not add. The number one problem in this world, and locally, is overpopulation.

- I am extremely concerned with some houses in my neighborhood that have crime and drug problems. I would like more police enforcement and to see these houses shut down. There are 2 homes that have had extensive fire damage and are not condemned but being lived in and the drug usage is appalling. I want to have children but am concerned with them being exposed to danger due to these homes that harbor crime.
- Would need more information to answer some of the questions.
- I do not support building apartments (whatever that category is)
- Multifamily housing should be properly maintained and not run down.
- Better street lighting, sidewalks and wider streets. Not a very safe walkable city.
- I think Algona needs more Code Compliance officers that are dedicated to getting current homeowners to clean up their properties and make them not look like dump sites. There are too many around the city and I believe allowing it continues to attract those that dont care about their homes.
- We need sidewalks, and our stretch of the interurban trail needs resurfacing. This will increase the desire to live in Algona
- I would request city to publish ordinance to train company not to honk pass mid night untill sunrise.
  Sound sleep is a basic right of every human but unfortunately humans living in Algona aren't getting that right due to excessive train honking all day and night long.
  I understand that train tracks can't be moved from here but we can have some schedule for train to not honk and go slow instead if they are concerned that some people would not be so attentive and would be laying on train tracks after getting high on drugs but not every single resident is on drugs.
  Some normal human beings live here and they should be treated as normal human beings
- Apartments and low income housing bring crime. Save that for the rest of King County.
- Please do not bring in apartments that bring in way more traffic and crime
- Building new units and encouraging investors to build new homes/units is a good idea. Restricting homeowner rights and throwing money at individuals or families is a band-aid that does NOT solve problems, it creates dependency. A worker retraining program or something like it may be helpful to families who need to gain experience and earn a higher income by switching careers.
- They need to help residents here that have lived here their whole lives and help them get money or assistance to raise their houses.
- We see a lot of homes manufactured and traditional homes needing work or should be condemned. Our neighborhood looks very junky in parts. It's understandable some people don't have the funds to be homeowners in the first place. Just disappointing as it affects the city and other residents. Also, the city shouldn't allow for unregistered vehicles to sit for months/years on end.
- The roads in Algona are not able to support those who already live in Algona. The side roads are not wide enough to allow for 2 vehicles to pass each other.
  The addition of multi-family units of any kind will make the roads even worse.

  The lack of sidewalks on so many of the streets makes the pedestrians walk on the roads which makes a driver pull over into the oncoming lane to go around the walker/biker.
- I do not want apartments and other high density units in Algona. Many of our roads are too narrow and already hard to pass other vehicles.

- Young people cannot afford to buy here. We live in a cottage and Woolf like to have my adult daughter and 6 year old granddaughter to live in this this community.
- I would like Algona to remain a walking community but it needs more businesses present along 1st Street. Also, enforcement of codes to reduce hoarding, and car collecting.
- Clean up and enforce existing codes for yard maintenance… too many junked up homes. Cars and junk on right of way. Lawns not maintained, Home owners maintain their properties, unlike renters who have very little ties to the land!
- In the question of "common types of housing (#10). the option of "none of the above" was not listed.
- I have lived in my Algona home for 20 years and have seen my neighborhood of single-family homes turn into multi-generational households for which the structures and infrastructure were not designed. Many more cars are being parked on the streets, presenting maneuverability challenges to service providers such as waste collectors and delivery drivers. The additional traffic is also hazardous to small children who play in the area. I hope Algona's housing plan will help with these issues.
- Let's not make Algona a housing community or low-income apartments or anything like that we just need to clean it up more and make housing that people can afford in nice clean neighborhoods but as for apartments or townhomes or things like that no I think we should stick with housing homes not a huge community of them
- Nothing is going to happen at this time if we keep the mayor we have. He needs to be recalled and we need to put someone in there that is not mentally incapacitated.
- We have loved living in Algona for the past 20 years and are enjoying raising our family here. I would love to see a development of Rambler-style homes be built for young families to afford. I would hate to see apartments built!

Appendix F: Second Survey Summary

Table 1: Question 1

Select your age range.		
17 or younger	0.00%	0
18-24	0.00%	0
25-34	10.64%	5
35-54	44.68%	21
55-74	44.68%	21
75-84	0.00%	0
85 or older	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 2: Question 2

Which of the following best describes your crrent employment status?		
Employed full-time	59.57%	28
Employed part-time	6.38%	3
Self-employed / freelance	14.89%	7
Full-time student	2.13%	1
Employed and in school	0.00%	0
Not employed - looking for work	0.00%	0
Not employed- not looking for work	0.00%	0
Stay-at-home parent	8.51%	4
Retired	17.02%	8
Military	0.00%	0
Disabled / unable to work	2.13%	1
Prefer not to answer	0.00%	0
Other (please specify)	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 3: Question 3

What is your race? (Check all that apply.		
Black or African American	2.13%	1
Asian	6.38%	3
Pacific Islander	2.13%	1
Hispanic or Latino	4.26%	2
Indigenous American or Indigenous Alaskan	2.13%	1
White	82.98%	39
Prefer not to answer	10.64%	5
Other/prefer to self-describe	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 4: Question 4

Before taxes, approximately what was your household's total annual income last year?		
Less than $20,000	2.13%	1
$20,001 to $34,999	4.26%	2
$35,000 to $49,999	6.38%	3
$50,000 to $74,999	14.89%	7
$75,000 to $99,999	29.79%	14
$100,000 to $149,999	29.79%	14
$150,000 to $199,999	0.00%	0
$200,000 or more	2.13%	1
I don't know	0.00%	0
Prefer not to answer	10.64%	5
	Answered	**47**
	Skipped	**0**

Table 5: Question 5

Which of the following housing types best describes where you live?		

Single-family home	82.98%	39
Townhome/duplex/triplex or similar	0.00%	0
Unit in multiunit building	4.26%	2
Accessory dwelling unit (e.g., in-law suite or granny flat)	0.00%	0
Mobile or manufactured home	12.77%	6
Senior/assisted living	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 6: Question 6

I share my housing costs with… (select all that apply).		
Family	59.57%	28
Roommates	4.26%	2
An Employer	0.00%	0
Not applicable	36.17%	17
Other (please specify)	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 7: Question 7

When did you move to your current home?		
Less than a year ago	4.26%	2
1-5 years ago	25.53%	12
6-10 years ago	21.28%	10
11 or more years ago	48.94%	23
	Answered	**47**
	Skipped	**0**

Table 8: Question 8

Do you live or work in Algona? (Select the option that best describes you.)		
I live and work in Algona	25.53%	12
I live in Algona and commute elsewhere	72.34%	34
I live elsewhere and work in Algona	2.13%	1
I do not live or work in Algona	0.00%	0
	Answered	**47**
	Skipped	**0**

Table 9: Question 9

If you don't live in Algona, why don’t you live in Algona?		

Home prices are too high	0.00%	0
No place to rent	0.00%	0
Rent is too high	0.00%	0
I can't find a home that fits my needs	0.00%	0
Too far from family	0.00%	0
Not close enough to amenities I like	0.00%	0
Prefer a more rural location	0.00%	0
Prefer a more urban location	0.00%	0
Not convenient for work or school	0.00%	0
Not applicable	0.00%	0
Other (please specify)	100.00%	1
	Answered	**1**
	Skipped	**46**

Table 10: Question 10

Select the answer that best describes your current home in Algona:		
I rent my home	9.09%	4
I own my home free and clear	9.09%	4
I own my home with a mortgage or loan (including home equity loan)	77.27%	34
I occupy my home without payment of rent	4.55%	2
I do not have stable housing (shelter, unhomed, etc.)	0.00%	0
N/A	0.00%	0
Not Applicable	0.00%	0
Other (please specify)	0.00%	0
	Answered	**44**
	Skipped	**3**

Table 11: Question 11

When you were going through the rental process, did you encounter any of the following barriers? (Select all that apply.)		

Couldn't find a place that is ADA accessible or could accommodate my disability	0.00%	0
Nobody would rent to me because of past evictions	0.00%	0
Couldn't find a rental that would accept Section 8 housing vouchers or other subsidies.	0.00%	0
Racial, cultural, or sexual orientation discrimination	20.00%	1
Other discrimination	0.00%	0
Not applicable	80.00%	4
Other (please specify)	0.00%	0
	Answered	5
	Skipped	42

Table 12: Question 12

Did you pay last month's rent on time?		
Not applicable	20.00%	1
Yes	60.00%	3
No	20.00%	1
	Answered	5
	Skipped	42

Table 13: Question 13

How confident are you that your household will be able to pay your next rent payment on time?		
No confidence	20.00%	1
Slight confidence	0.00%	0
Moderate confidence	20.00%	1
High confidence	60.00%	3
Payment is or will be deferred	0.00%	0
Not applicable	0.00%	0
	Answered	5
	Skipped	42

Table 14: Question 14

If you are concerned about paying your rent now or in the future, what challenges are you facing? (Select all that apply.)		

I and/or someone in my household lost a job	0.00%	0
Work hours have been cut, reducing household income	20.00%	1
I am sick and unable to work	20.00%	1
I cannot afford my rent	20.00%	1
I am being evicted	0.00%	0
I now have kids at home and am unable to work	20.00%	1
I have a sick family member and am unable to work	20.00%	1
My lease is month to month	20.00%	1
I cannot renew my lease because my rent is being raised	0.00%	0
Not applicable	60.00%	3
Other (please specify)	0.00%	0
	Answered	**5**
	Skipped	**42**

Table 15: Question 15

Did you pay your last month's mortgage on time?		
Yes	97.06%	33
No	2.94%	1
Not applicable	0.00%	0
	Answered	**34**
	Skipped	**13**

Table 16: Question 16

How confident are you that your household will be able to pay your next mortgage payment on time?		
No confidence	5.88%	2
Slight confidence	2.94%	1
Moderate confidence	11.76%	4
High confidence	79.41%	27
Payment is or will be deferred	0.00%	0
Not applicable	0.00%	0
	Answered	**34**
	Skipped	**13**

Table 17: Question 17

If you are concerned about paying your mortgage now or in the future, what challenges are you facing? (Select all that apply.)		
I and/or someone in my household lost a job	8.82%	3

Work hours have been cut, reducing household income	11.76%	4
I am sick and unable to work	2.94%	1
My home is being foreclosed upon	0.00%	0
I now have kids at home and am unable to work	2.94%	1
I have a sick family member and am unable to work	5.88%	2
Not applicable/I am not concerned about housing in the long term	67.65%	23
Other (please specify)	11.76%	4
	Answered	**34**
	Skipped	**13**

Table 18: Question 18

Have you ever bought or tried to buy a home in Algona?		
Yes	92.50%	37
No	7.50%	3
	Answered	**40**
	Skipped	**7**

Table 19: Question 19

When you were trying to buy a home in Algona, did you encounter any of the following barriers? (Select all that apply.)		
Couldn't find a place I could afford	7.50%	3
Couldn't find a place that is ADA accessible or could accommodate my disability	0.00%	0
Couldn't get financing	5.00%	2
Didn't have enough money for a down payment	7.50%	3
I did not encounter any barriers	67.50%	27
Not applicable	27.50%	11
	Answered	**40**
	Skipped	**7**

Table 20: Question 20

How satisfied are you with your current housing in regard to the following criteria?	Average	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied	N/A
Close to work/school	3.97	2.78%	5.56%	11.11%	36.11%	27.78%	16.67%
Location	3.94	0.00%	5.56%	19.44%	50.00%	25.00%	0.00%
Monthly rent	3.55	0.00%	13.89%	8.33%	22.22%	11.11%	44.44%
Size of home	3.56	2.78%	16.67%	22.22%	38.89%	19.44%	0.00%
Physical condition of home	3.61	5.56%	13.89%	11.11%	52.78%	16.67%	0.00%
Access to amenities (parks, community centers, playgrounds, libraries, etc.)	4.17	0.00%	2.78%	13.89%	44.44%	36.11%	2.78%
Size/structure of home (bedrooms, bathrooms, yard, etc.)	3.56	2.78%	16.67%	19.44%	44.44%	16.67%	0.00%
Access to public transportation	3.5	2.78%	11.11%	22.22%	36.11%	11.11%	16.67%
Safety and crime rates	3.17	11.11%	22.22%	16.67%	38.89%	11.11%	0.00%
Close to family	3.5	2.78%	11.11%	19.44%	33.33%	11.11%	22.22%
Parking availability/access	3.78	0.00%	13.89%	13.89%	52.78%	19.44%	0.00%
Security deposit	3.47	0.00%	5.56%	16.67%	13.89%	5.56%	58.33%
School district	3.16	13.89%	11.11%	13.89%	11.11%	19.44%	30.56%
						Answered	**36**
						Skipped	**11**

Table 21: Question 21

What type of home do you feel would fit your needs (financially, number of bedrooms, accessibility, etc.)? (Select all that apply.)		
Single family home detached from any other house	94.44%	34
Apartment/condo	2.78%	1
Townhome/row home/duplex/triplex	8.33%	3
Mobile/manufactured home	8.33%	3
Above-garage apartment/mother-in-law unit/accessory dwelling unit	5.56%	2
Other (please specify)	5.56%	2
	Answered	**36**
	Skipped	**11**

Table 22: Question 22

Who do you think is facing the greatest challenge in accessing safe and appropriate housing in Algona? (Select all that apply.)		
Seniors	30.56%	11
People with disabilities	22.22%	8
Black, indigenous, or people of color	16.67%	6
LGBTQIA+ people	11.11%	4
Young adults/students	50.00%	18
High school graduates	30.56%	11
College graduates	13.89%	5
Single-parent families	50.00%	18
Small families (1-2 children)	33.33%	12
Larger families (3 or more children)	38.89%	14
Other (please specify)	16.67%	6
	Answered	**36**
	Skipped	**11**

Table 23: Question 23

Outside of the most common type of housing in Algona (single-family homes), what type of housing would you like to see more of in Algona to accommodate your friends, family, and community members' housing needs? (Rank the choices by order of preference.)										
	Average	1	2	3	4	5	6	7	8	9
Senior/assisted living	3.3137	21.88%	9.38%	21.88%	25.00%	9.38%	9.38%	3.13%	0.00%	0.00%
Townhomes/duplexes	3.8448	12.50%	15.63%	31.25%	3.13%	18.75%	6.25%	3.13%	3.13%	6.25%
Intergenerational housing units (designed to accommodate both older and younger people)	4.0337	23.33%	20.00%	10.00%	3.33%	10.00%	10.00%	6.67%	10.00%	6.67%
Accessory dwelling units (e.g., in-law suites or granny flats)	4.3329	15.15%	27.27%	3.03%	6.06%	9.09%	12.12%	9.09%	15.15%	3.03%
Triplexes or fourplexes	4.8334	3.33%	16.67%	16.67%	13.33%	10.00%	13.33%	10.00%	6.67%	10.00%
Mobile/manufactured housing	5.0001	6.45%	6.45%	9.68%	22.58%	9.68%	16.13%	19.35%	6.45%	3.23%
Low-rise apartments/condos	5.3864	9.68%	6.45%	3.23%	19.35%	12.90%	6.45%	19.35%	12.90%	9.68%
Permanent tiny homes	6.1293	12.90%	0.00%	6.45%	3.23%	6.45%	19.35%	9.68%	25.81%	16.13%
24/7 shelters	7.3878	3.23%	3.23%	0.00%	3.23%	9.68%	3.23%	16.13%	16.13%	45.16%
							Answered		35	
							Skipped		12	

Table 24: Question 24

Algona wants to ensure homes are available for the children, parents, friends, and community members in the future. What strategies do you think are best to increase the number of homes in Algona?					
	Average	1	2	3	4
Ensure that regulation allows for housing types that meet the needs of community members in all life stages. Examples: Small-scale apartments, townhomes, duplexes, or cottage housing	2.1	33.3%	33.3%	21.2%	12.1%
Ensure that regulation allows for housing units on a single lot by promoting accessory dwelling units. Examples: In-law suites or backyard cottages for aging parents, students, or young adults)	2.1	39.4%	27.3%	21.2%	12.1%
Reduce maximum and minimum lot sizes to increase the number of homes on a city block but maintain neighborhood character and feel	2.6	23.5%	20.6%	29.4%	26.5%
Require that large apartments complexes (10 units or greater) set aside a percentage of affordable housing units. Affordable housing means: Housing reserved for households earning 80% or less than the area median income of $93,500 annually)	3.1	9.4%	15.6%	28.1%	46.9%
		Answered		35	
		Skipped		12	

Table 25: Question 25

Algona wants to ensure children, parents, friends, and community members can remain in Algona (if desired). What strategies do you prefer for reducing the chance that a community member could be displaced? (Rank the choices by order of preference)Displaced means: Being forced to leave your current home or neighborhood.	Average	1	2	3	4	5	6	7
Maintain existing homes to ensure they are safe and in good condition	2.7504	40.63%	12.50%	12.50%	12.50%	12.50%	6.25%	3.13%
Provide financial support for repairs, utilities, or maintenance	2.8965	17.24%	27.59%	20.69%	20.69%	10.34%	3.45%	0.00%
Provide support to families and fixed-income households that are spending a large share of their income on housing	3.6995	20.00%	13.33%	20.00%	10.00%	10.00%	13.33%	13.33%
Provide access to affordable housing units	4.0347	17.24%	13.79%	17.24%	6.90%	13.79%	6.90%	24.14%
Modify existing units for people with disabilities	4.5861	3.45%	17.24%	6.90%	17.24%	13.79%	27.59%	13.79%
Provide access to home-buyer classes or counseling	4.6005	10.00%	6.67%	13.33%	16.67%	16.67%	10.00%	26.67%
Provide education on renter and tenant rights	5.0685	0.00%	10.34%	6.90%	13.79%	20.69%	31.03%	17.24%
						Answered	**33**	
						Skipped	**14**	

Table 26: Question 26

Which of the following services could the City provide that would help your housing situation? (Check all that apply.)		
Information about renter's or tenant rights	2.86%	1
Help paying my rent or mortgage	22.86%	8
Help paying for utilities	31.43%	11
Help paying for home repairs	40.00%	14
Access and modification for people with disabilities	2.86%	1
Translation and interpretation services	0.00%	0
Access to homebuyer's class or counseling	2.86%	1
Access to an affordable housing unit	8.57%	3
Education on property management	5.71%	2
I don't need any of these services	54.29%	19
Other (please specify)	8.57%	3
	Answered	**35**
	Skipped	**12**

Appendix G: Second Survey Write-In Responses

Question 14:

Is there anything you'd like to add that wasn't captured in the survey? Please let us know.

- Any and All City moneys that are spent on Privately owned dwellings must be repaid back to the City when that dwelling is sold.
- The survey didn't have a spot to say how many families are currently living with you. I am financially secure at the moment but have four other people squished into my home because they were displaced due to inability to pay high rent and job losses.
- I would like to see code compliance as a focus for the city to keep the city looking nice, and to set a standard for keeping homes in better condition. I also think that the city should take action on the Ha-Do apartments on 1st Ave N as I believe it is unkind to allow people to live there
- Code enforcement for the neighborhoods would be great. It's really frustrating to work hard to pay for our nice home for it to be destroyed by neighbors who have no respect for their property and continue to have lines of drug addicts lining the public roads
- Property at 200 1st Avenue North is not being taken care of and is bringing down property value. Building is in disrepair and is unsafe and not up to code.
- Reduction in permit or assessment fees for ADUs or Lot Splitting
- We need Drainage solutions for Algona. Ways to reduce winter flood issues. Roosters should not be allowed.
- We have issues with water flooding near the home especially the back yard when is raining, I am sure that many neighbors are experiencing the same problem, so we need help
- Na
- It's important to leave green spaces
- I think a lot of the options presented were not solutions at all. Some of the ranked questions I didn't agree with at all but I was forced to rank them anyway. It really felt like I was ranking for which option is the worst! This wasn't the case for all of the questions, but I just thought you should know that your survey will have significant bias because there was no room left to disagree or present another option or idea from the opposite point of view.
- Better public transit and closer access to food would help draw and keep people here.
- Not interested in tiny houses or shelters as it will most likely bring in crime & increased drug activity.
- Increasing property taxes when houses in Algona are sinking. Algona should fix the issue first

No

- Enforce trash removal from front yards, likewise for vehicles in disrepair…thus eliminating the "junkyard" look that some properties currently have! Those 2 negative behaviors make Algona look run down. This would also negatively affect our collective property values!
- Affordable housing, safety, more street lighting, flood control.
- The city needs to fix problems that their employees have caused for current homeowners before putting out money to assist people to keep their homes or bringing in renters into the city. Homeowners that have been here for quite some time need to have things made right that city workers have screwed up.

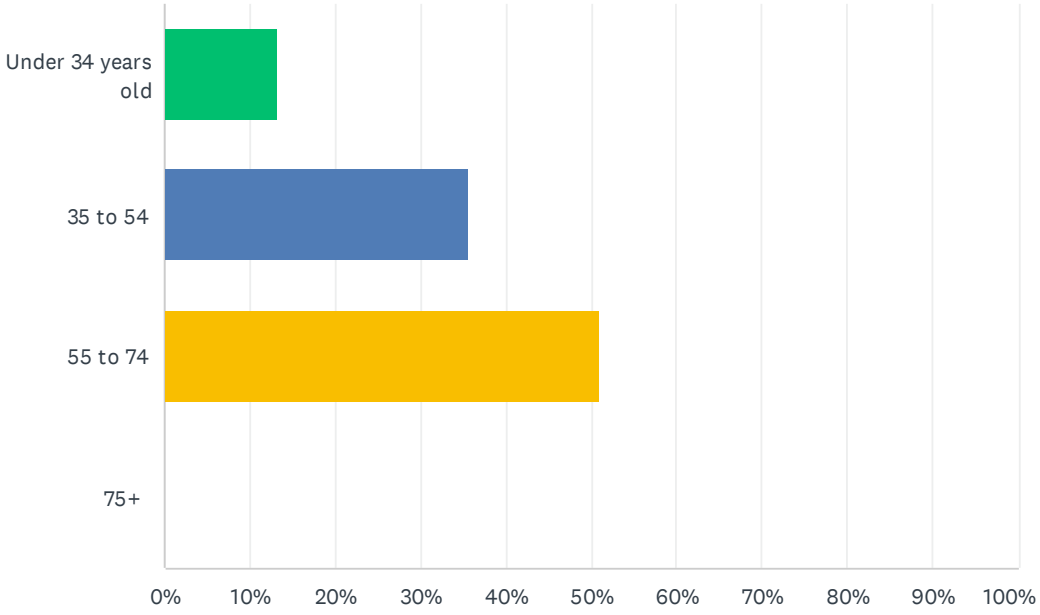
- Good job increasing our property tax by almost 20%... May the government fall soon.
- The taxes are going up faster here than any other city (per the news 18%+). However it seems like nothing is being done to help the city other than build a giant unnecessary city hall for minimal amount of employees and let the city fall apart. Crime rates are up (2 drive by shooting in 3 weeks). You can't drive multiple blocks without seeing tarps on roofs because no one can afford to fix their houses with the outrageous tax increase. It really feels like the city of Algona couldn't care less about their community. The water problem with flooding is insane, every year the majority of people can't go in their yards due to flooding but they let new building build above all of the houses that are already here and are making it worse. Last year the flooding was so bad that multiple houses near Algona blvd and 9th Ave had over a foot of water in their home. But just on the next street over there a multiple new homes built. It doesn't seem to be a coincidence that once they were built the neighbors started flooding substantially worse.
- Indoor basket ball court and swimming pool would be use full for kids to keep them occupied and out of trouble.
- Flooding issues are bad

Appendix J.B: Community Survey Responses

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Q1 Please select your age range

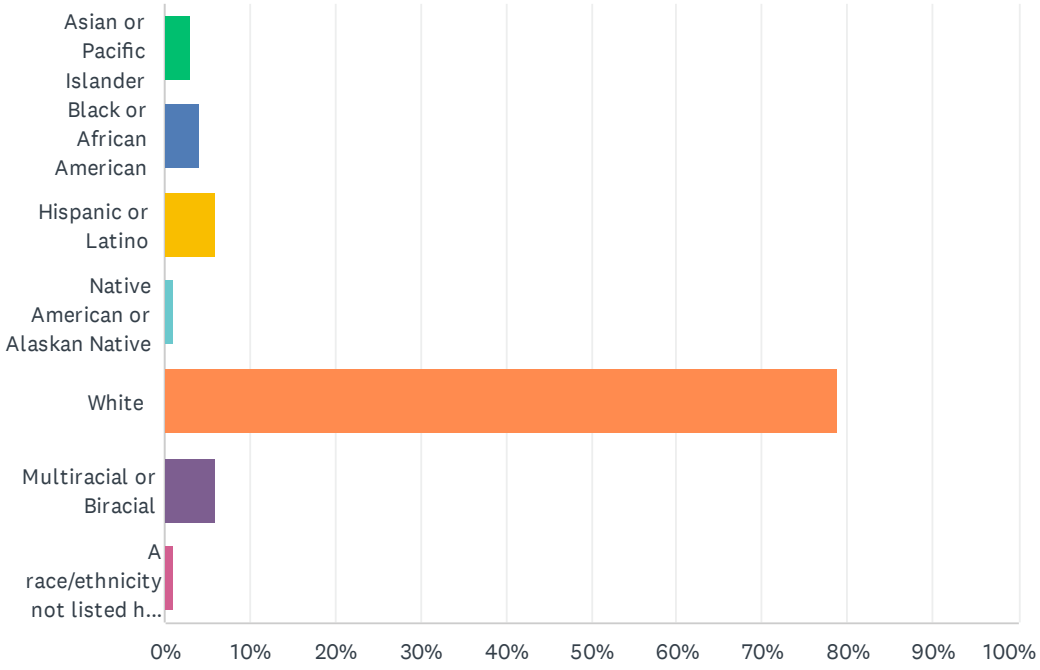
Answered: 98 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 34 years old	13.27%	13
35 to 54	35.71%	35
55 to 74	51.02%	50
75+	0.00%	0
TOTAL		98

Q2 Which of the following race/ethnicities best describes you

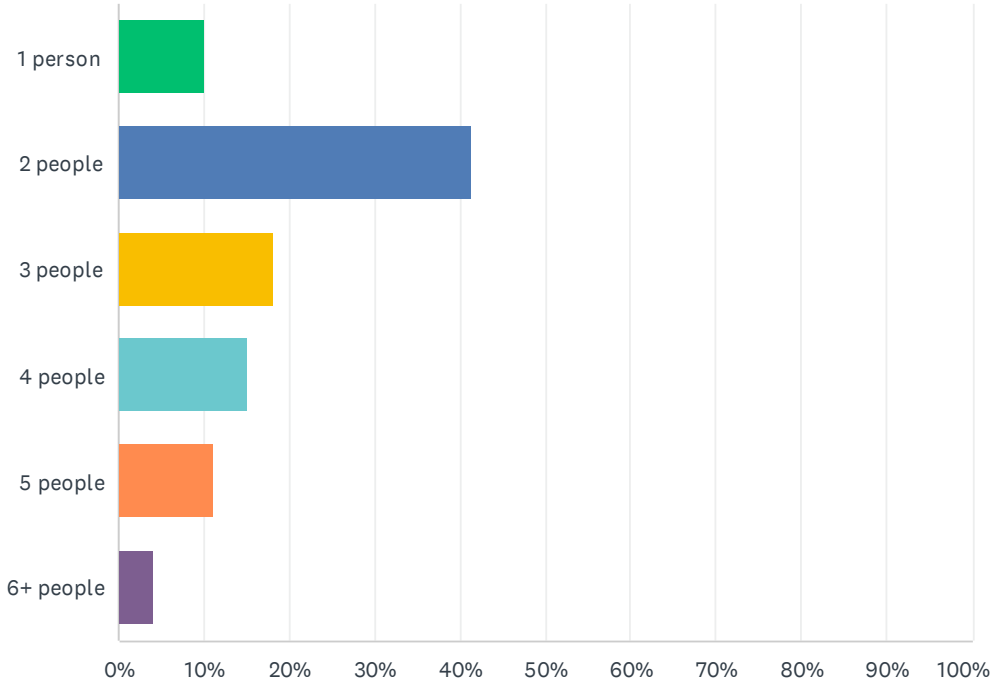
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Asian or Pacific Islander	3.03%	3
Black or African American	4.04%	4
Hispanic or Latino	6.06%	6
Native American or Alaskan Native	1.01%	1
White	78.79%	78
Multiracial or Biracial	6.06%	6
A race/ethnicity not listed here	1.01%	1
TOTAL		99

Q3 How many people are in your household (including yourself)?

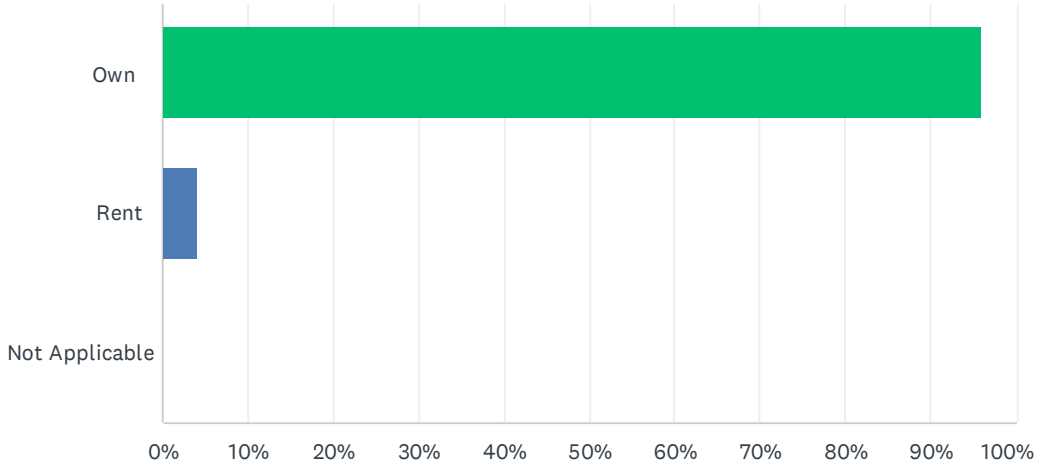
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 person	10.10%	10
2 people	41.41%	41
3 people	18.18%	18
4 people	15.15%	15
5 people	11.11%	11
6+ people	4.04%	4
TOTAL		99

Q4 Do you rent or own your residence?

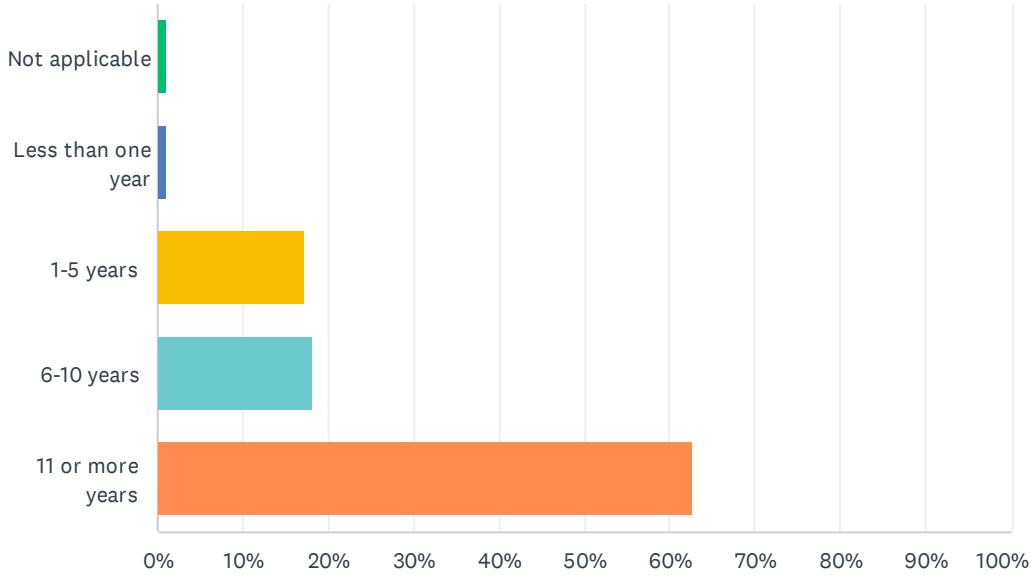
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Own	95.96%	95
Rent	4.04%	4
Not Applicable	0.00%	0
TOTAL		99

Q5 How long have you lived in the City of Algona?

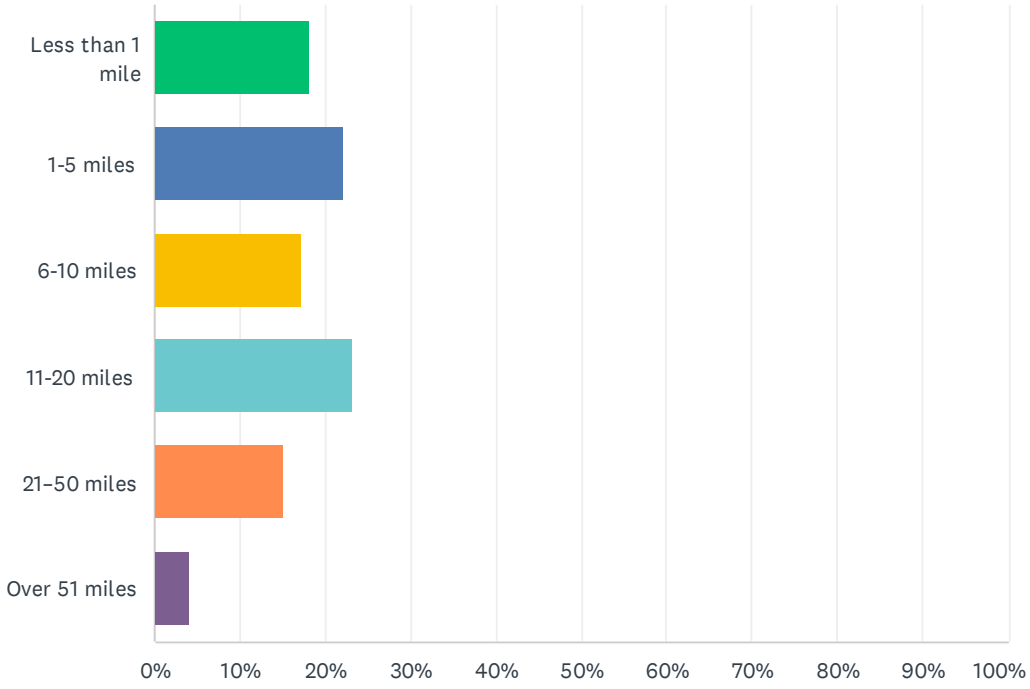
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Not applicable	1.01%	1
Less than one year	1.01%	1
1-5 years	17.17%	17
6-10 years	18.18%	18
11 or more years	62.63%	62
TOTAL		99

Q6 On average, how far (in miles) do you travel from your home on a daily basis (work, commercial services, etc)?

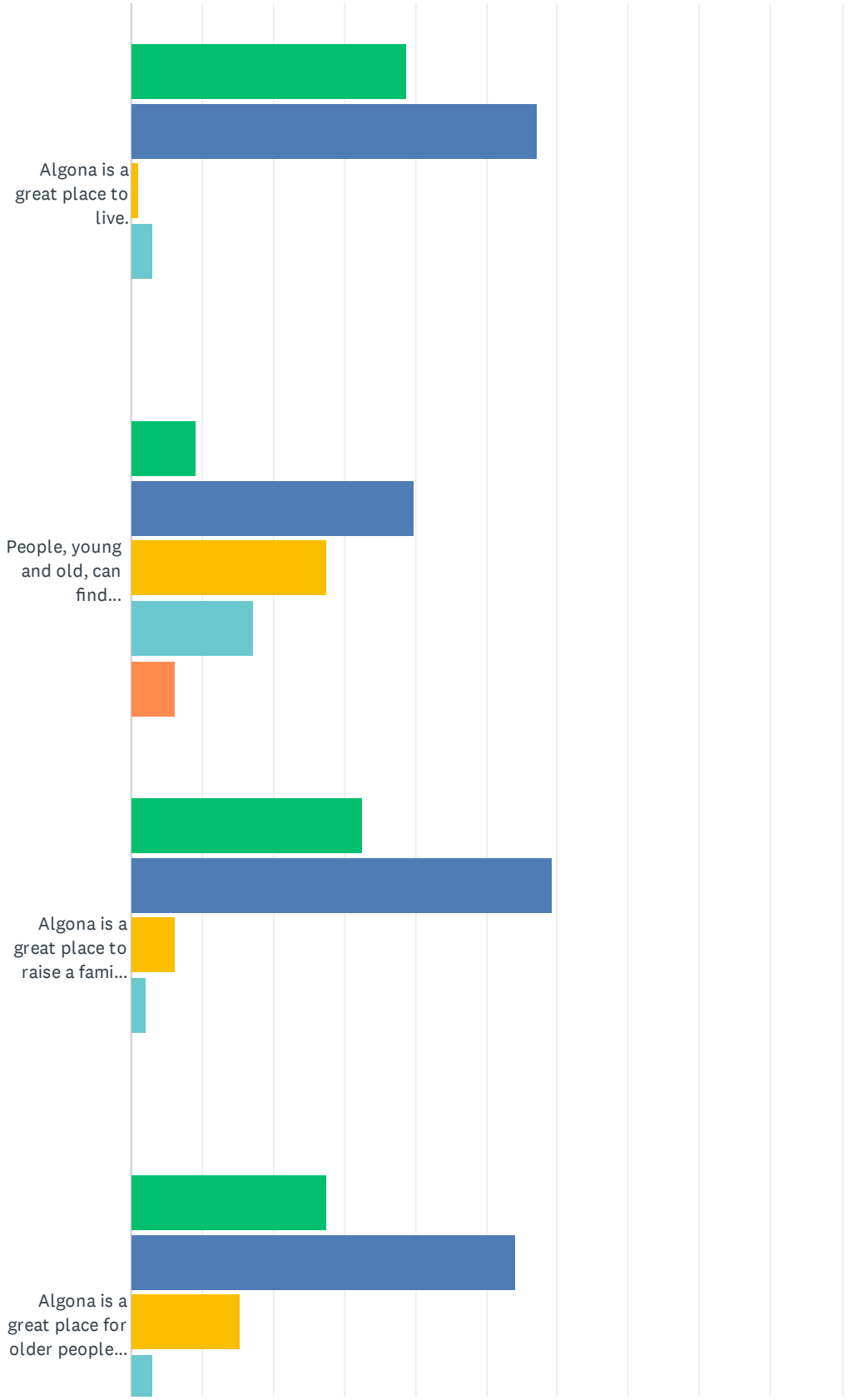
Answered: 99 Skipped: 0

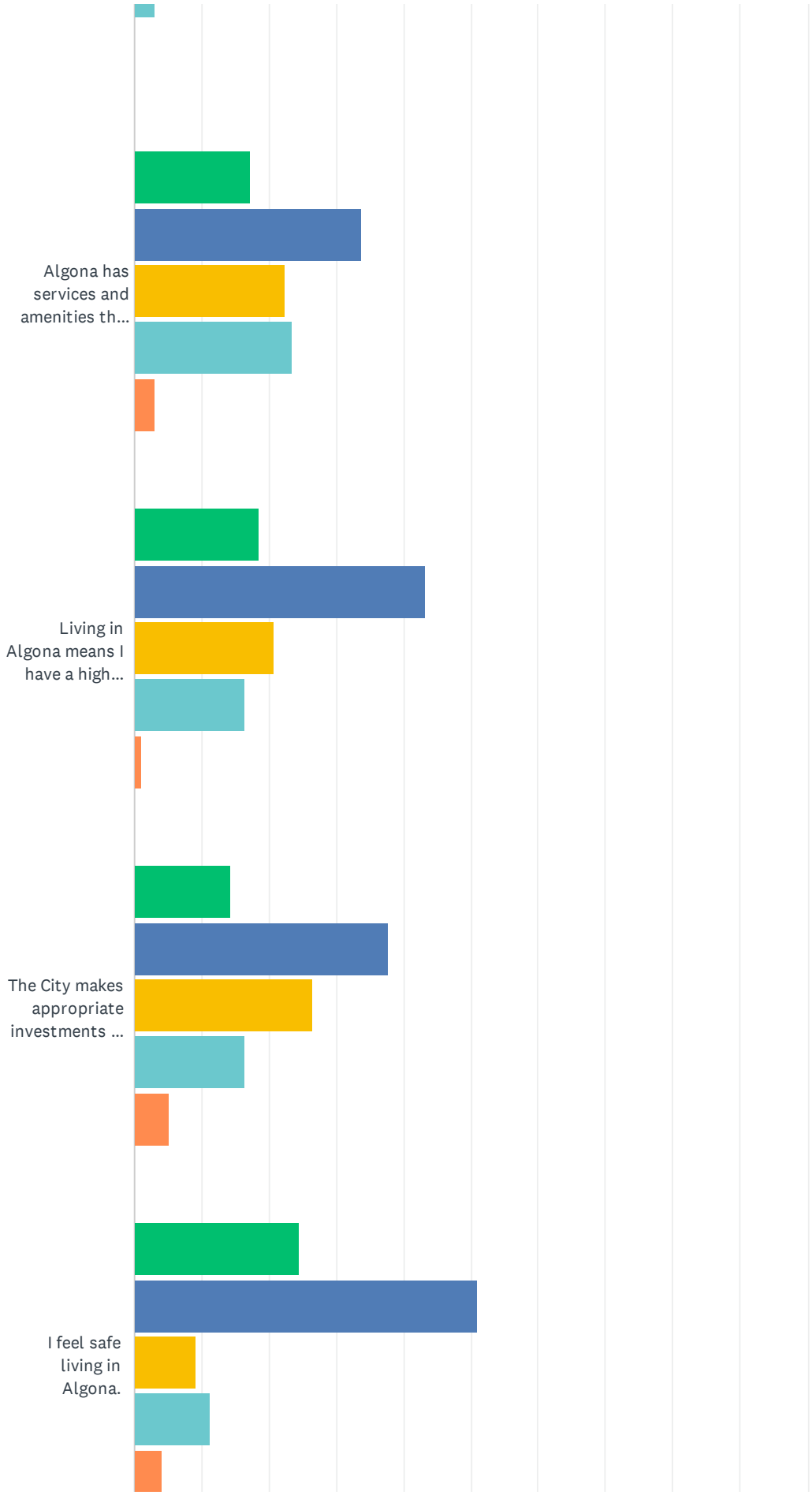


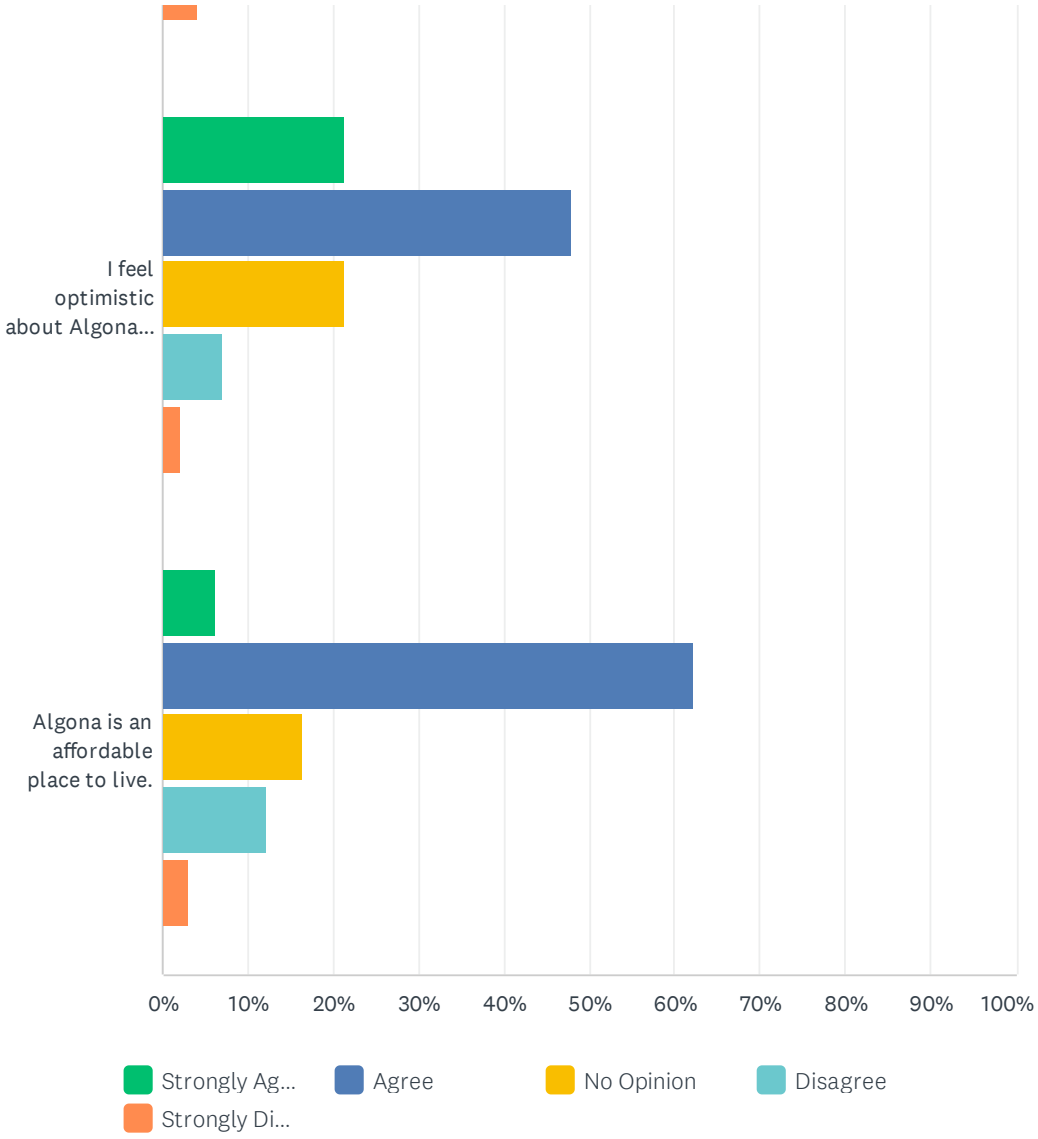
ANSWER CHOICES	RESPONSES	
Less than 1 mile	18.18%	18
1-5 miles	22.22%	22
6-10 miles	17.17%	17
11-20 miles	23.23%	23
21–50 miles	15.15%	15
Over 51 miles	4.04%	4
TOTAL		99

Q7 How likely are you to agree or disagree with the following statements?

Answered: 98 Skipped: 1




Algona has services and amenities th...
Living in Algona means I have a high...
The City makes appropriate investments ...
I feel safe living in Algona.


I feel optimistic about Algona...
Algona is an affordable place to live.
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Strongly Ag...
Agree
No Opinion
Disagree
Strongly Di...

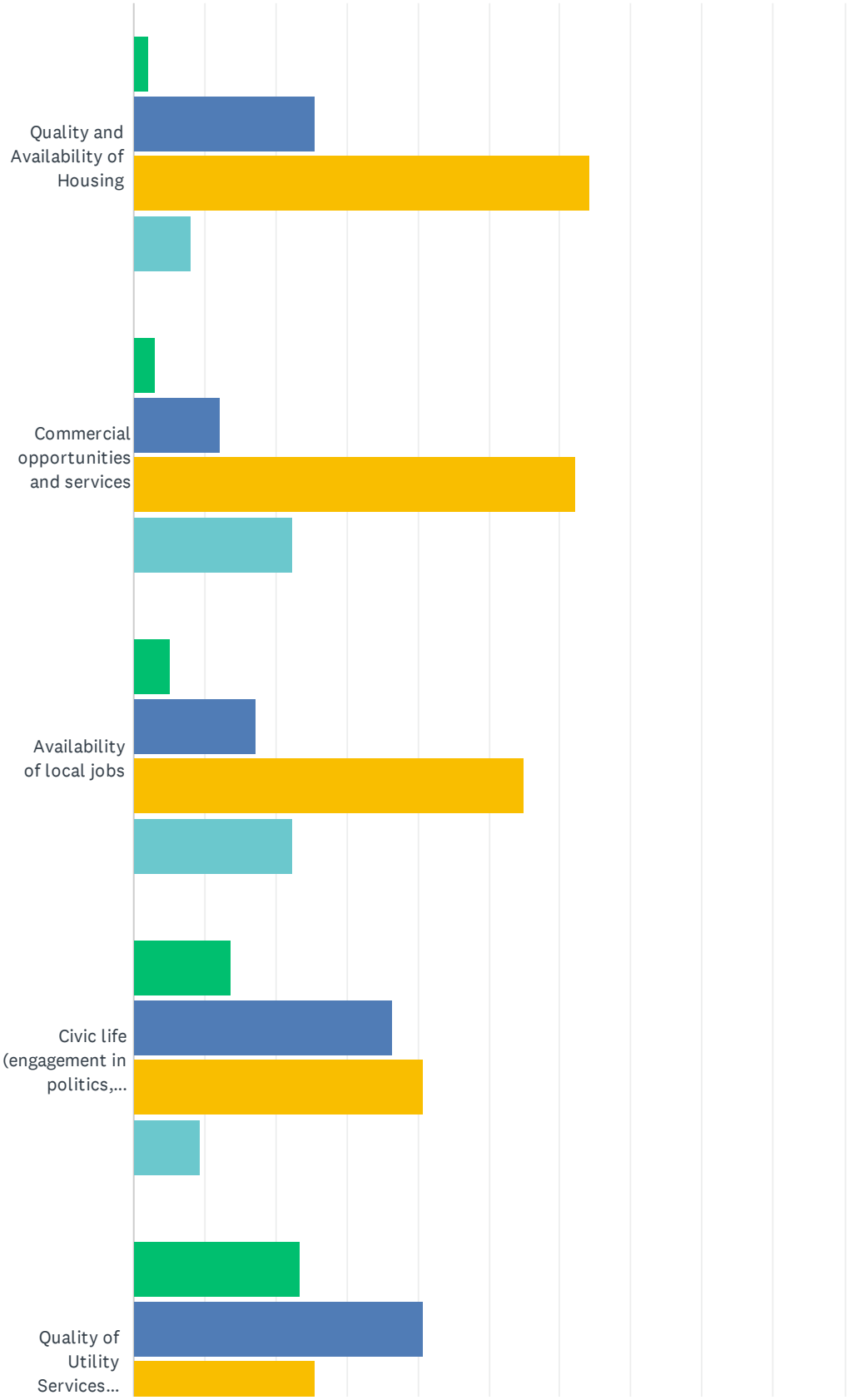
80

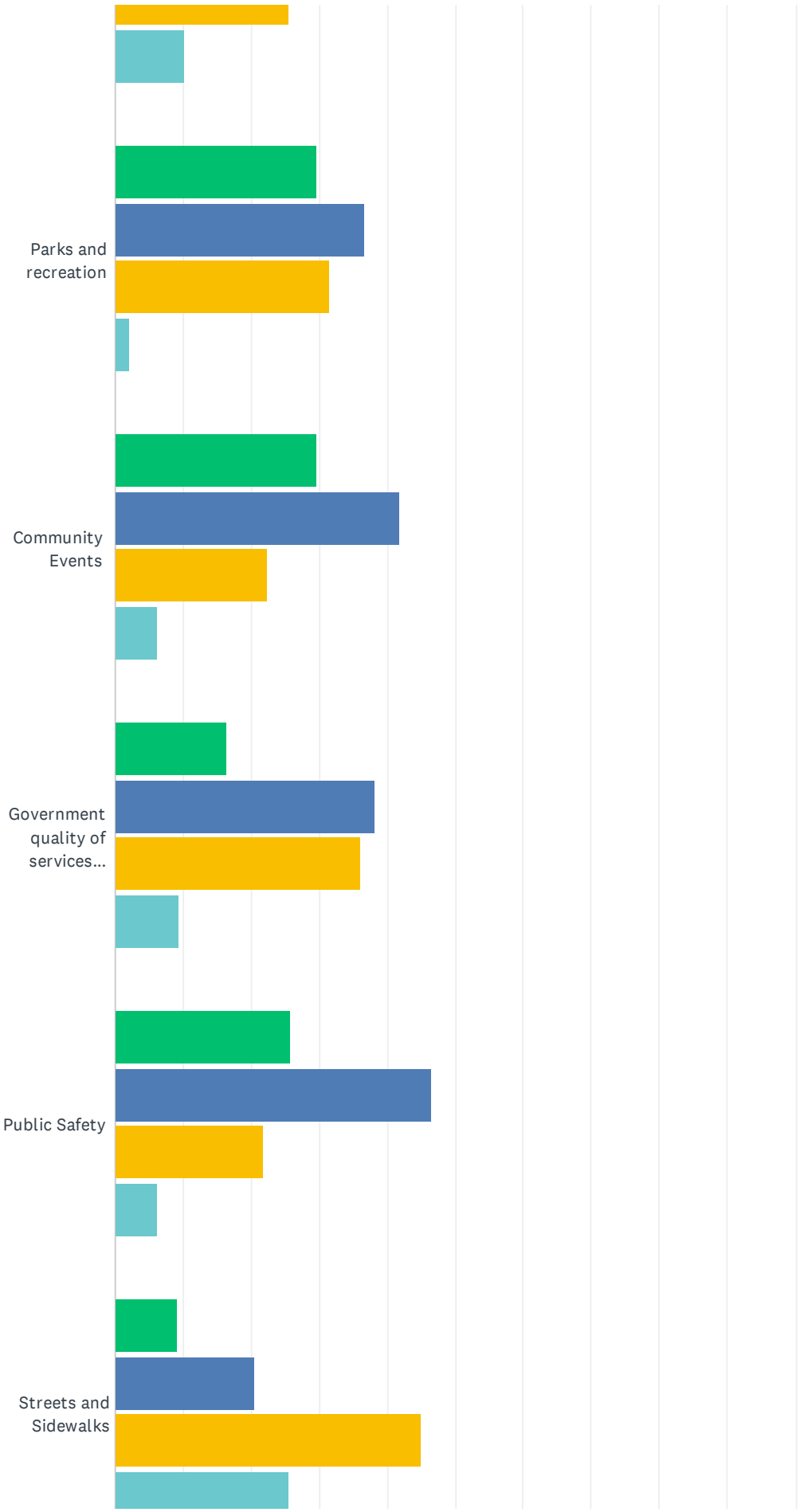
600

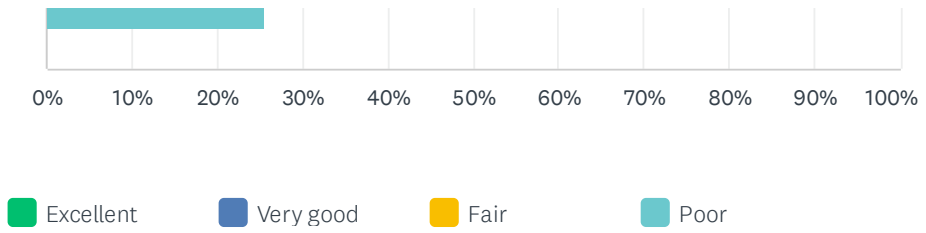
	STRONGLY AGREE	AGREE	NO OPINION	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Algona is a great place to live.	38.78% 38	57.14% 56	1.02% 1	3.06% 3	0.00% 0	98	1.68
People, young and old, can find comfortable, adequate, and affordable housing in Algona.	9.18% 9	39.80% 39	27.55% 27	17.35% 17	6.12% 6	98	2.71
Algona is a great place to raise a family.	32.65% 32	59.18% 58	6.12% 6	2.04% 2	0.00% 0	98	1.78
Algona is a great place for older people to live.	27.55% 27	54.08% 53	15.31% 15	3.06% 3	0.00% 0	98	1.94
Algona has services and amenities that support my household’s needs.	17.35% 17	33.67% 33	22.45% 22	23.47% 23	3.06% 3	98	2.61
Living in Algona means I have a high quality of life.	18.56% 18	43.30% 42	20.62% 20	16.49% 16	1.03% 1	97	2.38
The City makes appropriate investments in local infrastructure.	14.29% 14	37.76% 37	26.53% 26	16.33% 16	5.10% 5	98	2.60
I feel safe living in Algona.	24.49% 24	51.02% 50	9.18% 9	11.22% 11	4.08% 4	98	2.19
I feel optimistic about Algona’s future.	21.43% 21	47.96% 47	21.43% 21	7.14% 7	2.04% 2	98	2.20
Algona is an affordable place to live.	6.12% 6	62.24% 61	16.33% 16	12.24% 12	3.06% 3	98	2.44

Q8 Please indicate your opinion of the following aspects of Algona:

Answered: 98 Skipped: 1



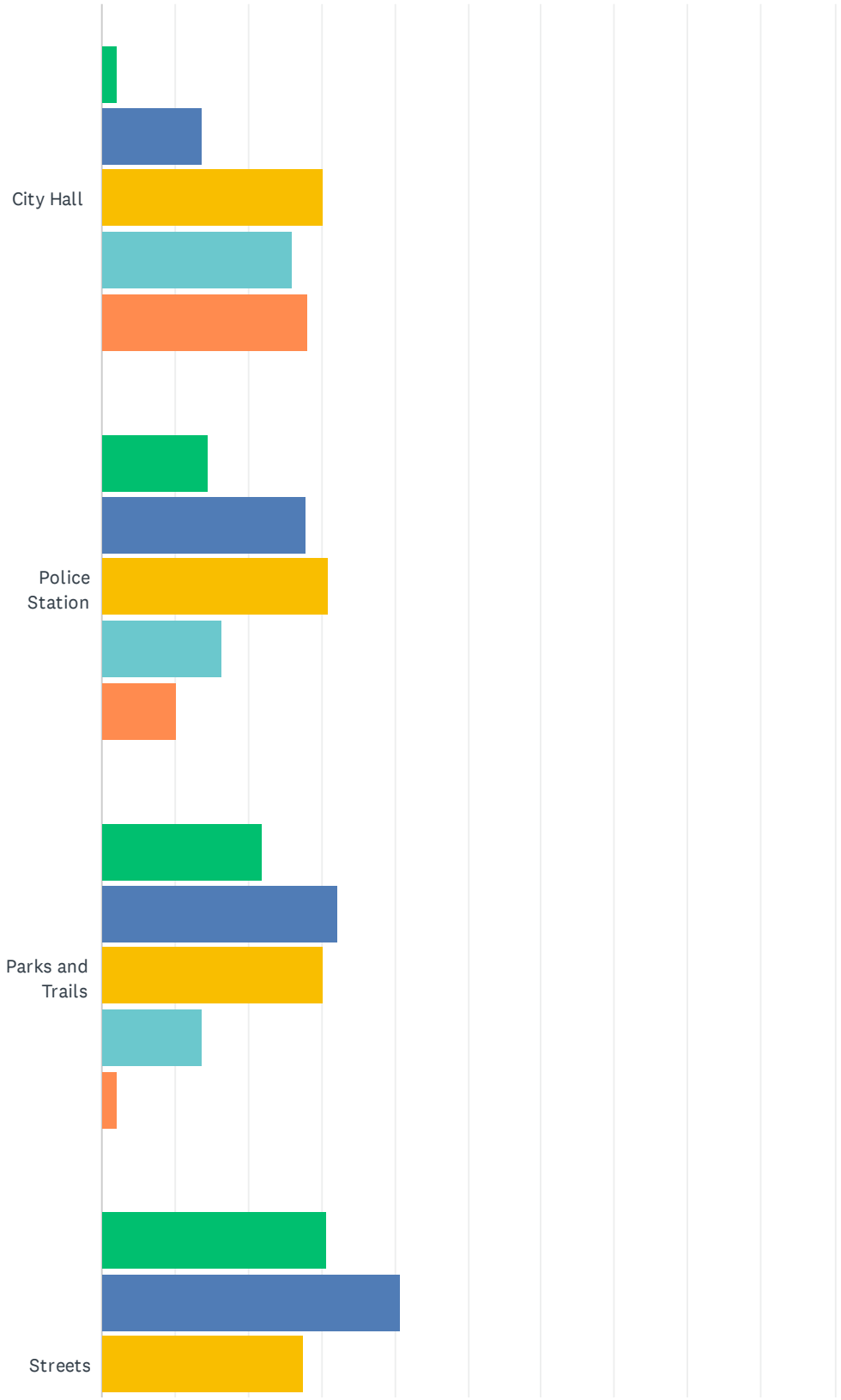

Parks and recreation
Community Events
Government quality of services...
Public Safety
Streets and Sidewalks

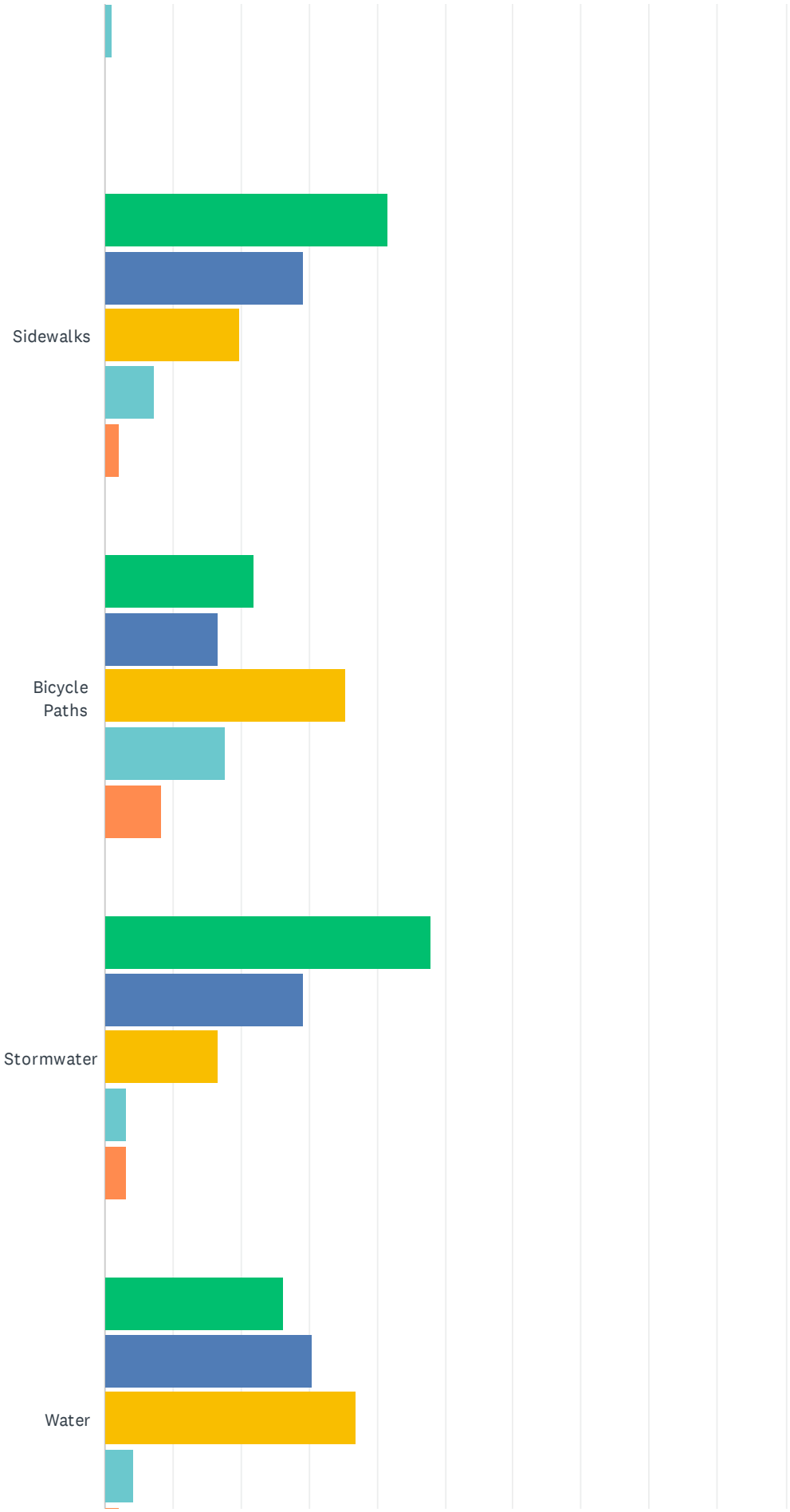


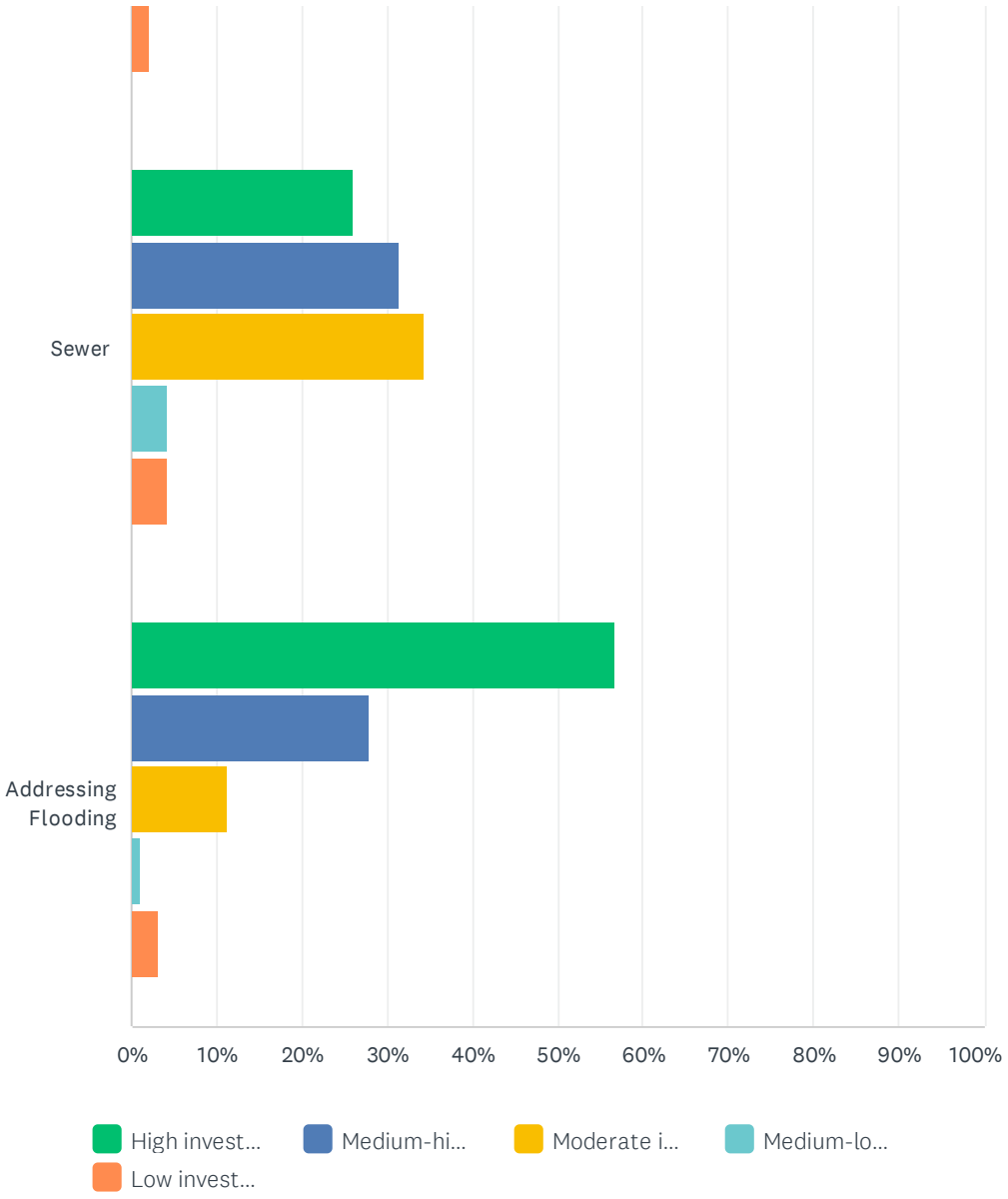
	EXCELLENT	VERY GOOD	FAIR	POOR	TOTAL	WEIGHTED AVERAGE
Quality and Availability of Housing	2.04% 2	25.51% 25	64.29% 63	8.16% 8	98	2.79
Commercial opportunities and services	3.06% 3	12.24% 12	62.24% 61	22.45% 22	98	3.04
Availability of local jobs	5.10% 5	17.35% 17	55.10% 54	22.45% 22	98	2.95
Civic life (engagement in politics, public events, and culture):	13.54% 13	36.46% 35	40.63% 39	9.38% 9	96	2.46
Quality of Utility Services (water, sewer, storm)	23.47% 23	40.82% 40	25.51% 25	10.20% 10	98	2.22
Parks and recreation	29.59% 29	36.73% 36	31.63% 31	2.04% 2	98	2.06
Community Events	29.59% 29	41.84% 41	22.45% 22	6.12% 6	98	2.05
Government quality of services expertise	16.49% 16	38.14% 37	36.08% 35	9.28% 9	97	2.38
Public Safety	25.77% 25	46.39% 45	21.65% 21	6.19% 6	97	2.08
Streets and Sidewalks	9.18% 9	20.41% 20	44.90% 44	25.51% 25	98	2.87

Q9 Please indicate which services, facilities, and infrastructure you believe should receive the most funding over the next 10 years.

Answered: 98 Skipped: 1



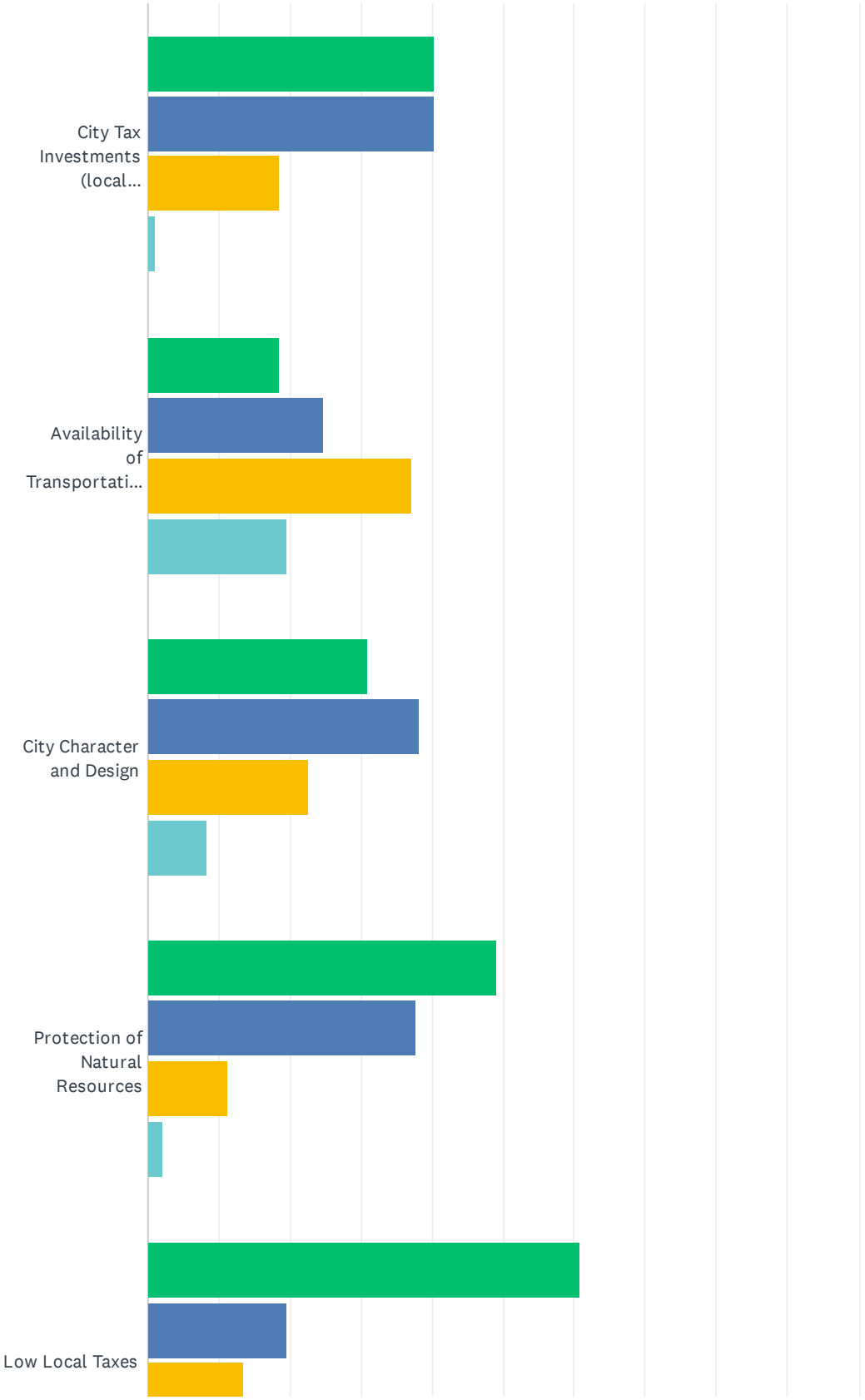

Sidewalks
Bicycle Paths
Stormwater
Water

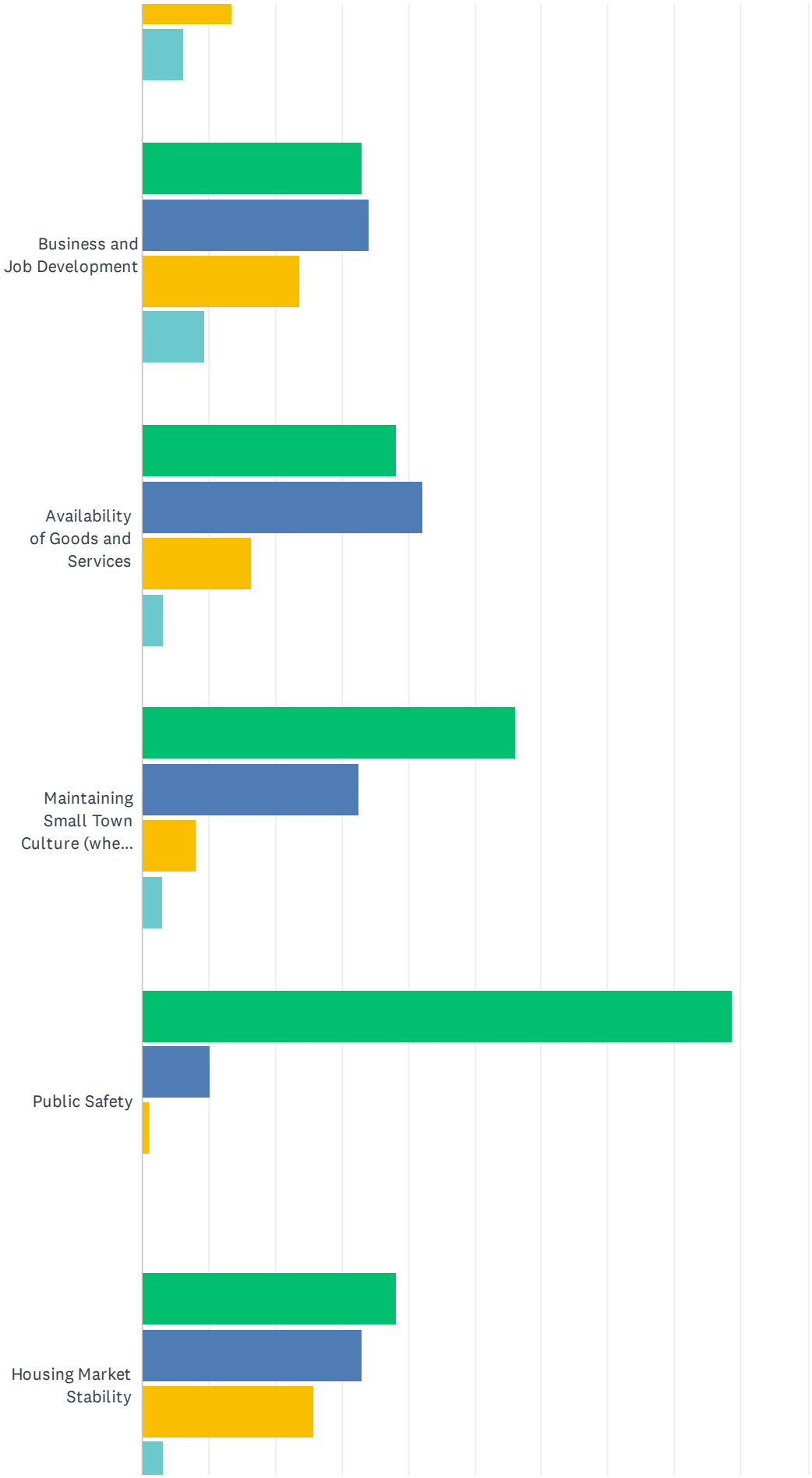

Sewer
Addressing Flooding
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
High invest...
Medium-hi...
Moderate i...
Medium-lo...
Low invest...

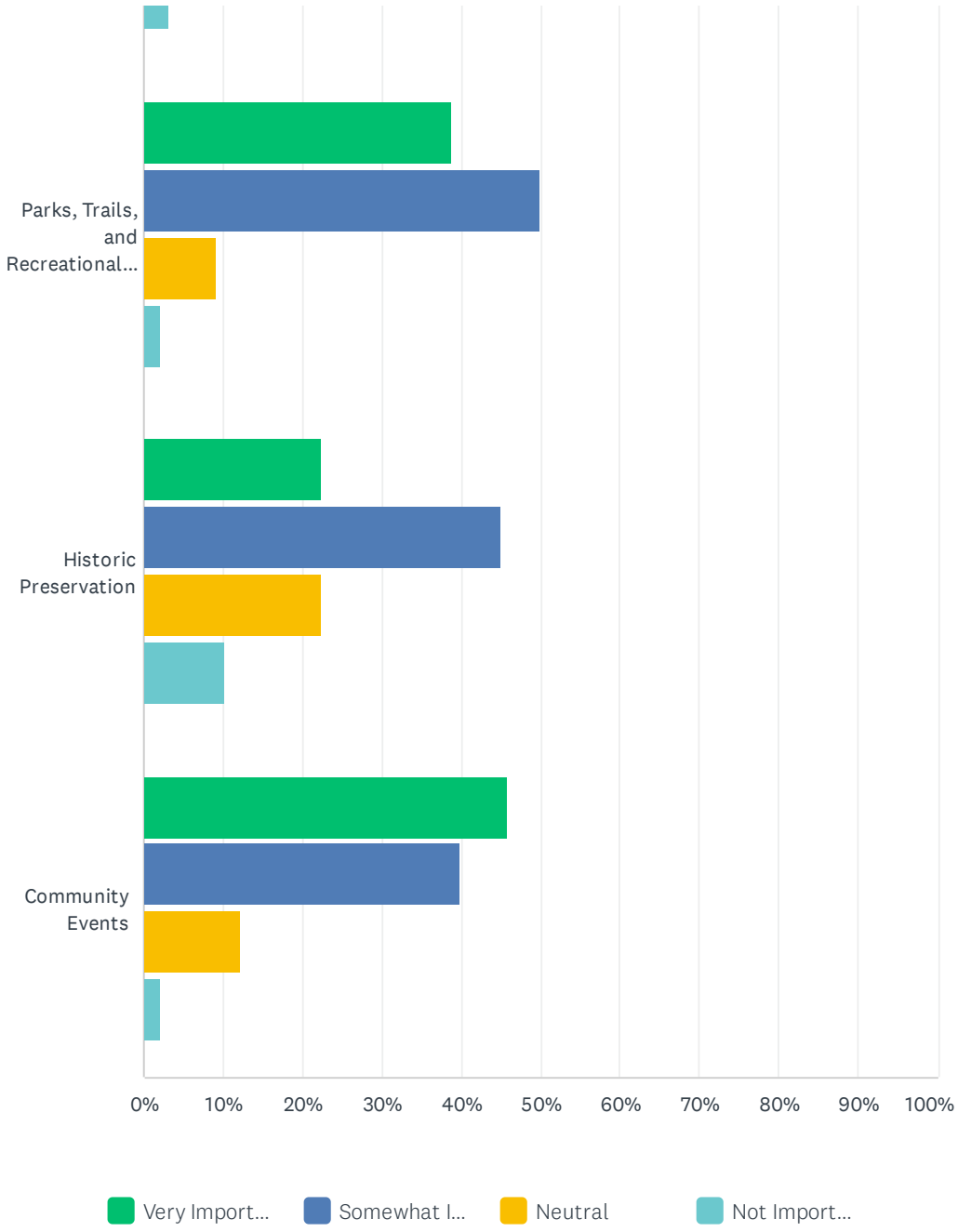
	HIGH INVESTMENT	MEDIUM-HIGH INVESTMENT	MODERATE INVESTMENT	MEDIUM-LOW INVESTMENT	LOW INVESTMENT	TOTAL	WEIGHTED AVERAGE
City Hall	2.08% 2	13.54% 13	30.21% 29	26.04% 25	28.13% 27	96	3.65
Police Station	14.43% 14	27.84% 27	30.93% 30	16.49% 16	10.31% 10	97	2.80
Parks and Trails	21.88% 21	32.29% 31	30.21% 29	13.54% 13	2.08% 2	96	2.42
Streets	30.61% 30	40.82% 40	27.55% 27	1.02% 1	0.00% 0	98	1.99
Sidewalks	41.67% 40	29.17% 28	19.79% 19	7.29% 7	2.08% 2	96	1.99
Bicycle Paths	21.88% 21	16.67% 16	35.42% 34	17.71% 17	8.33% 8	96	2.74
Stormwater	47.92% 46	29.17% 28	16.67% 16	3.13% 3	3.13% 3	96	1.84
Water	26.32% 25	30.53% 29	36.84% 35	4.21% 4	2.11% 2	95	2.25
Sewer	26.04% 25	31.25% 30	34.38% 33	4.17% 4	4.17% 4	96	2.29
Addressing Flooding	56.70% 55	27.84% 27	11.34% 11	1.03% 1	3.09% 3	97	1.66

Q10 Please indicate how important the following are to you

Answered: 98 Skipped: 1



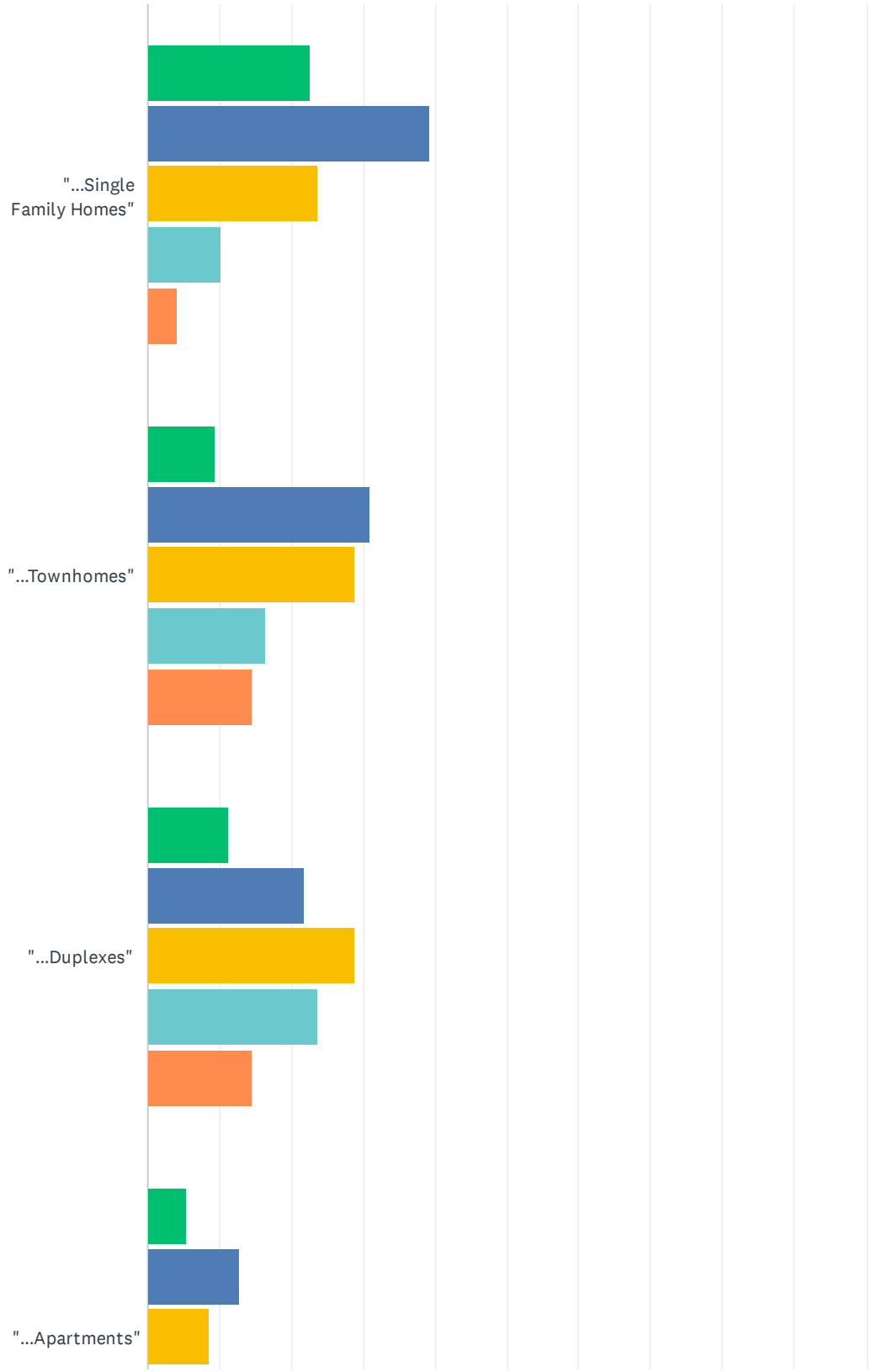

Business and Job Development
Availability of Goods and Services
Maintaining Small Town Culture (whe...
Public Safety
Housing Market Stability


Parks, Trails, and Recreational...
Historic Preservation
Community Events
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Very Import...
Somewhat I...
Neutral
Not Import...

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
City Tax Investments (local infrastructure projects)	40.21% 39	40.21% 39	18.56% 18	1.03% 1	97	1.80
Availability of Transportation Options	18.56% 18	24.74% 24	37.11% 36	19.59% 19	97	2.58
City Character and Design	30.93% 30	38.14% 37	22.68% 22	8.25% 8	97	2.08
Protection of Natural Resources	48.98% 48	37.76% 37	11.22% 11	2.04% 2	98	1.66
Low Local Taxes	60.82% 59	19.59% 19	13.40% 13	6.19% 6	97	1.65
Business and Job Development	32.99% 32	34.02% 33	23.71% 23	9.28% 9	97	2.09
Availability of Goods and Services	38.14% 37	42.27% 41	16.49% 16	3.09% 3	97	1.85
Maintaining Small Town Culture (where everybody knows everybody)	56.12% 55	32.65% 32	8.16% 8	3.06% 3	98	1.58
Public Safety	88.66% 86	10.31% 10	1.03% 1	0.00% 0	97	1.12
Housing Market Stability	38.14% 37	32.99% 32	25.77% 25	3.09% 3	97	1.94
Parks, Trails, and Recreational Activities or Equipment	38.78% 38	50.00% 49	9.18% 9	2.04% 2	98	1.74
Historic Preservation	22.45% 22	44.90% 44	22.45% 22	10.20% 10	98	2.20
Community Events	45.92% 45	39.80% 39	12.24% 12	2.04% 2	98	1.70

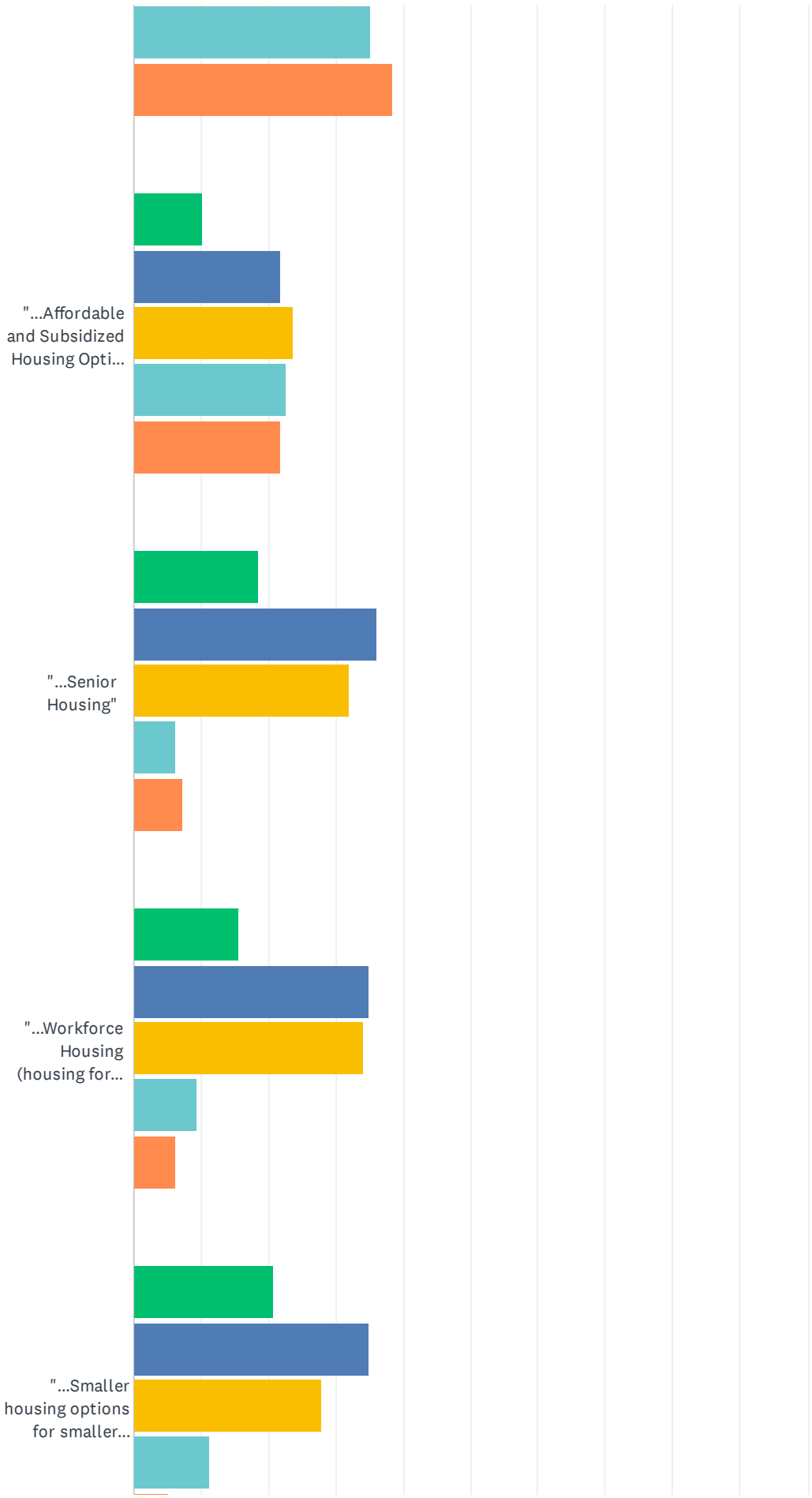
Q11 Please indicate how much you agree or disagree with the following statements: "Algona needs more…."

Answered: 97 Skipped: 2



93

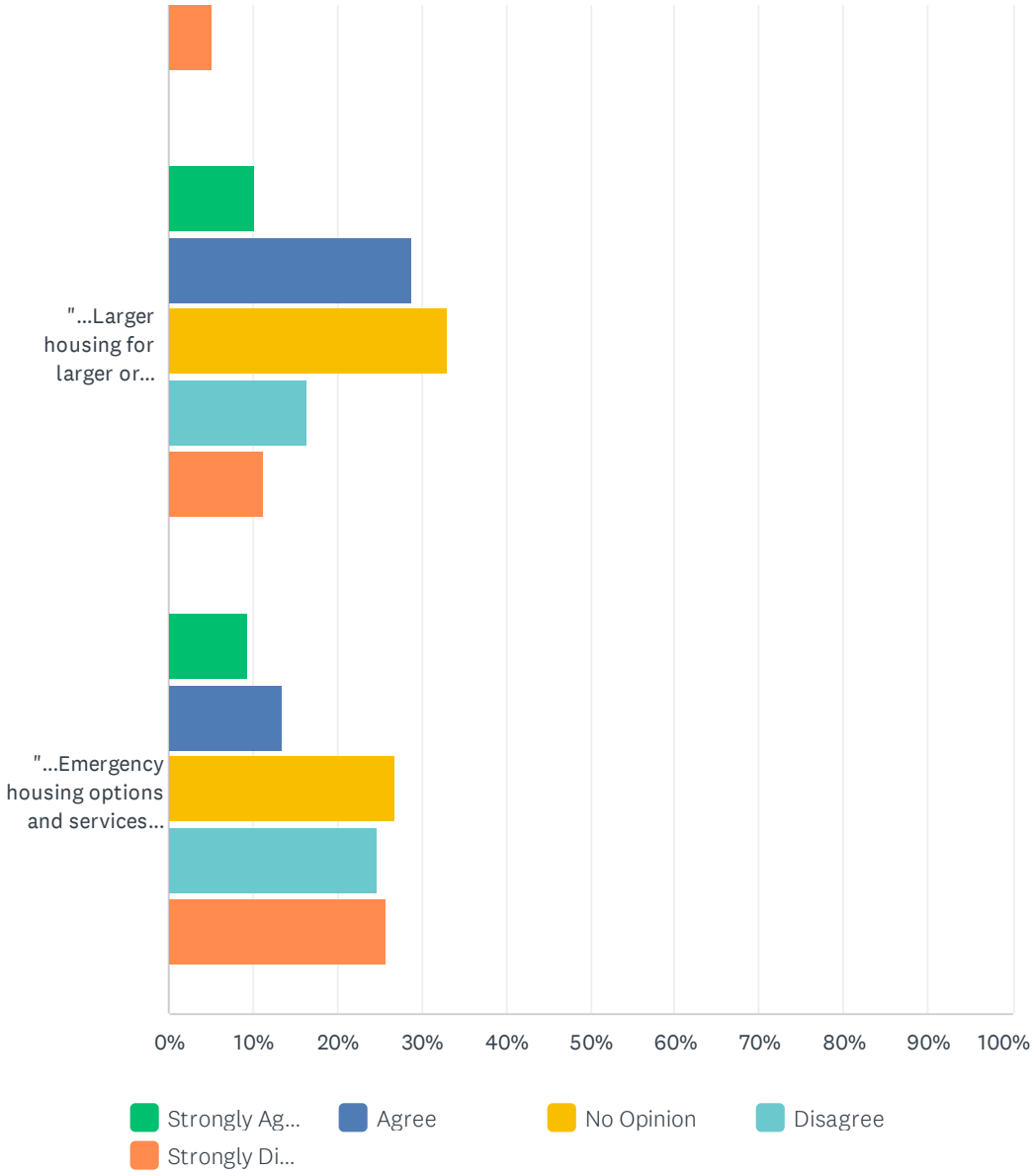
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"...Affordable and Subsidized Housing Opti...
"...Senior Housing"
"...Workforce Housing (housing for...
"...Smaller housing options for smaller...

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614

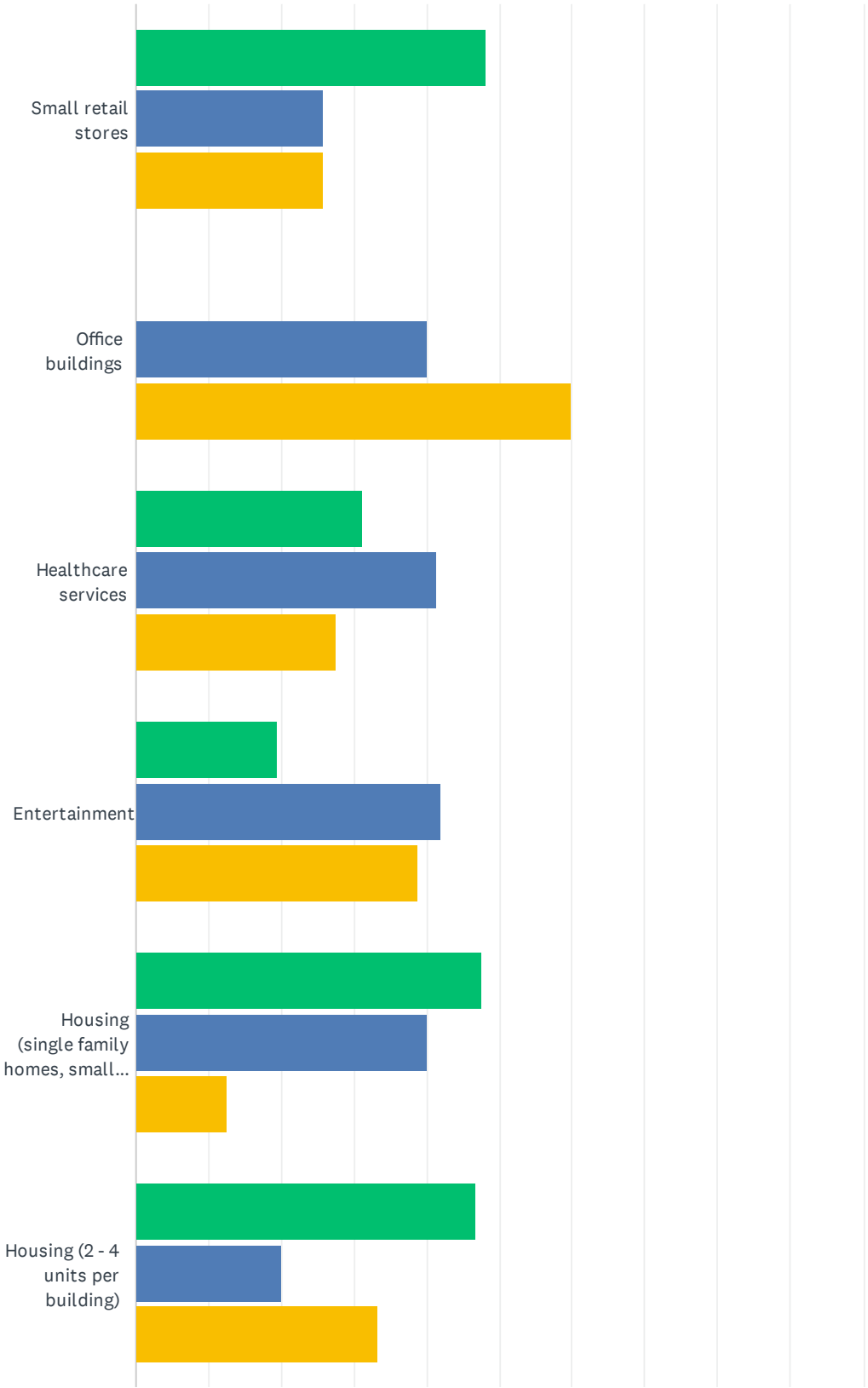
2024 Comprehensive Plan Community Survey



	STRONGLY AGREE	AGREE	NO OPINION	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
"...Single Family Homes"	22.68% 22	39.18% 38	23.71% 23	10.31% 10	4.12% 4	97	2.34
"...Townhomes"	9.28% 9	30.93% 30	28.87% 28	16.49% 16	14.43% 14	97	2.96
"...Duplexes"	11.34% 11	21.65% 21	28.87% 28	23.71% 23	14.43% 14	97	3.08
"...Apartments"	5.32% 5	12.77% 12	8.51% 8	35.11% 33	38.30% 36	94	3.88
"...Affordable and Subsidized Housing Options (i.e. housing reserved for households earning 80% or less of the area median income or $62,432.00 annually)	10.31% 10	21.65% 21	23.71% 23	22.68% 22	21.65% 21	97	3.24
"...Senior Housing"	18.56% 18	36.08% 35	31.96% 31	6.19% 6	7.22% 7	97	2.47
"...Workforce Housing (housing for service industry workers, such as EMT's, waiters, and grocery stores)"	15.46% 15	35.05% 34	34.02% 33	9.28% 9	6.19% 6	97	2.56
"...Smaller housing options for smaller households"	20.62% 20	35.05% 34	27.84% 27	11.34% 11	5.15% 5	97	2.45
"...Larger housing for larger or extended family households"	10.31% 10	28.87% 28	32.99% 32	16.49% 16	11.34% 11	97	2.90
"...Emergency housing options and services (i.e. shelters, transitional housing, day centers, assistance for victims of domestic violence)"	9.28% 9	13.40% 13	26.80% 26	24.74% 24	25.77% 25	97	3.44

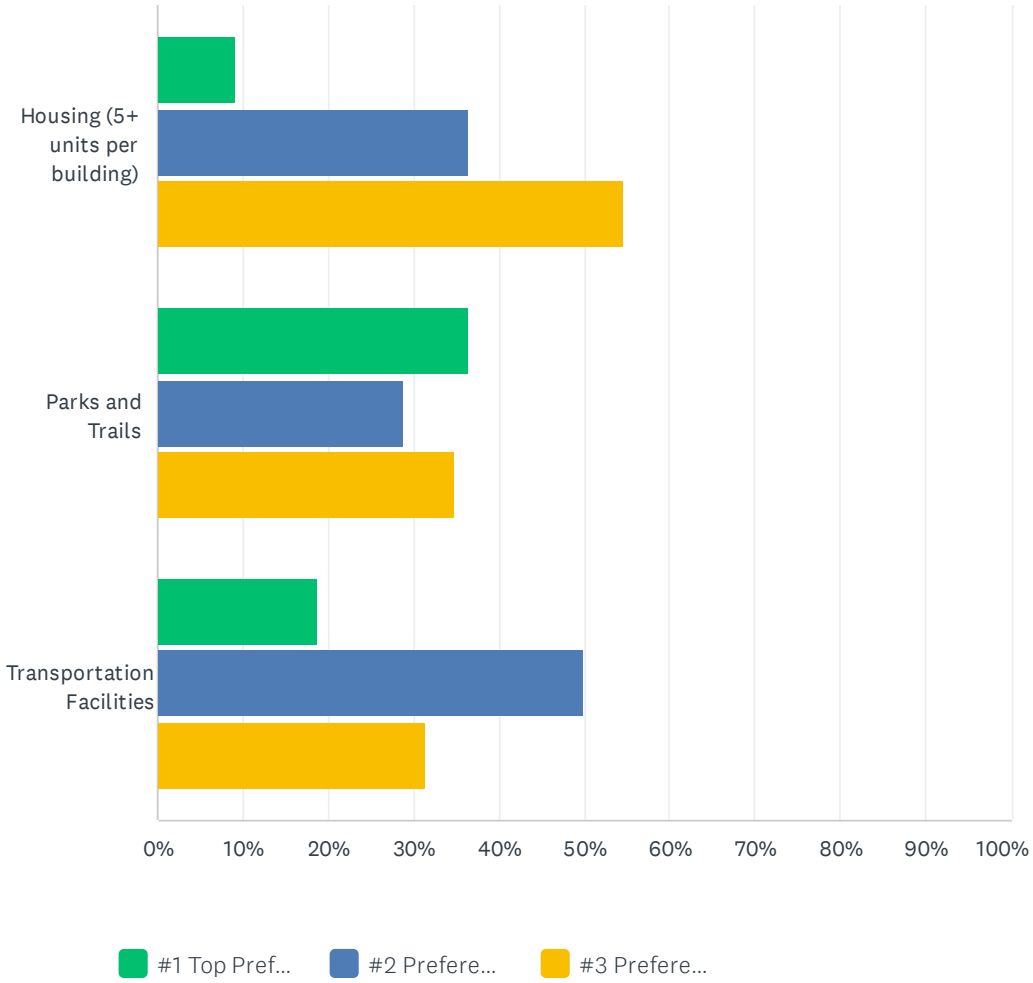
Q12 What kind of development would you like most in Algona? Pick your top three preferred developments.

Answered: 97 Skipped: 2



97

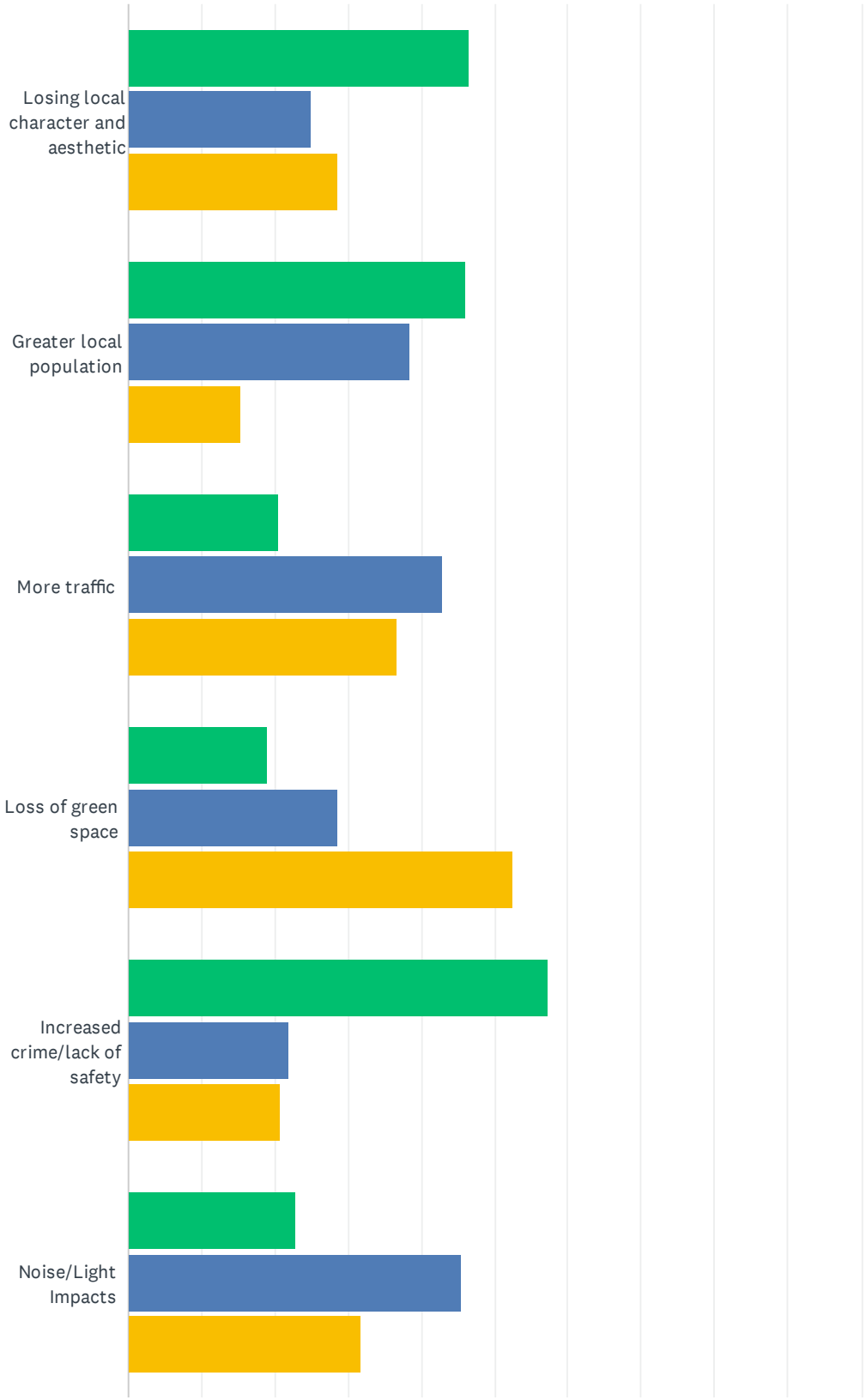
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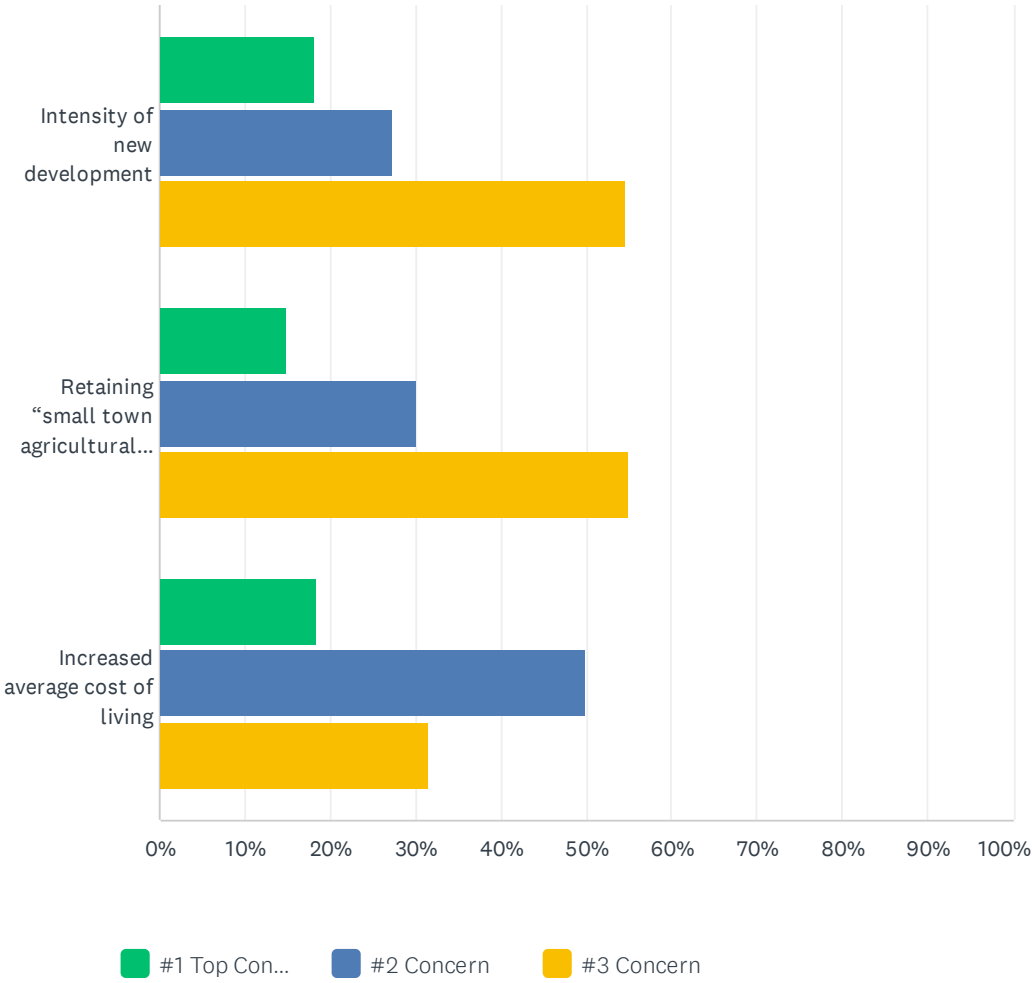


	#1 TOP PREFERENCE	#2 PREFERENCE	#3 PREFERENCE	TOTAL
Small retail stores	48.28% 28	25.86% 15	25.86% 15	58
Office buildings	0.00% 0	40.00% 4	60.00% 6	10
Healthcare services	31.03% 9	41.38% 12	27.59% 8	29
Entertainment	19.35% 6	41.94% 13	38.71% 12	31
Housing (single family homes, small homes)	47.50% 19	40.00% 16	12.50% 5	40
Housing (2 - 4 units per building)	46.67% 7	20.00% 3	33.33% 5	15
Housing (5+ units per building)	9.09% 1	36.36% 4	54.55% 6	11
Parks and Trails	36.36% 24	28.79% 19	34.85% 23	66
Transportation Facilities	18.75% 3	50.00% 8	31.25% 5	16

Q13 What are your biggest concerns about new development in Algona? Pick your top three concerns.

Answered: 97 Skipped: 2



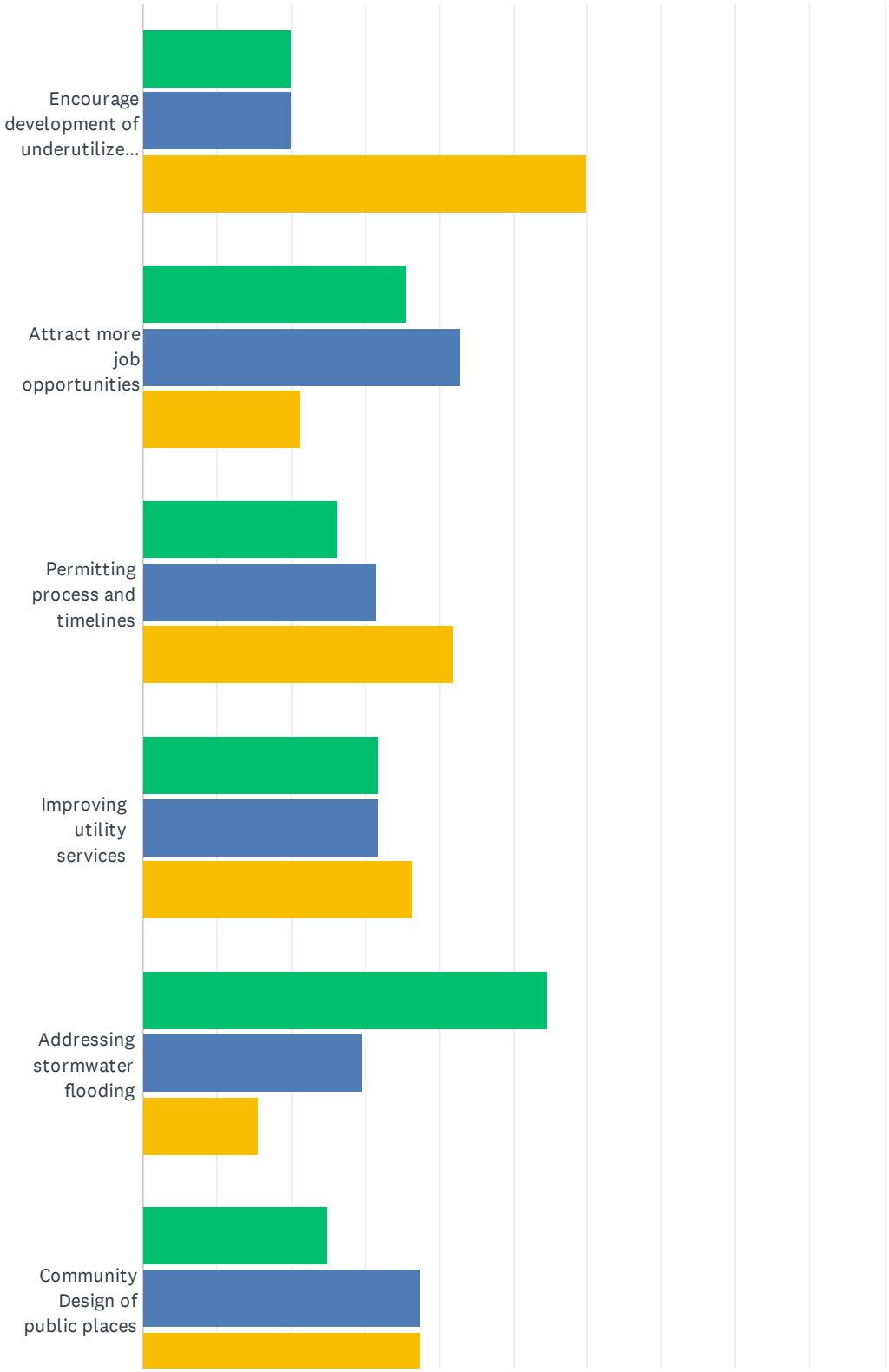


	#1 TOP CONCERN	#2 CONCERN	#3 CONCERN	TOTAL	WEIGHTED AVERAGE
Losing local character and aesthetic	46.43% 13	25.00% 7	28.57% 8	28	1.82
Greater local population	46.15% 6	38.46% 5	15.38% 2	13	1.69
More traffic	20.41% 10	42.86% 21	36.73% 18	49	2.16
Loss of green space	19.05% 4	28.57% 6	52.38% 11	21	2.33
Increased crime/lack of safety	57.32% 47	21.95% 18	20.73% 17	82	1.63
Noise/Light Impacts	22.73% 5	45.45% 10	31.82% 7	22	2.09
Intensity of new development	18.18% 2	27.27% 3	54.55% 6	11	2.36
Retaining “small town agricultural” feel	15.00% 3	30.00% 6	55.00% 11	20	2.40
Increased average cost of living	18.42% 7	50.00% 19	31.58% 12	38	2.13

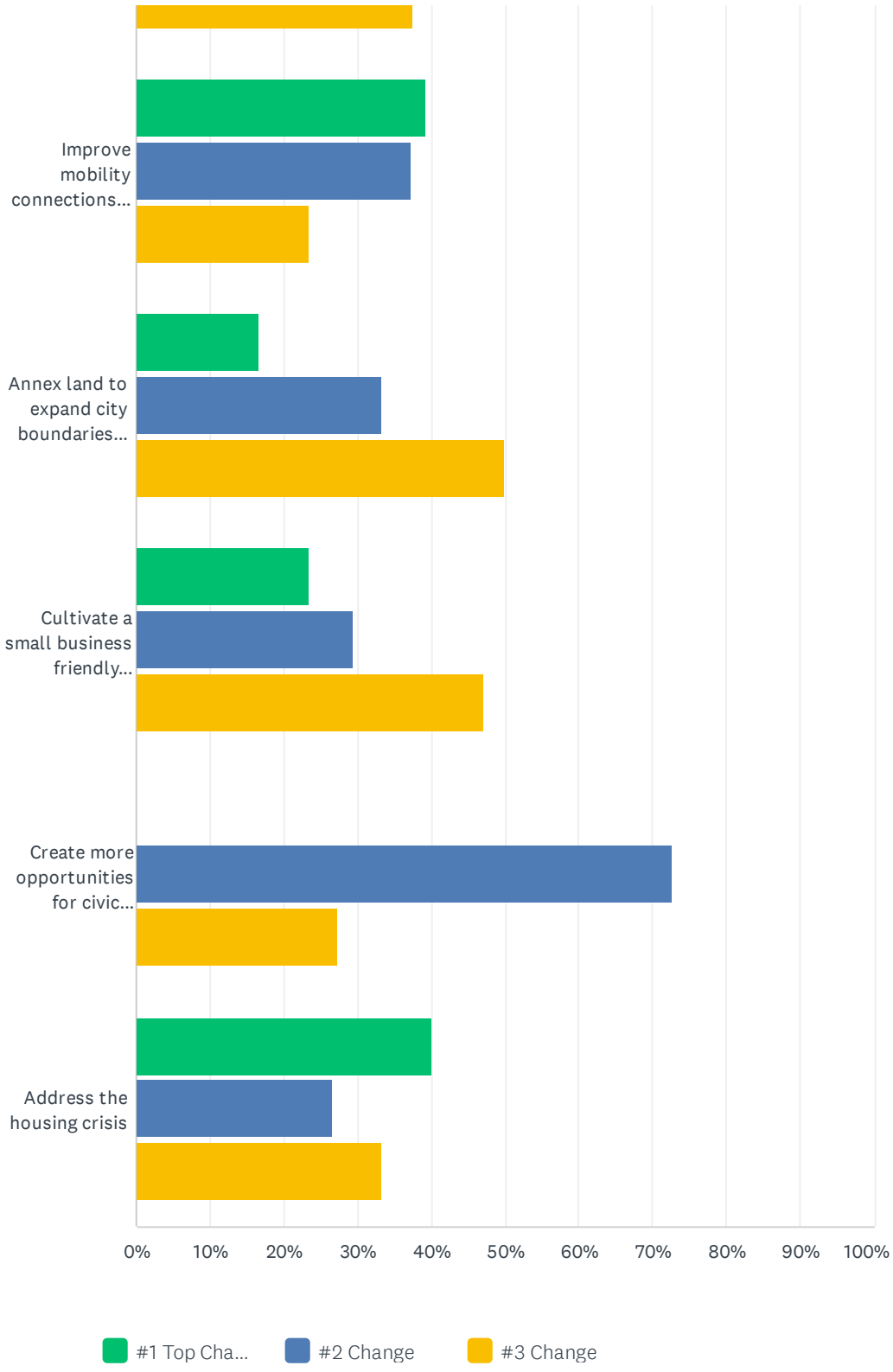
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Q14 What changes do you think the City needs to make to support the community's wellbeing? Pick the top three changes you think the City needs to make.

Answered: 98 Skipped: 1



2024 Comprehensive Plan Community Survey



	#1 TOP CHANGE	#2 CHANGE	#3 CHANGE	TOTAL	WEIGHTED AVERAGE
Encourage development of underutilized lands	20.00% 4	20.00% 4	60.00% 12	20	2.40
Attract more job opportunities	35.71% 5	42.86% 6	21.43% 3	14	1.86
Permitting process and timelines	26.32% 5	31.58% 6	42.11% 8	19	2.16
Improving utility services	31.82% 7	31.82% 7	36.36% 8	22	2.05
Addressing stormwater flooding	54.69% 35	29.69% 19	15.63% 10	64	1.61
Community Design of public places	25.00% 4	37.50% 6	37.50% 6	16	2.13
Improve mobility connections (sidewalks, bus routes, bicycle lanes, trails)	39.22% 20	37.25% 19	23.53% 12	51	1.84
Annex land to expand city boundaries westerly	16.67% 3	33.33% 6	50.00% 9	18	2.33
Cultivate a small business friendly reputation	23.53% 8	29.41% 10	47.06% 16	34	2.24
Create more opportunities for civic engagement	0.00% 0	72.73% 8	27.27% 3	11	2.27
Address the housing crisis	40.00% 6	26.67% 4	33.33% 5	15	1.93

Q15 Over the last 10 years, what do you think Algona has done well? What's your favorite thing about Algona?

Answered: 79 Skipped: 20

#	RESPONSES	DATE
1	Algona has a great open-door policy for City Hall and Police. Everyone in these departments are friendly and helpful.	2/22/2024 3:29 PM
2	My favorite part about algona is everyone still asks where its at, a lot of people have never heard of it and that's a good thing.	2/18/2024 6:29 AM
3	The construction of the new city hall was indeed needed and welcomed.	2/16/2024 6:50 PM
4	City hall, parks	2/16/2024 6:46 PM
5	Community center for local events	2/16/2024 6:45 PM
6	Algona has done a good job of keeping the city a safe place to live.	2/14/2024 6:10 PM
7	I do like how nice are the people that work at city hall and the police department.	2/14/2024 3:04 PM
8	Great balance of cost of living and community and family living	2/13/2024 2:28 PM
9	Managed to grow in a responsible manner as far as I can tell. Favorite 'thing' the small town feel in a modernizing city.	2/12/2024 5:45 PM
10	Algona tries hard. With activities for the community, etc.	2/12/2024 8:21 AM
11	We kept our small town feel. Algona is in a great location and we should capitalize on that.	2/9/2024 7:40 PM
12	Community center, collaboration with YMCA, community events and ride share, kept crime low with regular police patrolling, upgrading trail, repaving streets	2/9/2024 7:37 PM
13	Kept small town feel, now parks, community events, lower taxes	2/4/2024 12:24 PM
14	Algona is a nice place to live & it will change but over we need to keep a lower pace then other cities	1/29/2024 11:53 AM
15	Kept building to a minimum. I love the small town feel and being safe.	1/29/2024 10:34 AM
16	We love the small town feel of Algona. We just had a baby last year and I can't wait to take baby on walks around the neighborhood. I am glad that I see Police patrolling the area to keep crime away. I love the green spaces and fields of flowers - that is my favorite part of Algona - "Valley of the Flowers".	1/29/2024 10:15 AM
17	I love the small town feel of Algona, and the interurban trail stretch from wendys to jack in the box.	1/29/2024 10:14 AM
18	Small town feel. Friendliness of neighbors	1/29/2024 10:06 AM
19	Na	12/9/2023 5:29 PM
20	Keeping out the homeless. I feel so much safer walking on the interurban trail in algona than I do in the Auburn section.	11/5/2023 8:25 PM
21	I think the events at Matchett park are my favorite thing about Algona. Like pumkin launch, tree lighting, Easter ect.	10/14/2023 1:32 PM
22	Events	10/14/2023 12:07 PM
23	Engaging with the public	10/14/2023 12:03 PM
24	Kept a small town feel	9/28/2023 9:17 AM
25	The sidewalks parks are center	9/23/2023 9:14 AM

26	Managed to hold on to a ‘small town’ feeling. Able to maintain some of our green belt & trees.	9/20/2023 [illegible]
27	Growing at a careful rate keeping city safe and wonderful to live in	9/16/2023 12:14 PM
28	Provided safe environment from for children and family	9/16/2023 10:41 AM
29	Love the community events and opportunities for kids activities with Gary, local support for food & school supplies is amazing, love the police being visible and active in the city	9/15/2023 10:46 AM
30	Community activities, feeling of safety and security	9/13/2023 11:08 AM
31	1) more frequent bus stops 2) fun events for kids & adults Algona is a great town to take your dog & self for a walk!	9/9/2023 7:51 PM
32	Staying financially solvent. Police work. Valley Regional Fire Authority.	9/9/2023 12:08 PM
33	Parks seem to be well maintained	9/8/2023 3:20 PM
34	Kept area quiet and away from the fray around us.	9/8/2023 2:33 PM
35	Community center except the parking needs more	9/7/2023 11:33 AM
36	Algona gas done well. I love the small blue collar working class feel of this town. Algona has managed to modernize without losing its self. Would never want to see it change to high density or industrial	9/6/2023 11:38 AM
37	Small town feel; safe-low/no crime; Mach park improvement; maintained/safe trail; Blue Heron space; promote gardens; hub location w/ close access to hwy, frwy, bus services; love the spaces between homes and green area	9/6/2023 7:36 AM
38	Small town feel	9/5/2023 3:34 PM
39	Great place to raise a family	9/5/2023 1:33 PM
40	Community connection	9/5/2023 12:15 PM
41	Civic activities for the population of Algona. Seeing our Police around the city.	9/5/2023 12:05 PM
42	Quiet and everything is already here or near	9/2/2023 9:14 PM
43	Maintained green spaces and trails. Hold community events.	9/1/2023 5:04 PM
44	Stayed small. We do not need more housing. There is no crisis, leave the wet lands ALONE!	8/31/2023 5:49 PM
45	Love how the community gets together	8/28/2023 3:38 PM
46	Building and holding small town connections. Continuing to prioitize community safety.	8/28/2023 3:29 PM
47	Algona has increased the Police staff. The Public Works department has great people. Friendly, and helpful. Parks are well kept and flashing crosswalk lights in town have improved. I like the communication via newsletter and reader boards. I have always felt safe in Algona.	8/15/2023 3:17 PM
48	I love all of the family events that bring the community together. We didn’t have that while raising our kids but enjoy taking our grandkids to them. The park gets lots of use and appreciate the recent upgrades	8/14/2023 11:03 PM
49	Quiet, small town feel	8/13/2023 7:12 AM
50	N/A	8/12/2023 5:04 PM
51	The community center at the park. Providing a safe place for kids.	8/12/2023 2:57 PM
52	Police presence/patrol (very good). Favorite thing is conveniently located with access to HWY 18/167 and I-5.	8/11/2023 9:58 PM
53	The feeling of Community at the community events at matchett park. Gary does a great job with activities and events.	8/11/2023 6:10 PM
54	Maintaining the infrastructure, roads , signs, etc.	8/11/2023 5:49 PM
55	Small town feel, easy highway access, not afraid of business	8/11/2023 3:08 AM
56	Relative safety, demonstrated by number of children playing in neighborhood and families out for evening walks.	8/10/2023 11:44 PM

57	Small town feel. No major apartment complexes.	8/10/2023 11:03 PM
58	The city Council is very open to hearing from the Public if you take the time to attend the council meetings. Our Police have been excellent and I support them in all ways.	8/10/2023 3:52 PM
59	Community events and activities for our children, after school community center	8/10/2023 3:42 PM
60	I enjoy it's easily accessible to city hall and local parks.	8/10/2023 3:23 PM
61	maintained a small town feel-	8/10/2023 1:32 PM
62	The community center	8/10/2023 12:40 PM
63	Community events are frequent and well advertised	8/10/2023 12:30 PM
64	Love the small town feel, that is why we moved here 26 years ago, hate what they are wanting it to become!!! Go to a bigger city if that is what you want!!	8/10/2023 12:23 PM
65	The events they put on for the community, brings the police and community together and makes it feel like the city cares for the community.	8/10/2023 11:40 AM
66	Nice parks. City leaders are easily accessible.	8/10/2023 11:36 AM
67	Starting more events at the community center for kids	8/10/2023 11:15 AM
68	Gary is what the city has done well. He’s the face of algona, is a support to do many children and the future of our city. He provides activities, time, and attention that the parents here don’t. My fave thing is how safe I feel.	8/10/2023 11:13 AM
69	Keeping our small town small!	8/10/2023 11:12 AM
70	Really have not seen much change that I would consider good.	8/5/2023 1:01 PM
71	Stabilized the city’s financial situation. Community center has been a good thing.	8/5/2023 11:47 AM
72	The small town feeling	8/4/2023 12:36 PM
73	Maintaining community traditions and feel while making progress with improvements	8/3/2023 8:38 PM
74	Algona has done a lot of maintainence on the power lines and roads recently, which has been fantastic. The city has also always been helpful with any questions or request I make by phone or email and has been very quick. My favorite thing about Algona is the friendliness of the people and the willingness to help neighbors. Everybody waves back.	8/3/2023 4:05 PM
75	Maintaining the small town feel	8/3/2023 2:38 PM
76	Quiet and easy access to hwys and services	8/3/2023 11:41 AM
77	Neighbors Communication	8/3/2023 11:23 AM
78	I’m not sure there has been much change ver the last 10 years. I’ve grown up in Algona and after 38 years here and bringing both of my kids home to the same house, I am ready to leave because of how small peoples land is getting. People and families live in Algona for what is left of the small town feel, with the ability to be centrally located near the amenities without having them on the same block. If people wanted to live in the city and have the retail locations, apartments and townhouses, they would live in the city. Algona is what is left of the small town farming communities in the area and that is why people live here; it’s small and fairly quiet.	8/2/2023 9:04 PM
79	my favorite thing is, it is close to the freeways and areas such as Sumner, Federal Way, Auburn, where there is shopping.	8/2/2023 1:14 PM

Q16 What would you like to see Algona do better by 2044? What would you like to see change in your City? What is the most challenging part of living in Algona?

Answered: 85 Skipped: 14

#	RESPONSES	DATE
1	Cleaning up people's front yards from junk and overgrown bushes and unused vehicles.	2/22/2024 3:29 PM
2	Land acquisition, Tear down these old mobiles and house, Put the selling shoes on & convince residents to upgrade to a town house or duplex, at no cost to them. Provide the owner with a no rent guarantee & collect the money from all the new residents. It’s a win win for everyone.	2/18/2024 6:29 AM
3	Address homes that have multiple non related residents and excessive number of cars that tend to block mailboxes and street thoroughfare. As well as the asthetics of Nine cars parked on a single lot.	2/16/2024 6:50 PM
4	Sidewalks a d street lights on washington blvd	2/16/2024 6:46 PM
5	Harder enforcement on crime and drug activity. Stricter enforcement of vehicles with expired license plates/tabs.	2/16/2024 6:45 PM
6	Algona should put more effort into ditches and storm drains so that heavy rains don't flood roads and yards.	2/14/2024 6:10 PM
7	I would like to have more street lights.	2/14/2024 3:04 PM
8	Improve flooding and adding small businesses	2/13/2024 2:28 PM
9	Code enforcement of people running industrial businesses from their homes in residential areas. They need to be encouraged/incentivized to conduct their business in the areas zoned for it. Why have such zoning if its not going to be enforced? Code Enforcement may need more tools to investigate and enforce existing code without putting the city at risk for lawsuits.	2/12/2024 5:45 PM
10	Algona needs to clean up. The "Ha Do" apartments for example.	2/12/2024 8:21 AM
11	The street quality is poor on Seattle bvld N. I would like to see streets a ditches maintained better and made to look better.	2/9/2024 7:40 PM
12	Have a few small business nearby, continue regular police patrolling, provide fresh organic store options nearby, provide housing options for single families and develop the multitude of vacant lots while keeping traffic at a minimum	2/9/2024 7:37 PM
13	More local business, small retail, more revenue, local jobs, more of a small town city center	2/4/2024 12:24 PM
14	N/a	1/29/2024 11:53 AM
15	I would like to see preservation of most of the existing green spaces and a local grocery store!	1/29/2024 11:24 AM
16	Work on the flooding that happens. Continue to work on the streets.	1/29/2024 10:34 AM
17	I'd love to see single family homes in good shape, and yards not flooding. I think Algona should invest in storm/rain water management for our streets and neighborhoods. I would love to see more community events and engagement!	1/29/2024 10:15 AM
18	Adding sidewalks on celery for safe travel. Addressing flooding issues	1/29/2024 10:14 AM
19	Control flooding	1/29/2024 10:06 AM
20	Na	12/9/2023 5:29 PM
21	Sidewalks, sidewalks, sidewalks. Plus lighting on sidewalks. Sidewalks will make it safter to walk, especially in the darker days of fall/winter/spring. The lighting will help as well	11/5/2023 8:25 PM
22	Would like to see the city update and upgrade our aging storm and water and sewer systems.	10/14/2023 1:32 PM

23	Upgrade parks	10/14/2023 12:07 PM
24	Cleanliness of individuals properties throughout the town.	9/28/2023 9:17 AM
25	Housing development that apartment building on 1st avenue is an eyesore it needs to go and address the flooding	9/23/2023 9:14 AM
26	storm drains are not maintained, our yards and crawl spaces flood regularly, and when it's brought to your attention, you admit it is from storm drains not being maintained, this is unacceptable, we pay for these services and they should be cleaned out multiple times a year rather than waiting for a complaint to come in.	9/20/2023 9:00 AM
27	Complaints are ALWAYS ignored. Never feel like anyone gives a rats butt about you. We pay very high taxes… for what? The roads are split, cracked & broken. My yard floods up to 5”. I have a ‘storm drain’ literally right in front of my house. One time, once, someone came out, looked at it, then said “It works just fine” CLEARLY IT DOES NOT, IF MY YARD THAT IS LITERALLY 6” AWAY, IS FLOODED! And why aren’t there sidewalks everywhere? New construction gets them, but no one else does. These streets are dangerous to walk on. Especially at dusk. The “infrastructure” does not care about its people.	9/20/2023 8:06 AM
28	Watching city streets waring out. Getting them back into shape	9/16/2023 12:14 PM
29	Continue small town feel while staying modern in sevices	9/16/2023 10:41 AM
30	Safer for children - not comfortable with them at bus stop alone or anywhere alone, concerned about recent shootings, arson, and nearby sex offenders - to the point that we plan on moving next year	9/15/2023 10:46 AM
31	It’s not walking friendly enough- no sidewalks to the mall or Safeway is dangerous and frustrating. The inter urban trail has been improved everywhere but in Algona, where it’s unstable and dangerous	9/13/2023 11:08 AM
32	Utilize vacant land for crops until it is sold for something better Have yoga classes I love living in Algona! Cars parked on the streets that interfere with my vision suck!	9/9/2023 7:51 PM
33	There is no capacity to plan for the next 20 years. Whatever is planned will not happen. Anyone saying otherwise is a clueless bullshit artist trying to pass off their personal desires as being for the common good. It will not happen.	9/9/2023 12:08 PM
34	Safety concerns when calling 911 for assistance and not addressing the issue properly	9/8/2023 3:20 PM
35	Become more active in our community.	9/8/2023 2:33 PM
36	Have city workers not park at community center	9/7/2023 11:33 AM
37	Keep up the good work	9/6/2023 11:38 AM
38	Keep spaces between homes; community garden and encouragement to be agricultural; challenging: the increase of tall cookie cutter homes and destruction of marsh/wetlands	9/6/2023 7:36 AM
39	Have a downtown area where people can congregate	9/5/2023 3:34 PM
40	Nothing	9/5/2023 1:33 PM
41	Better enforcing the law	9/5/2023 12:15 PM
42	Improve the ditches in all areas. Most challenging is the lack of care done by people in their own space.	9/5/2023 12:05 PM
43	Quality of neighbors living in Algona….(drug dealing, purposely loud vehicles, pitbull type dogs running loose, dogs barking nonstop because they are ignored, garbage and non running cars in yards, and crime. Old water & sewage lines	9/5/2023 10:44 AM
44	Rising property taxes is a challenge.	9/2/2023 9:14 PM
45	storm water management	9/1/2023 6:26 PM
46	More reliable bus transportation and prevention for neighborhood flooding.	9/1/2023 5:04 PM
47	Stay small. The most challenging part is watching Algona turn ghetto with houses not being maintained to code and shoving new houses in smaller lots. Overwhelming the schools, and	8/31/2023 5:49 PM

	the sense of greed I feel coming from city hall. I would like to see a sense of order brought back. Codes unforced and the wet lands protected as well as those who live in the wetlands. Our neighbors have brought in 40 plus dump trucks of dirt in the last few years causing us to flood, our lands to deplete and trees to die. Our foundation is cracking because our water table is maybe 6 inches in the ground. Jimmy did nothing to stop them except for asking to put in a ditch that leads and drains to nowhere. The lack of understanding how wetlands work is astounding considering we are a small town built on wetlands. This is going to force us to file a nuisance neighbor lawsuit to stop the bringing in of dirt illegally(without permits) because the city refused to step in.	
48	Improve the roads, get a new police chief	8/30/2023 5:53 AM
49	The walking trails can get a little sketchy	8/28/2023 3:38 PM
50	Perhaps putting in more side walks	8/28/2023 3:29 PM
51	Hoarding seems to be a big problem in town as well as multiple families living on single lots with multiple RVs. Smaller affordable housing would help with this and the enforcement of codes. I would like to see a downtown corridor with small businesses. Also, walking access(along Perimeter Rd) to the YMCA.	8/15/2023 3:17 PM
52	Although the new 7-11 is not in Algona it brings garbage and crime to our little city please don't bring more crime by adding huge apartment complexes like cobble court in pacific	8/14/2023 11:03 PM
53	Better access to sounder and light rail	8/13/2023 7:12 AM
54	What I would like to see change in Algona is Algona being a larger town.	8/12/2023 5:04 PM
55	Sidewalks that just end.	8/12/2023 2:57 PM
56	Please deal with the junky neighborhood vibe. Too many unkept manufactured homes & properties with boats, cars, etc. that never move. The worst part is that we are located in King Co.	8/11/2023 9:58 PM
57	The drainage. It is destroying houses.	8/11/2023 9:39 PM
58	Would love it to be a more walkable town. Most challenging is some of our neighbors not having pride in their property and bringing down the neighborhood.	8/11/2023 9:35 PM
59	Having neighbors who are hoarders; or have a ton of cats who come onto my property. I would like more neighbors to take pride in their homes and community.	8/11/2023 6:10 PM
60	The increased number of neighbors that insist the entire town wants to hear their stereo sub woofer, rolling boomboxes (cars). We have been here twenty two years, it started out very quiet, the Mayberry feel. In 2004 we had a short run of hooligans in town and we were burglarized one time. The quality of the town has slipped some lately, but the quality of the country is in dire straights as well.	8/11/2023 5:49 PM
61	It would be nice to have sidewalks in the neighborhoods to have safe walkable options	8/11/2023 5:19 PM
62	Dangerous aspects that used to be associated only with neighboring Auburn are creeping into Algona, such as homeless drug-addled people settling in around the Interurban trail. These unpredictable people frighten users of the Interurban who use the trail to exercise, walk their dogs, socialize, and spend time with their families. I no longer walk the trail alone north of Coal Ave. because I am afraid.	8/10/2023 11:44 PM
63	Keep the small town a small town.	8/10/2023 11:03 PM
64	Since living on the Algona Freeway (aka: Milwaukee Blvd.) the traffic noise is terrible day and night. I would like the city to start enforcing the noise ordinances more.	8/10/2023 3:52 PM
65	Sidewalks, not let roads fall apart, proper upkeep of unused lots by forcing owners of property to cut excessive grass and plants down	8/10/2023 3:42 PM
66	Small town resources means having to leave the city for shopping and entertainment.	8/10/2023 3:23 PM
67	more voices heard, not silenced.	8/10/2023 1:32 PM
68	Strict enforcement of drug activity in public, no low income housing (attracts drug activity), remove homeless and squatters from vacant properties.	8/10/2023 12:40 PM

69	More affordable housing for lower income people/families	8/10/20[illegible]
70	Improve our city we have now, up updating roads, utilities, safety . Would like to keep small like it is now , with modern improvements	8/10/2023 12:23 PM
71	Make the community a priority. It seems like every board meeting they talk about “being in the red” but they spent an insane amount of money on a building that barely has anyone in it. They spent tax payer dollars to build it and then charge anyone to use it. There’s never anyone there other than Greg it seems like. The permitting department/building department is a joke. Under qualified and doesn’t know what they’re talking about. Slows everything down and costs builders/owners money and time. I would like the see the city make the people the change and put money towards things that will help improve safety (multiple shootings and creepy people in yards/looking in windows). Actually fix the roads that have been terrible and deteriorating for over 5 years. Paint lines on the roads. Finish roads that they never completed.	8/10/2023 11:40 AM
72	We meed more local business	8/10/2023 11:36 AM
73	Keep our town small like it should be, don't go building more houses and buildings, get note stuff for our community to do to get everyone together	8/10/2023 11:15 AM
74	Require & support standard of land/home care for visible homes on main streets. Continue to offer community events. Not over develop	8/10/2023 11:13 AM
75	More community events.	8/10/2023 11:12 AM
76	Known houses that continue to sell drugs and break city laws. Actually do something involving the Police department.	8/5/2023 1:01 PM
77	Have more retail and restaurants. Small business opportunities. Would like to see more local ownership. Seems to be a lot of renters not taking care of their property.	8/5/2023 11:47 AM
78	Clean up the overgrown properties	8/4/2023 12:36 PM
79	If add local retail and services, make the city much more walkable	8/3/2023 8:38 PM
80	I would like to see more new developments be required to deal with their water runoff caused by the fill dirt they bring in. Older lots end up dealing with all their neighbors water on top of their own and I think this is my main complaint with Algona and especially with all the new construction. As someone with an older lot this is my biggest challenge here. Water drainage is hard and expensive to get when you have to deal with it from multiple yards coming to yours.	8/3/2023 4:05 PM
81	More small businesses	8/3/2023 2:38 PM
82	Narrow streets, few sidewalks, better street lighting, and resolve flooding.	8/3/2023 11:41 AM
83	Cost of Living for young people. More affordable housing options	8/3/2023 11:23 AM
84	Bring back Algona DAYS, where the city showed its pride, held a street dance on Friday night, a parade on Saturday morning followed by vendors and activities all day Saturday and of Sunday. Hire more staff or volunteers at the community center to run family friendly events and not just Gary who is tired and not always the friendliest person. The most challenging part about living in Algona is not feeling protected by the police, and that not their fault, but why have a police department if they can no longer serve and protect?	8/2/2023 9:04 PM
85	I would like to see less flooding in the city and more enforcement of removing abandoned cars, keeping yards in lots mowed, the most challenging part of living Algona is a lack of transparency of when your neighbors are allowed to fill or build without permits. Or without proper permits.	8/2/2023 1:14 PM

Q17 Housing: Are you satisfied with the housing options available to you right now? If not, what's missing? How will your housing needs change by 2044?

Answered: 81 Skipped: 18

#	RESPONSES	DATE
1	We are living in a single-family home and don't have any housing needs.	2/22/2024 3:29 PM
2	No we need more housing	2/18/2024 6:29 AM
3	Housing seems fine right now.	2/16/2024 6:50 PM
4	Mine not at all	2/16/2024 6:46 PM
5	New housing units should not be built as they are on 8th Ave N. There isn't adequate parking.	2/16/2024 6:45 PM
6	I think that algona has a wide range of options when it comes to homes. The amount of homes with with decent sized yards is decreasing though, and I think that diminishes some of the city's charm.	2/14/2024 6:10 PM
7	I am happy with my housing option. By 2044 I may need to have a caregiver.	2/14/2024 3:04 PM
8	In satisfied with it currently. Adding a few apartments by 2044	2/13/2024 2:28 PM
9	I am satisfied although I know many people who are not. I don't know what people expect should be available to them. There may not be the housing they like in Algona but neighboring communities have it. Lets not degrade Algona for the sake of making everyone happy. We need to create a standard and work towards maintaining it.	2/12/2024 5:45 PM
10	Been in our home 30 years, have been happy there	2/12/2024 8:21 AM
11	I like the single family housing and it lends to community feel. Apartments attract issues. Affordable single family housing should be our goal.	2/9/2024 7:40 PM
12	Housing is fine for our family. There are several families with children on my block, it would be nice to have other housing to diversify the population.	2/9/2024 7:37 PM
13	I'm satisfied, do not want less land !!!	2/4/2024 12:24 PM
14	It needs more housing over all & not just single family	1/29/2024 11:53 AM
15	I am satisfied.	1/29/2024 10:34 AM
16	We bought our home in Algona 3 years ago because it was more affordable and the location. I think Algona should try to remain a family city and have lots of cute houses for families to live and grow in.	1/29/2024 10:15 AM
17	I will be staying in my home for a long time so utilities management, utilities cost management, and flood control will support me staying here	1/29/2024 10:14 AM
18	Nothing	1/29/2024 10:06 AM
19	Na	12/9/2023 5:29 PM
20	Satisfied	11/5/2023 8:25 PM
21	I am satisfied.	10/14/2023 1:32 PM
22	Yes	10/14/2023 12:07 PM
23	Needs more affordable single family homes	10/14/2023 12:03 PM
24	Nothing	9/28/2023 9:17 AM
25	It's ok for now	9/23/2023 9:14 AM

26	We need sidewalks everywhere.	9/20/2023 8:06 AM
27	Senoir living would be nice	9/16/2023 12:14 PM
28	Yes Please no apartments	9/16/2023 10:41 AM
29	Yes	9/15/2023 10:46 AM
30	Housing is great	9/13/2023 11:08 AM
31	I may increase the size of my house but not sure if I can afford it	9/9/2023 7:51 PM
32	The by far singlemost problem facing humanity is gross overpopulation. Growth, growth, growth you talk about. Do not make plans to expand the population within Algona; just stop yourselves.	9/9/2023 12:08 PM
33	Does not apply	9/8/2023 3:20 PM
34	Yes	9/8/2023 2:33 PM
35	Better and wider side roads with sidewalks	9/7/2023 11:33 AM
36	Yes. I think smaller single family homes with plenty of yard space is precious to families.	9/6/2023 11:38 AM
37	Need apts but not giant bldgs; my kids/young adults need initial affordable safe move out places; I want to keep the space around my home; Keep homelessness and crime away from my home	9/6/2023 7:36 AM
38	More single family homes east of 167	9/5/2023 3:34 PM
39	Satisfied	9/5/2023 1:33 PM
40	Yes	9/5/2023 12:15 PM
41	I am satisfied with my house.	9/5/2023 12:05 PM
42	Yes. Maybe the safety at the Ha-Do apts.	9/5/2023 10:44 AM
43	Yes, as long as we don't get priced out.	9/2/2023 9:14 PM
44	Yes	9/1/2023 5:04 PM
45	Nothing needs to change. We do not need apartments or multiple family units	8/31/2023 5:49 PM
46	The housing options are fine but the trains aren't	8/28/2023 3:38 PM
47	Yes.	8/28/2023 3:29 PM
48	Families cannot afford the cost of housing and seniors cannot afford the high taxes in king county. As we look towards retirement hoping we don’t get taxed out of our home	8/14/2023 11:03 PM
49	We're satisfied	8/13/2023 7:12 AM
50	Yes, I’m somewhat satisfied.	8/12/2023 5:04 PM
51	I like the housing here where people have yards and we are not on top of each other	8/12/2023 2:57 PM
52	I'm in real estate. I know affordability stinks for many. Need more supply. Allowing two DADUs will help. We most likely won't live here in 2044, not even 2034. Getting out of King Co, maybe the state within 5 years.	8/11/2023 9:58 PM
53	Yes. We will more than likely be moving out of the area in the next 5 years.	8/11/2023 9:35 PM
54	No opinion	8/11/2023 6:10 PM
55	yes, I'm seventy. I'm not going anywhere.	8/11/2023 5:49 PM
56	I am satisfied only because I bought my house pre-covid boom	8/11/2023 5:19 PM
57	No! Be able to have Adu housing for older family members on property. & to have more affordable housing in area	8/11/2023 3:08 AM
58	As residents age, it would be nice to be able to move into single story homes and remain in Algona, passing on the two-story ones to younger families.	8/10/2023 11:44 PM

59	Yes	8/10/2023 11:03 PM
60	Housing is good for me right now since I own my house. By 2044 I will probably be dead.	8/10/2023 3:52 PM
61	Lucky we bought a house when we did, very little affordable hoke ownership for new buyers	8/10/2023 3:42 PM
62	No opinion	8/10/2023 3:23 PM
63	not about the city, about the state/county	8/10/2023 1:32 PM
64	Yes. I don’t want low income housing in our city. Auburn can handle that.	8/10/2023 12:40 PM
65	My needs are well met	8/10/2023 12:30 PM
66	Yes. We don't want to see it get bigger!!!	8/10/2023 12:23 PM
67	We would like to be able to build a townhouse/quad pled on our property.	8/10/2023 11:40 AM
68	Own home. Satisfied	8/10/2023 11:36 AM
69	Nothing needs to change	8/10/2023 11:15 AM
70	I own my own home. If I purchased again, there are t homes in this area that are big enough? With nice enough neighborhoods without the risk of flooding.	8/10/2023 11:13 AM
71	I’m satisfied	8/10/2023 11:12 AM
72	Yes, do not plan on living here that long.	8/5/2023 1:01 PM
73	Yes. Plenty of options available.	8/5/2023 11:47 AM
74	Yes	8/4/2023 12:36 PM
75	Satisfied. I might want to put tiny homes on 2 of my 3 lots for income or a carer later in life. Want that to be standard permitting if not already.	8/3/2023 8:38 PM
76	I think the housing options now are decent, it is getting hard to find smaller houses for people just starting out though. I think the biggest thing for me is a lot of these new lots don't have much yard, which would be an issue personally because I love to garden.	8/3/2023 4:05 PM
77	Yes	8/3/2023 2:38 PM
78	Satisfied	8/3/2023 11:41 AM
79	Multi dwelling options Moving my daughter in with us due to cost of housing	8/3/2023 11:23 AM
80	My housing needs are not slated to change anytime soon, and if they do it will be to leave Washington state all together.	8/2/2023 9:04 PM
81	as far as I’m concerned, housing options are fine right now I own my own home and I don’t think it will change by 2044. Hopefully I won’t be taxed out by all the taxes from local, county, state and federal.	8/2/2023 1:14 PM

Q18 What else should be considered in the 2024 Comprehensive Plan update that is not described within the survey?

Answered: 71 Skipped: 28

#	RESPONSES	DATE
1	Fixing flooding and standing water issues. Cleaning out the ditches (like the Chicago Ditch, Broadway Ditch, Celery Ditch, Boundary Ditch, and whatever other ditches are out there) so the ditch water can flow freely. And dig out the ditch or creek that borders the Northwest part of Algona. Maybe a few holding ponds need to be developed in that area too. Also people need to be notified to clean up their visible "junk yards" or be fined.	2/22/2024 3:29 PM
2	Land acquisition	2/18/2024 6:29 AM
3	N/a	2/16/2024 6:50 PM
4	S street lights and sidewalks	2/16/2024 6:46 PM
5	N/A	2/16/2024 6:45 PM
6	Like most cities, one of the largest problems we face is drug use. It creates crime and breaks apart families. Obviously, there is no easy solution to this problem, but community outreach and education is always a good way to start.	2/14/2024 6:10 PM
7	At night, the streets are too dark.	2/14/2024 3:04 PM
8	.	2/13/2024 2:28 PM
9	The increase in vehicular traffic. From Amazon to Uber/Lyft to kids growing up and driving themselves in addition to their friends driving through our neighborhoods. We have commuters using Algona as a "short-cut" when traffic on West Valley Highway and SR167 is bad. We must be proactive about creating disincentives for people who don't live/work in Algona from wanting to drive through it to save themselves time. They can leave earlier.	2/12/2024 5:45 PM
10	Thank you for painting the street lines by the transfer station. It is still pretty dark over there, when raining. Maybe more lights, or reflectors.	2/12/2024 8:21 AM
11	Improve west valley pavement. Add round about at 1st and west valley. Add round about at Milwaukee bvld and 1st.	2/9/2024 7:40 PM
12	Community space for affinity groups	2/9/2024 7:37 PM
13	ada accessibility- making city information ready and available in more languages	2/4/2024 12:24 PM
14	N/a	1/29/2024 11:53 AM
15	Can we get sidewalks put in! The trail is nice, but the rest of the neighborhood isn't really walkable, save for random sidewalks put in by the owner of whatever property	1/29/2024 11:24 AM
16	Not sure	1/29/2024 10:34 AM
17	I think the city should address the houses that are dangerous with crime and drug activity. It makes me scared to walk with my baby in the stroller with people racing through the streets and doing drugs day and night. It's sad and makes our family nervous and uncomfortable.	1/29/2024 10:15 AM
18	I heard that hotels will be moving into Algona, and i think this is not great and will increase crime rates and traffic congestion and noise. When i moved here, it was very safe and in the last few years, I'm very uncomfortable with the increase in shootings, car accidents, and fires. Transient populations are not addressed either	1/29/2024 10:14 AM
19	A developed Town Center	1/29/2024 10:06 AM
20	Na	12/9/2023 5:29 PM
21	Adding sidewalks to majority of the streets. 11th ave, 10th ave, Celery ave, etc. Not just the	11/5/2023 8:25 PM

	main ones. Adding some features to the interurban trail would be nice as well. Planting trees along the trail for shade during the hot summer days. Garbage cans to put dog poop in. Adding a gravel path parallel to the asphalt trail is good for running, as it puts less strain on the joints. This would encourage more physical exercise in Algona	
22	Not sure	10/14/2023 1:32 PM
23	Plant trees	10/14/2023 12:07 PM
24	A town center concept.	9/28/2023 9:17 AM
25	Side streets with no sidewalks the weather railroad runs the back streets fix those so people can ride their bikes and push baby strollers	9/23/2023 9:14 AM
26	Fix the flooding issues. Break open the drains & clean/fix them. Make sure there are actually underground lines connected & functioning, it’s not just the vertical rain going in!	9/20/2023 8:06 AM
27	Can't come up with anything else	9/16/2023 12:14 PM
28	Encourage safe gun use - maybe free class for concealed carry permit	9/15/2023 10:46 AM
29	I think you’ve covered it	9/13/2023 11:08 AM
30	My goodness, I almost forgot the most important thing!! Our streets need more lights to give us better sight & safety at night! Being motion and night sensitive will save energy!!	9/9/2023 7:51 PM
31	That new apartment building on Valley Avenue is going to be a real problem.	9/9/2023 12:08 PM
32	Law enforcement training of handling certain situations that should be defused that are not	9/8/2023 3:20 PM
33	Nothing	9/8/2023 2:33 PM
34	Put in sidewalks in older neighborhoods. Not wait for new homes to be built BEFORE adding sidewalks	9/7/2023 11:33 AM
35	Nothing to add	9/6/2023 11:38 AM
36	Religious/spiritual places/buildings and community involvement. Opportunities to serve/volunteer for city projects and community involvement; city events (yard sale weekend, swap meet, community gatherings would be opportunities for small business to begin and be known	9/6/2023 7:36 AM
37	Sidewalks though out the city sooner than later	9/5/2023 3:34 PM
38	Na	9/5/2023 12:15 PM
39	Hmm	9/5/2023 12:05 PM
40	Police/city supporting city codes or police having the cities support to support the codes. Not sure IF police hands are tied or not	9/5/2023 10:44 AM
41	Street lights, round abouts, for main roads.	9/2/2023 9:14 PM
42	Get the trains to slow down in Algona and not honk their horns so obnoxiously	8/28/2023 3:38 PM
43	No big apartments!,,,	8/14/2023 11:03 PM
44	Unsure	8/13/2023 7:12 AM
45	N/A	8/12/2023 5:04 PM
46	Keep building lots a good size. Make sure if a new house is built that they don't flood the other houses around it.	8/12/2023 2:57 PM
47	Improve sidewalks & bike paths. Continue to keep the homeless/druggies at bay. Work on improving the look of our neighborhoods.	8/11/2023 9:58 PM
48	How the wetlands affect our homes. Our home is unleveled due to the wetness here in Algona. We cannot afford over $30k to level our foundation. I know of many other Algona residents in similar situations.	8/11/2023 6:10 PM
49	Meh	8/11/2023 5:49 PM

50	We should limit the number of single-family homes used as rentals if the owner is not also a resident. This will help alleviate the supply issue driving the housing crisis, encourage engagement as the residents will be more invested in the city and typically take better care of their property if owned vs. rented.	8/11/2023 3:29 AM
51	Bus transportation to take people to train station or bus transfer station to be able to get to other places	8/11/2023 3:08 AM
52	Enforcement of codes that are already on the books.	8/10/2023 11:44 PM
53	Scrap the apartment complex plans	8/10/2023 11:03 PM
54	The plan covers our needs very well.	8/10/2023 3:52 PM
55	Can't think of anything	8/10/2023 3:23 PM
56	public safety- that comes with low income housing	8/10/2023 1:32 PM
57	Strict enforcement of open drug activity, remove homeless squatting in vacant properties.	8/10/2023 12:40 PM
58	Better equipment and traing for our public works and police staff	8/10/2023 12:23 PM
59	Addressing why so much money was wasted on a giant building for so few employees that you charge the public that paid for it to use. Explain why the police department who keeps us safe was left in the mobile home instead of sharing the giant new building.	8/10/2023 11:40 AM
60	Lower water rates	8/10/2023 11:36 AM
61	Fixing up the parks and add more parks to empty big areas like something by the gazebo	8/10/2023 11:15 AM
62	A younger mayor, more visibility to community events, more visibility into what the town is doing? Do the cops have body cams yet? Prioritize that	8/10/2023 11:13 AM
63	Overall safety, and lack of Police involvement trying to maintain our small town image.	8/5/2023 1:01 PM
64	None that I can see.	8/5/2023 11:47 AM
65	Not sure	8/3/2023 8:38 PM
66	I think we need to approach growth slowly in order to maintain our small town culture. I worry when I hear algona with double in population, because a quick increase will destroy our small town culture.	8/3/2023 4:05 PM
67	More community events	8/3/2023 2:38 PM
68	More affordable housing so family members can find housing .	8/3/2023 11:41 AM
69	Street Lighting- kids wait for school bus in the dark	8/3/2023 11:23 AM
70	LEAVE ALGONA THE WAY IT IS AND HAVE LANDLORDS AND CURRENT PROPERTY OWNERS MAINTAIN THE HISTORICAL BUILDINGS THAT ALREADY EXIST.	8/2/2023 9:04 PM
71	we need to ensure that homeless people do not feel comfortable in the city of Algona and are encouraged to move on.	8/2/2023 1:14 PM

Q19 Is there anything else that you would like to add or say?

Answered: 66 Skipped: 33

#	RESPONSES	DATE
1	No	2/22/2024 3:29 PM
2	Leave it better	2/18/2024 6:29 AM
3	N/a	2/16/2024 6:50 PM
4	Good job	2/16/2024 6:46 PM
5	Thank you to our wonderful city employees and police officers.	2/16/2024 6:45 PM
6	No	2/14/2024 6:10 PM
7	No, thanks	2/14/2024 3:04 PM
8	Algona has a chance to continue to grow in the right direction. We want to preserve the character and feel of small town Algona as we modernize infrastructure and services. We can "have it all" with careful planning and timely implementation.	2/12/2024 5:45 PM
9	There lots of people living in travel trailers. I think these people need to be contacted and codes enforced. Keep algona safe.	2/9/2024 7:40 PM
10	Not at this time	2/9/2024 7:37 PM
11	N/a	2/4/2024 12:24 PM
12	N/a	1/29/2024 11:53 AM
13	No	1/29/2024 10:34 AM
14	We love Algona! I'd love more flowers in the public areas and share more history with residents about Algona (like a Historical Tour or special day to honor Algona's history and people who made this town what it is today).	1/29/2024 10:15 AM
15	We love algona days!	1/29/2024 10:14 AM
16	N/A	1/29/2024 10:06 AM
17	Na	12/9/2023 5:29 PM
18	Sidewalks :)	11/5/2023 8:25 PM
19	No	10/14/2023 1:32 PM
20	No	10/14/2023 12:07 PM
21	Please fix the water fountain at the park and or add more	10/14/2023 12:03 PM
22	No	9/28/2023 9:17 AM
23	We've progressed very slowly which is nice then people can accept change a lot easier and what we've done so far has been great but we need to upgrade our housing address the flooding and a lot of the side streets	9/23/2023 9:14 AM
24	Chief of police does not take animal noise complaints seriously, even though RCW 6.04.150 clearly states that the excessive barking is a nuisance in violation of city laws	9/20/2023 9:00 AM
25	Who the hell are our representatives? I've lived here 22 years and there's never been an attempt to introduce any of them.	9/20/2023 8:06 AM
26	More city art	9/16/2023 12:14 PM
27	I wish we felt safer and could still seeing raising our children here	9/15/2023 10:46 AM

28	I love that we have no housing developments, no HOA's, and therefore a small town inclusive feel, please don't mess with that	9/13/20
29	Street lights!	9/9/2023 7:51 PM
30	The pressure to finish developing the valley from Kent to Sumner is going to increase. It would not be manageable; resistance is not futile.	9/9/2023 12:08 PM
31	We have noticed lately things not being addressed when absolutely necessary for a citizen to feel safe	9/8/2023 3:20 PM
32	I love Algona.	9/8/2023 2:33 PM
33	Use white roads to off set global warming	9/7/2023 11:33 AM
34	No	9/6/2023 11:38 AM
35	I love my city, the City of Algona. I want to keep the wetland/marsh for the Blue Heron. Growth and maintenance must be balanced.	9/6/2023 7:36 AM
36	No	9/5/2023 3:34 PM
37	No	9/5/2023 1:33 PM
38	Ni	9/5/2023 12:15 PM
39	N/A	9/5/2023 12:05 PM
40	More after school activities for all grade levels going later into the evening.	9/2/2023 9:14 PM
41	Keep it small town. We don't need state money. Please don't sell us out.	8/31/2023 5:49 PM
42	No	8/28/2023 3:38 PM
43	N.a.	8/13/2023 7:12 AM
44	No.	8/12/2023 5:04 PM
45	Algona is a nice little city. I'm glad we don't let the homeless take over and we have a great police force.	8/12/2023 2:57 PM
46	We have lived here since 2010 and Algona has grown on us but it still feels like a lower income town, for King Co. It has been nice to see some of the nicer homes being built and flipped. I believe our water/sewer is reasonable. Keep up the good police work.	8/11/2023 9:58 PM
47	No	8/11/2023 6:10 PM
48	The streets need to be cleaned.	8/11/2023 5:49 PM
49	N/A	8/11/2023 3:08 AM
50	Keep Algona a small town	8/10/2023 11:03 PM
51	Tell the State to stay out of our local business. They need to worry about Olympia.	8/10/2023 3:52 PM
52	Nope :-)	8/10/2023 3:23 PM
53	bringing apartments to algona is a horrible idea. who's gaining from this?	8/10/2023 1:32 PM
54	Please keep this a safe place to live. As a resident of over 20 years, I am very disappointed in the drug activity in our city.	8/10/2023 12:40 PM
55	Keep the small town feel!!!	8/10/2023 12:23 PM
56	I really wish it felt like the city cared about the community. Definitely in need of some younger fresh faces.	8/10/2023 11:40 AM
57	Nothing	8/10/2023 11:36 AM
58	It would take too long.	8/5/2023 1:01 PM
59	Not at this time.	8/5/2023 11:47 AM
60	No	8/3/2023 8:38 PM

61	Nope.	8/3/202[illegible]
62	No	8/3/2023 2:38 PM
63	No	8/3/2023 11:41 AM
64	Have town hall meetings for all Algona residents to attend. Be transparent about what is needed and planned	8/3/2023 11:23 AM
65	The chief of police should not be responsible for city facilities, those are two completely different positions and sets of responsibilities.	8/2/2023 9:04 PM
66	no	8/2/2023 1:14 PM

Q20 If you would like to stay informed or participate in future community engagement events for the update of Algona's Comprehensive Plan, we would be happy to reach out to you. Please include your name, contact information, and the best way to contact you:

Answered: 47 Skipped: 52

ANSWER CHOICES	RESPONSES	
Name	97.87%	46
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	93.62%	44
Phone Number	78.72%	37

#	NAME	DATE
1	Aaron Pierce	2/18/2024 6:29 AM
2	Pat Goodwin	2/16/2024 6:46 PM
3	Lisa Martin	2/16/2024 6:45 PM
4	Nathan Markwardt	2/14/2024 6:10 PM
5	Mirla De Jesus	2/14/2024 3:04 PM
6	Maribel Smith	2/13/2024 2:28 PM
7	Rick Connell	2/12/2024 5:45 PM
8	Bryce VanWerven	2/9/2024 7:40 PM
9	R. Nunez	2/9/2024 7:37 PM
10	Kimberly Cook	2/9/2024 8:45 AM
11	Brenna Franco	2/4/2024 12:24 PM
12	Tierra Brown	1/29/2024 10:15 AM
13	Christine Linn	1/29/2024 10:14 AM
14	Maksim Voznyarskiy	11/5/2023 8:25 PM
15	Travis Hill	10/14/2023 12:03 PM
16	N/A	9/28/2023 9:17 AM
17	Brenda Seltz	9/23/2023 9:14 AM

18	Candy Davis	9/20/2023 9:00 AM
19	J Chris Caudilll	9/16/2023 10:41 AM
20	Kathleen Bennett	9/15/2023 10:46 AM
21	Joanna Mashler	9/13/2023 11:08 AM
22	Linda Charles	9/9/2023 7:51 PM
23	Steven	9/9/2023 12:08 PM
24	Valerie Moe	9/7/2023 11:33 AM
25	Jessica Kathleen Parker	9/6/2023 7:36 AM
26	Troy Linnell	9/5/2023 3:34 PM
27	Rick Peters	9/5/2023 1:33 PM
28	David	9/5/2023 12:15 PM
29	Lynn	9/5/2023 11:40 AM
30	Juanita Dupont	8/31/2023 5:49 PM
31	Jagoda Nichols	8/30/2023 5:53 AM
32	Stefanie	8/12/2023 2:57 PM
33	Amy Collins	8/11/2023 9:39 PM
34	john underwood	8/11/2023 5:49 PM
35	Sarah	8/11/2023 5:19 PM
36	David Heye	8/10/2023 3:52 PM
37	Carol Saunders	8/10/2023 3:23 PM
38	Lisa Martin	8/10/2023 12:40 PM
39	No	8/10/2023 11:40 AM
40	Tom Burkley	8/10/2023 11:36 AM
41	Tonya Syslo	8/10/2023 11:12 AM
42	Jim Costulis	8/5/2023 1:01 PM
43	Bill Thomas	8/5/2023 11:47 AM
44	Timothy Fairley	8/4/2023 12:36 PM
45	Sage	8/3/2023 4:05 PM
46	Dan Hansen	8/3/2023 2:38 PM

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
	There are no responses.	

#	ZIP/POSTAL CODE	DATE
	There are no responses.	

#	COUNTRY	DATE
	There are no responses.	

#	EMAIL ADDRESS	DATE
1	aaronpierce223@gmail.coma	2/18/2024 6:29 AM
2	felicity4us2@gmail.com	2/16/2024 6:46 PM
3	wispier.girders0q@icloud.com	2/16/2024 6:45 PM
4	nathan.markwardt@yahoo.com	2/14/2024 6:10 PM
5	mirladejesus1@hotmail.com	2/14/2024 3:04 PM
6	xymous0@gmail.com	2/13/2024 2:28 PM
7	rickconnell425@gmail.com	2/12/2024 5:45 PM
8	Wvb222@hotmail.com	2/9/2024 7:40 PM
9	reejak@yahoo.com	2/9/2024 7:37 PM
10	gordys.baby@comcast.net	2/9/2024 8:45 AM
11	brennaericson06@yahoo.com	2/4/2024 12:24 PM
12	Brown.Tierra1@outlook.com	1/29/2024 10:15 AM
13	christinevlinn@gmail.com	1/29/2024 10:14 AM
14	maksim96@yahoo.com	11/5/2023 8:25 PM
15	Travis.J.Hill@outlook.com	10/14/2023 12:03 PM
16	redrunner96@msn.com	9/23/2023 9:14 AM
17	davisnatecandy@yahoo.com	9/20/2023 9:00 AM
18	jcaudill.inc@gmail.com	9/16/2023 10:41 AM
19	kk12soccerball@hotmail.com	9/15/2023 10:46 AM
20	jmashler@hotmail.com	9/13/2023 11:08 AM
21	lm55chas@aol.com	9/9/2023 7:51 PM
22	I have other means to acquire information.	9/9/2023 12:08 PM
23	drjkparker@gmail.com	9/6/2023 7:36 AM
24	troy_linnell@msn.com	9/5/2023 3:34 PM
25	petersrick88@yahoo.com	9/5/2023 1:33 PM
26	Alldredge	9/5/2023 12:15 PM
27	abingostar@gmail.com	9/5/2023 11:40 AM
28	feeniee@aol.com	8/31/2023 5:49 PM
29	jbajto69@gmail.com	8/30/2023 5:53 AM
30	DulceHA206@Gmail.com	8/12/2023 5:04 PM
31	smarkwardt112@gmail.com	8/12/2023 2:57 PM
32	collinsamy111@gmail.com	8/11/2023 9:39 PM
33	johnshb35@msn.com	8/11/2023 5:49 PM

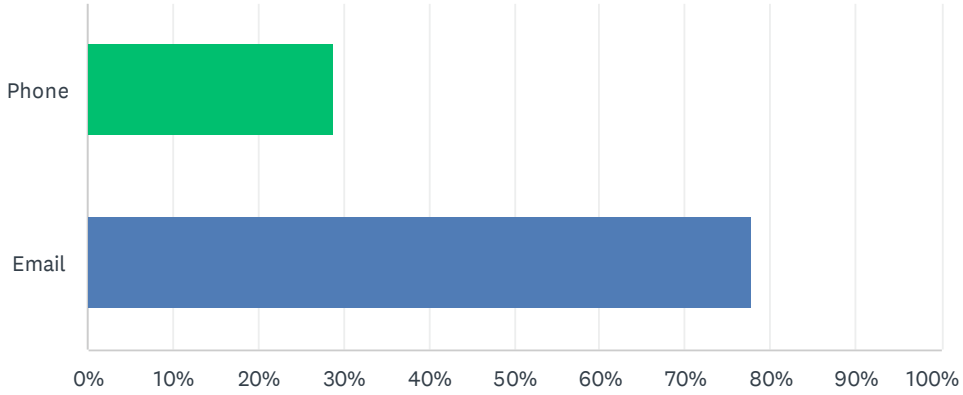
34	samurph26@gmail.com	8/11/2023 [illegible]
35	DLHEYE@gmail.com	8/10/2023 3:52 PM
36	owner@positivepooches.com	8/10/2023 3:23 PM
37	lisakmartin@comcast.net	8/10/2023 12:40 PM
38	earthmantom@gmail.com	8/10/2023 11:36 AM
39	kjsyslo5@gmail.com	8/10/2023 11:12 AM
40	jimcostulis@yahoo.com	8/5/2023 1:01 PM
41	wbthomas303@msn.com	8/5/2023 11:47 AM
42	tandtcustom@hotmail.com	8/4/2023 12:36 PM
43	sagemarkwardt@gmail.com	8/3/2023 4:05 PM
44	halgona@aol.com	8/3/2023 2:38 PM

#	PHONE NUMBER	DATE
1	2533154336	2/18/2024 6:29 AM
2	2533477846	2/16/2024 6:46 PM
3	2062352701	2/16/2024 6:45 PM
4	2538617790	2/14/2024 6:10 PM
5	2533475677	2/14/2024 3:04 PM
6	253-508-8911	2/12/2024 5:45 PM
7	3602016027	2/9/2024 7:40 PM
8	2065514877	2/4/2024 12:24 PM
9	4252237945	1/29/2024 10:15 AM
10	2533291460	1/29/2024 10:14 AM
11	2532454352	11/5/2023 8:25 PM
12	7608875650	10/14/2023 12:03 PM
13	2538045959	9/23/2023 9:14 AM
14	425-208-5829	9/20/2023 9:00 AM
15	2536323538	9/16/2023 10:41 AM
16	2533941568	9/15/2023 10:46 AM
17	2069207096	9/9/2023 7:51 PM
18	2536537696	9/7/2023 11:33 AM
19	2085124769	9/6/2023 7:36 AM
20	2537378069	9/5/2023 3:34 PM
21	2066397129	9/5/2023 1:33 PM
22	2537406502	9/5/2023 12:15 PM
23	2063729784	8/31/2023 5:49 PM
24	2063563288	8/30/2023 5:53 AM
25	253.209.5549	8/12/2023 2:57 PM
26	2062713749	8/11/2023 9:39 PM

27	206-371-5036	8/11/20[illegible]
28	6029083593	8/11/2023 5:19 PM
29	253-833-6382	8/10/2023 3:52 PM
30	253-804-9400	8/10/2023 3:23 PM
31	2062352701	8/10/2023 12:40 PM
32	2532476380	8/10/2023 11:36 AM
33	2064918525	8/10/2023 11:12 AM
34	2533352020	8/5/2023 1:01 PM
35	2537355787	8/5/2023 11:47 AM
36	2532978416	8/4/2023 12:36 PM
37	253-880-7091	8/3/2023 2:38 PM

Q21 What is your preferred contact method?

Answered: 45 Skipped: 54



ANSWER CHOICES	RESPONSES	
Phone	28.89%	13
Email	77.78%	35
Total Respondents: 45		

Appendix K- Implementation Strategies

Goals and Policies	Implementation Step(s)							
GOAL HU-1 Residential Capacity								
Provide sufficient development capacity to meet 2044 regional growth targets and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials and improved infrastructure.								
HU-1.1								
Evaluate future rezones using the land capacity	Update the rezone process within the AMC to require a land capacity							

analysis to ensure capacity for lower-income housing needs is prioritized over low-density housing that serves high-income needs.	analysis for proposed rezones. Expand approval criteria to weigh the impact of potential loss of MFR, subsidized, or emergency housing types.							
HU-1.2								
Encourage final build-out of undeveloped Low-Density Residential (RL) lots to meet high-income housing supply needs and alleviate stress on moderate- and above-median-income households.	Reduce permitting fees by evaluating current permitting structure	Uptrain permitting staff to streamline permitting costs and timelines	Engage with the Master Builders Association to understand development barriers for housing. Engage with subsidized housing providers to understand development barriers for lower income housing in these areas					
HU-1.3								

Consider opportunities to advertise available lands and incentivize development in the Heavy Commercial (C-3) zone to encourage further multifamily development that meets extremely low-, very low-, and low-income housing needs.	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed. Evaluate the feasibility of different incentive programs with developers to determine flexible options to provide developer relief without creating financial burdens on Algona.	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	Engage with the Master Builders Association to understand developmen t barriers for multifamily housing. Engage with subsidized housing providers to understand developmen t barriers for emergency or subsidized housing.				
HU-1.4								
Maintain public infrastructure and provide design and setback guidelines that are compatible	Develop a subarea plan for the town center (1st aver N) and the commercial corridor (West Valley Highway) to map out the							

with existing residential neighborhoods through the adoption of context-sensitive regulation.	desired community build out and coordinate it with public improvements.							
HU-1.5								
Consider the implementation of a subarea plan to encourage more mixed-use, business, and middle housing development in the downtown core along 1st Avenue North.	Develop a subarea plan for the town center (1st aver N) and the commercial corridor (West Valley Highway).							
HU-1.6								
Work with local transit providers to develop greater public transportation infrastructure along zones and minor arterial	Continue partnership with King County Transit to develop new bus stops where higher density housing will be developed.							

corridors intended for higher-density residential development. Future transit stops shall be in logical, accessible, high-density areas of Algona.								
HU-1.7								
Evaluate future opportunities to upzone areas of the city proximal to key public institutions, commercial services, and public transportation when capacity targets cannot be met.	Develop a subarea plan for the town center (1st aver N) and the commercial corridor (West Valley Highway).							
HU-1.8								
Periodically conduct a housing needs assessment to evaluate current	Conduct a housing needs assessment at the mid-point evaluation in addition to the periodic update to							

community housing needs and gaps. Evaluate the impact of housing policies and strategies implemented to determine if they are successful and do not result in disparate impacts.	evaluate the progress towards meeting income level housing needs and measure the success/impact of implemented programs, codes, and partnerships.							
GOAL HU-2 Housing Diversification								
Facilitate a diverse range of middle housing developments with multiple units, compatible in scale and form with detached single-family homes in existing								

residential land use designations, new mixed-use land use designations and overlays, as part of infill strategies and marketable development incentives, and in future development within the City.								
HU-2.1								
Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those at or below 60 percent of the area median income for at	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed. Evaluate the feasibility of different incentive programs with developers to determine flexible options to provide developer relief without creating	Develop zoning regulations to allow multifamily development in the RL zone.						

least fifty years to be in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing.	financial burdens on Algona.							
HU-2.2								
Support single and multi-family housing in areas that provide low-income households with greater access to existing infrastructure capacity, public services, employment areas, and transportation facilities, while	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed. Evaluate the feasibility of different incentive programs with developers to determine flexible						

balancing the need to address disinvestment in historically disinvested neighborhoods.		options to provide developer relief without creating financial burdens on Algona.						
HU-2.3								
Focus on multi-family and higher density along the Pacific DART service area, bus routes, popular destinations within the city, and the Interurban Trail to encourage trail use and connectivity to Auburn Station. Investigate the feasibility of offering incentives for multifamily development, such as parking	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed. Evaluate the feasibility of different incentive programs with developers to determine flexible options to provide developer relief without creating financial burdens on Algona.	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	Continue partnership with King County Transit to develop new bus stops where higher density housing will be developed.	Codify a parking reduction application process permissible for mixed use and multifamily projects and flexibilities for proximity to transit stations. Note - there are currently no transit stations in Algona. A station is planned for by 2030 with the development of the Algona Village project.			

reductions for units affordable within a quarter mile of existing stations.								
HU-2.4								
Expressly permit the "Missing Middle" housing typology in the city municipal code that includes triplex, fourplex, and cottage housing, to be developed in all residential areas and as infill within existing single-family neighborhoods.	Legalize cottage housing in the RL zone.	Legalize triplex and fourplex housing as permitted uses in the RL and RM zones.						
HU-2.5								
Improve the ability of different group home types to	Create public guidance materials on the group	Evaluate the need to update the group home	Develop internal guidance on the group					

be in appropriate residential neighborhoods by streamlining the group home licensing process, including a straightforward permit process, development of a tip sheet, and training for permitting staff.	home application process.	permit and fee process to evaluate barriers. Work with local group home providers to gain insight on permitting improvements.	home permitting process that reflect the state's permitting process and reduce staff confusion on handling this project type.					
HU-2.6								
Support the development of transitional, supportive, and emergency housing types through flexible development regulations that allow developers to utilize the subject parcel but continue to mitigate	Recognize, define, and legalize transitional, supportive, and emergency housing as required under HB1220.							

impacts to neighboring uses and residents from sound, light, odor, visual, or other environmental impacts.								
HU-2.7								
Support inclusionary housing measures, as appropriate, along with income-restricted housing incentives as necessary to promote affordable housing in the C3 zone.	Develop and adopt inclusionary housing measures within the C3 zone intended to promote the development of affordable housing	Engage with the local subsidized housing providers to understand development barriers and lack of interest in unit development. Publish a report identifying reasonable next steps to dismantle barriers.						
GOAL HU-3 Maintain and Improve Housing								

Protect and enhance existing residential neighborhoods by supporting safe, well-maintained housing, adequate parks and recreation facilities, and complete sidewalks and pedestrian/bike paths that connect to parks and recreation and neighborhood-serving uses.								
HU-3.1								
In cooperation with King County and Sound Generations, the City shall evaluate development programs and regulations	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.							

that support the preservation of existing housing.								
HU-3.2								
Private investment should be encouraged in older residential neighborhoods, manufactured homes, and multi-family complexes to ensure the health, safety, and quality of existing housing.	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.						
HU-3.3								
Outreach and marketing programs supporting weatherization, home repair and rehabilitation,	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.	Develop a housing resources webpage on the City's website to market home maintenance						

financial and technical assistance, and infrastructure maintenance should be improved and maintained.		programs offered by public or nonprofit grant programs.						
HU-3.4								
Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.	Develop a housing resources webpage on the City's website to market home maintenance programs offered by public or nonprofit grant programs.	Permit senior housing in all residential zones outright with conditional use in the C3 zone. Create development standards specific to senior housing.	Uptrain permit staff on the Adult Family Home permitting process administered by the State.	Adopt universal design as a local amendment to the building code.	Create a city webpage with resources for lower income homeowners and renters. Include opportunity to sign up for outreach emails regarding new programs, partnerships, and resources for housing.			
HU-3.5								
Assure that site, landscaping, building, and design regulations create effective	Consider implementing a form based code with a gradient approach to form between zones	Consider effective zone transitions in development code updates	Consider effective zone transitions in future subarea plans.					

transitions between different building forms, land uses, and densities.								
HU-3.6								
Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).							
GOAL HU-4 Meet Lower Income Needs								
Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to								

affordable homeownership for extremely low-, very low-, low-income, and moderate-income households.								
HU-4.1								
Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing, monitoring of permits by housing type, developing targeted incentive and outreach	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.	Implement just cause eviction to protect tenants from landlords retaliating if they request basic maintenance and repairs to maintain a healthy and safe living environment.	Create a city webpage with resources for lower income homeowners and renters. Include opportunity to sign up for outreach emails regarding new programs, partnerships, and resources for housing.	Adopt an administrative parking reduction permit process when projects cannot meet all parking needs in the Parking Ordinance. Allow more flexible parking requirements for affordable housing projects.	Adopt flexible development standards for affordable housing units.	Internally track permitting data to evaluate the impact of adopted incentives, programs, or zoning codes.	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	Develop a housing resources webpage on the City's website to market home maintenance programs offered by public or nonprofit grant programs.

programs, and zoning regulation amendments.								
HU-4.2								
Encourage the development of more affordable housing units, such as permanent supportive housing, transitional housing, emergency housing, manufactured housing, and accessory dwelling units (ADUs).	Conduct a feasibility analysis of implementing of pre-approved ADU plans to empower residents to afford construction and development of ADUs. Explore whether SKHHP can help implement this tool.	Expand ADU allowances to permit up to two units per lot as required by HB1337.	Recognize, define, and legalize transitional, supportive, and emergency housing as required under HB1220.					
HU-4.3								
Adopt density bonus opportunities in the City's Zoning Code for development proposals that provide for extremely low-	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An	Work with the City Attorney to establish conditions for density bonus applications that maintain affordability in eligible units for a period of	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily	Adopt a density bonus program.			

, very low-, and low-income housing units. Establish specific criteria and a consistent process for ensuring that those units remain affordable over time.	economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	at least 40 years.		proposed. Evaluate the feasibility of different incentive programs with developers to determine flexible options to provide developer relief without creating financial burdens on Algona.				
HU-4.4								
Collaborate with King County and other local governmental organizations to investigate and implement regional funding options to support the development	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).							

and/or maintenance of affordable housing such as a regional housing trust fund, housing assistance fund, housing coalition or partnership, or other mechanisms.								
HU-4.5								
Explore opportunities to participate in a Local Housing Fund program to subsidize low- and middle-income home buyers and renters. Consider partnership with South King County Housing and Homelessness Partners to collaborate on meeting	Join the South King Housing and Homelessness Partners (SKHHP) interlocal agreement to address low income housing needs regionally.	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).						

regional extremely low-income housing needs.								
HU-4.6								
Identify, inventory, and promote the use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households. Work in partnerships or coordination with nonprofits and public entities to facilitate the use of surplus public land for subsidized housing units.	Evaluate opportunities to purchase vacant lands with interlocal agreements for purchasing partners (i.e. SKHHP, adjacent cities, AHC).							
HU-4.7								
Waive, reduce, or defer fees for extremely low-income	Conduct a feasibility analysis on the financial viability of free	Conduct a study to evaluate the city's						

housing projects to incentivize affordable housing.	reduction programs for subsidized or emergency housing projects. Map out a plan for implementation as the city budget allows.	permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.						
HU-4.8								
Implement strategies that reduce barriers to the development of affordable manufactured units at market rate values. Review the municipal code for unintentional impacts of city fees, permitting timelines, and strict application of development standards on	Permit senior housing in all residential zones outright with conditional use in the C3 zone. Create development standards specific to senior housing.	Recognize and adopt development standards for foster homes.	Engage with manufactured housing owners and developers to understand development barriers toward this form of housing.	Adopt a flexible lot size reduction code to grant flexibility on subdivision projects.	Conduct a study to evaluate the city's permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.	Evaluate opportunities to purchase vacant lands with interlocal agreements for purchasing partners (i.e. SKHHP, adjacent cities, AHC).		

access to affordable homeownership.								
HU-4.9								
Collaborate with housing and subsidized housing developers to identify development barriers in Algona to housing.	Engage with the local subsidized housing providers to understand development barriers and lack of interest in unit development. Publish a report identifying reasonable next steps to dismantle barriers.							
GOAL HU-5 Address Equity and Disparate Impacts								
Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at								

all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services.								
HU-5.1								
Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source	Adopt a Housing Discrimination Ordinance prohibiting housing discrimination in the City,	Work with the King County Assessor's Office to determine if low income or historically BIPOC neighborhoods are being regressively taxed on property taxes	Conduct a feasibility analysis on implementing a localized relocation assistance program, rental assistance program. And education programs. If	Implement just cause eviction to protect tenants from landlords retaliating if they request basic maintenance and repairs to	Implement notice of rent increase for rental units to increase tenant protections.			

of income or disability. Adopt and enforce ordinances directed at prohibiting housing discrimination.		to improve the fairness and accuracy of taxation.	not financially feasible in the near future, Algona shall partner with SKHHP to meet needs and explore community land trust feasibility.	maintain a healthy and safe living environment.				
HU-5.2								
Evaluate opportunities to reduce cost burdens on households by hosting a series of public events or focus group meetings to identify community concerns and barriers to housing.	Develop notice list of locally available cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to increase public engagement participation and community vetted feedback into proposed programs, codes, and development.	Engage with the Master Builders Association to understand development barriers and lack of interest in commercial or job generating uses in Algona.	Engage with the local subsidized housing providers to understand development barriers and lack of interest in unit development. Publish a report identifying reasonable next steps to dismantle barriers.	Work with the King County Assessor's Office to determine if low income or historically BIPOC neighborhoods are being regressively taxed on property taxes to improve the fairness and accuracy of taxation.	Host a biannual town hall on housing to hear from residents on their concerns for housing affordability, supply, and needs.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships		

						with community groups and community based organizations to better understand existing barriers and inform the program.		
HU-5.3								
Maintain zoning and development regulations for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability, including group homes, consistent with the Federal Fair Housing Act.	Conduct an informed study to evaluate the historic tools of displacement, exclusion, and racial bias in housing opportunities. Conduct a letter campaign informing residents of potential racially based covenants and how to remove them from titles.	Establish a local tenant protection ordinance that address demographic and economic protections within Algona. Engage with organizations and partners to establish a fair, robust ordinance.	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to evaluate the progress towards meeting income level housing needs and measure the success/impact of					

			implemented programs, codes, and partnerships.					
HU-5.4								
Make reasonable accommodations in regulations, policies, practices, and services to afford all community members equal opportunity to use or enjoy a dwelling.	Conduct a study to evaluate the city's permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.	Recognize, define, and legalize transitional, supportive, and emergency housing as required under HB1220.						
HU-5.5								
Explore the feasibility of implementing a rental inspection and registry program, relocation assistance program, right-to-return policy, rental assistance	Conduct a study to evaluate the city's permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.	Conduct a feasibility analysis on implementing a localized relocation assistance program, rental assistance program. And education programs. If	Implement targeted outreach programs that prioritize community engagement with specific racial groups that have evidence of disproportionate cost	Develop a rental housing resource webpage on the City's website.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions			

program, and tenant and homeownership education programs.		not financially feasible in the near future, Algona shall partner with SKHHP to meet needs and explore community land trust feasibility.	burden and lack of access to homeowners hip.		(e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing barriers and inform the program.			
HU-5.6								
Conduct a periodic Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify potential physical,	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to evaluate the progress towards meeting income level housing	Establish a local tenant protection ordinance that address demographic and economic protections within Algona. Engage with organizations and partners	Conduct a feasibility analysis on implementing a localized relocation assistance program, rental assistance program. And education	Develop a rental housing resource webpage on the City's website.	Implement just cause eviction to protect tenants from landlords retaliating if they request basic maintenance and repairs to maintain a healthy and	Implement notice of rent increase for rental units to increase tenant protections.	Implement targeted outreach programs that prioritize community engagement with specific racial groups that have evidence of disproportion	

economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressures. Use a range of strategies to reduce and mitigate identified displacement risk.	needs and measure the success/impact of implemented programs, codes, and partnerships.	to establish a fair, robust ordinance.	programs. If not financially feasible in the near future, Algona shall partner with SKHHP to meet needs.		safe living environment.		ate cost burden and lack of access to homeowners hip.	
HU-5.7								
Use measures to track implementation and performance to ensure policies are working as intended to meet identified	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to evaluate the progress towards							

affordable housing needs and address racially disparate outcomes, exclusion, displacement, and displacement risk.	meeting income level housing needs and measure the success/impact of implemented programs, codes, and partnerships. Develop and periodically update performance tracker on the success/impact of implemented programs, codes, and partnerships.							
HU-5.8								
Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households,	Engage with the Master Builders Association to understand development barriers and lack of interest in commercial or job generating uses in Algona.	Develop a farmers market program to occur throughout summertime months to address the lack of healthy food or groceries available in the community's	Create a city webpage marketing all housing programs and incentives.	Recognize and adopt development standards for foster homes.	Permit senior housing in all residential zones outright with conditional use in the C3 zone. Create development standards specific to senior housing.	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic	

like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies.		residential core.					development in the town center to revitalize Algona's attractiveness to developers.	

Goals and Policies	Implementation Step(s)							
GOAL LU-1 Build Urban Spaces								
Establish a pattern of development that maintains and enhances the quality of life within Algona.								
LUP-1.1								
Plan for a balanced mix of land uses based on land availability and the capacity to provide public services.	Conduct Land capacity analysis to evaluate the demand for different types of land within the city	Evaluate infrastructure, capital facilities, and other public services to evaluate the current capacity and Level of Service available.						
LUP-1.2								
Implement ordinances to achieve compatible and attractive new residential, commercial, and industrial uses.	Consider design requirements for commercial and industrial uses	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).	Implement the long range recommendations of the subarea plan					

LUP-1.3								
Create a variety of high-quality places to live, work, shop, and recreate.	Develop notice list of locally available cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to increase public engagement participation and community vetted feedback into proposed programs, codes, and development.	Evaluate the demand for different types of land within the city to provide a balance of land uses	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).					
LUP-1.4								
Review and amend zoning and subdivision regulations to adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and	Continue to evaluate comprehensive plan designations and implementation steps on a regular basis to create concurrency with zoning regulations						

	childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing conflict	and best practices						
LUP-1.5								
Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City.	Conduct Land capacity analysis to evaluate the demand for different types of land within the city	Evaluate infrastructure, capital facilities, and other public services to evaluate the current capacity and Level of Service available.						
GOAL LU-2 Balance Uses								
Through the Land Use Element, work to balance residential, commercial, industrial, and public uses.								
LUP-2.1								

Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation, and environmental protection.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing conflict	Evaluate the demand for different types of land within the city to provide a balance of land uses	Develop zoning regulations to allow multifamily development in the RL zone.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).	Conduct a feasibility analysis on the financial viability of free reduction programs for subsidized or emergency housing projects. Map out a plan for implementation as the city budget allows.			
LUP-2.2								
Ensure regulations, programs, and project-specific reviews are consistent with the policies of this plan.	Evaluate concurrency between any proposed regulations, programs, and project reviews and the comprehensive plan.	Ensure that codified processes for adopting new regulations and for project review include provisions for comprehensiv						

		e plan alignment.						
LUP-2.3								
Coordinate with King County, applicable tribes, and adjacent municipalities through joint planning to ensure service provision and development are consistent with this plan.	Develop partnerships with King County AHC, SKHHP, adjacent tribes, and adjacent cities (Auburn, Pacific, Edgewood, Milton).							
LUP-2.4								
Commercial and industrial development should complement the small-town character of Algona.	Consider design standards for Commercial and industrial development	Engage with the Master Builders Association to understand development barriers and lack of interest in commercial or job generating uses in Algona.						
LUP-2.5								

Focus future housing growth in the Urban Growth Area within cities, countywide centers, locally designated local centers, areas of high employment, and other transit-supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and locally designated local centers. The city should consider a Transfer of Development Rights program to implement this policy.	Implement a TDR program.							
LUP-2.6								
Review and update infill standards and procedures that promote quality development and LUP-facilitate redevelopment of contaminated sites.	Legalize triplex and fourplex housing as permitted uses in the RL and RM zones.	Adopt a SEPA infill exemption.						

Infill development should consider the existing neighborhood, public health, and equitable outcomes.								
LUP-2.7								
Conduct a thoughtful and inclusive public engagement process for long-range planning and zoning actions reflecting community preferences and needs. Evaluate current methods of communication and evaluate opportunities to boost participation and different perspectives are considered.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing conflict	Create a city webpage with resources for lower income homeowners and renters. Include opportunity to sign up for outreach emails regarding new programs, partnerships, and resources for housing.						
GOAL LU-3 Community								

Wellness and Health								
Promote healthy, connected, walkable, and equitable communities.								
LUP-3.1								
Integrate health and well-being into innovative design options that support residential neighborhoods and provide for more efficient use of single-family residential lands.	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.	Develop new recreational opportunities in underserved areas of the City, especially in proximity to SR 167 and along the West Valley Highway.	Codify a parking reduction application process permissible for mixed use and multifamily projects and flexibilities for proximity to transit stations. Note - there are currently no transit stations in Algona. A station is planned for by 2030 with the development of the Algona Village project.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.	Prioritize the development of multimodal pathways in the Capital Improvement Plan and continue to work on implementing complete streets program.			
LUP-3.2								

Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities.	Regularly reevaluate the CIP to ensure that infrastructure and capital facility planning is up to date with current demand	Conduct Land capacity analysis to evaluate the demand for different types of land within the city						
LUP-3.3								
Design street networks and communities that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.	Regularly reevaluate the TIP to ensure that multimodal transportation planning is up to date with current demand	Consider creating a stand alone Parks, Recreation, and Open Space plan document with a focus on pedestrian and cycle trail systems						
LUP-3.4								
Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote	Continue partnership with King County Transit to develop new bus stops where higher density housing will be developed.	Codify a parking reduction application process permissible for mixed use and multifamily projects and						

and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.		flexibilities for proximity to transit stations. Note - there are currently no transit stations in Algona. A station is planned for by 2030 with the development of the Algona Village project.						
LUP-3.5								
Promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway).	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).						
LUP-3.6								

Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and provide housing in high-opportunity areas while preventing displacement of historically marginalized residents.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Ensure the subarea plan includes policies towards affordable housing covenants.	Conduct an informed study to evaluate the historic tools of displacement, exclusion, and racial bias in housing opportunities. Conduct a letter campaign informing residents of potential racially based covenants and how to remove them from titles.						
LUP-3.7								
Develop and implement design guidelines to encourage the	Conduct extensive community outreach to establish key	Consider environmentally conscious building						

construction of healthy buildings and facilities to promote healthy people.	facets of desired design elements.	requirements for new buildings such as the Living Building Challenge, LEED certification, or the WELL building Standard						
LUP 3.8								
Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character.	Develop notice list of locally available cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to increase public engagement participation and community vetted feedback into proposed programs, codes, and development.	Ensure compliance with all state requirements related to historical visual, archeological, cultural, architectural, artistic, and environmental features						
LUP-3.9								

Support agricultural opportunities that enhance the City's capacity to produce fresh and reduce access to processed foods, such as a farmers' market or additional community garden spaces.	Develop a farmers market program to occur throughout summertime months to address the lack of healthy food or groceries available in the community's residential core.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.						
GOAL LU-4 Expand Housing Opportunities								
Support a wide range of residential patterns, densities, and housing types throughout the City.								
LUP-4.1								

Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.	Engage with the Master Builders Association to understand development barriers and lack of interest in commercial or job generating uses in Algona.	Conduct a feasibility analysis on implementing density incentive programs. Financial incentives are not currently financially feasibility. An economic analysis should be conducted to determine when it will be viable for Algona to implement financial incentive programs.	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.				
LUP-4.2								
Allow clustering of residential units to preserve open space and reduce surface water run-off. LU5: Review and update infill standards and procedures that promote quality development and	Develop a zoning code addition to allow residential clustering.	Update infill development standards to promote the redevelopment of contaminated sites	Create an inventory of contaminated sites within the city and determine barriers to redevelopment by coordinating and partnering					

facilitate redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes.			with local developers and developer groups.					
LUP-4.3								
Protect existing trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.	Regularly review zoning landscaping standards to ensure that tree and vegetation requirements as codified align with the community's vision of tree canopy and vegetation conditions							
LUP-4.4								
Promote small-scale commercial activity areas within neighborhoods that encourage walkability and provide opportunities for employment and “third places”.	Coordinate and partner with local businesses and developers to understand what would help promote small-scale commercial and walkability.	Identify and remove development barriers to small scale commercial projects.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support	Consider creating a stand alone Parks, Recreation, and Open Space plan document with a focus on pedestrian and cycle trail systems				

			socioeconomic development in the town center to revitalize Algona's attractiveness to developers.					
LUP-4.5								
Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.	Legalize triplex and fourplex housing as permitted uses in the RL and RM zones.	Legalize cottage housing in the RL zone.	Expand ADU allowances to permit up to two units per lot as required by HB1337.	Recognize, define, and legalize transitional, supportive, and emergency housing as required under HB1220.	Proposed Strategy: Permit senior housing in all residential zones outright with conditional use in the C3 zone. Create development standards specific to senior housing.	Legalize triplex and fourplex housing as permitted uses in the RL and RM zones.	Legalize cottage housing in the RL zone.	Evaluate opportunities to purchase vacant lands with interlocal agreements for purchasing partners (i.e. SKHHP, adjacent cities, AHC).
LUP-4.6								
Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum	Evaluate and update zoning regulations to ensure consistency with all current state requirements	Adopt development regulations that permit a full range of Missing Middle Housing						

densities of four dwellings per acre.		(duplexes, triplexes, fourplexes, low rise multifamily, etc.) options in the RL zone						
LUP-4.7								
Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.	Adopt flexible design standards, parking requirements, incentives, or other alternative standards to encourage the development of green building, multimodal transportation, or infill development projects.	Conduct code update project to allow flexible design standards to encourage development that meets community goals through outreach with local developer groups						
GOAL LU-5 Attainable Housing								
Encourage affordable housing and homeownership opportunities.								

LUP-5.1								
Preserve existing housing by considering new permit types and fee programs that reduce the costs of maintenance. Substandard housing that is “affordable” because of its poor condition or other such physical factors is not an acceptable substitute for livable affordable housing.	Conduct a study to evaluate the city's permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.	Conduct a feasibility analysis on the financial viability of free reduction programs for subsidized or emergency housing projects. Map out a plan for implementation as the city budget allows.	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.					
LUP-5.2								
Encourage a variety of affordable housing types in addition to single-family homes, such as triplex, fourplex, and cottage housing.	Legalize triplex and fourplex housing as permitted uses in the RL and RM zones.	Legalize cottage housing in the RL zone.	Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed. Evaluate the feasibility of different incentive programs with developers to determine					

			flexible options to provide developer relief without creating financial burdens on Algona.					
LUP-5.3								
Encourage and support efforts to increase home ownership.	Implement targeted outreach programs that prioritize community engagement with specific racial groups that have evidence of disproportionate cost burden and lack of access to homeownership.	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.						
LUP-5.4								
Adopt intentional, targeted strategies, incentives, actions, and regulations that repair harm to households from past and current racially discriminatory land use and housing practices.	Conduct a feasibility analysis on implementing a localized relocation assistance program, rental assistance program, amend education programs. If not	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to	Implement targeted outreach programs that prioritize community engagement with specific racial groups that have evidence of					

	financially feasible in the near future, Algona shall partner with SKHHP to meet needs.	evaluate the progress towards meeting income level housing needs and measure the success/impact of implemented programs, codes, and partnerships.	disproportionate cost burden and lack of access to homeownership.					
GOAL LU-6 Support Business Growth								
Strengthen Algona's economic base by retaining, expanding, and reinvesting in existing businesses and by attracting new businesses.								
LU-6.1								
Encourage development and redevelopment that complements adjacent land uses.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West	Coordinate and partner with local businesses and developers to understand	Adopt a SEPA infill exemption.					

	Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.	what would help promote small-scale commercial and walkability.						
LU-6.2								
Encourage and support functional commercial districts within the City.	Develop a subarea plan for the town center (1st ave N) and the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.	Coordinate and partner with local businesses and developers to understand what would help promote small-scale commercial and walkability.						
LU-6.3								
Consider refinements to commercial off-site parking requirements to allow joint use, common access, or other innovative	Conduct code update project to allow flexible design standards to encourage development that							

design for commercial uses.	meets community goals through outreach with local developer groups							
LU-6.4								
Implement a subarea plan for the Mixed-Use Commercial (C1) zone that supports the development of local businesses, redevelopment of underutilized parcels, and meets local retail and service needs.	Develop a subarea plan for the commercial corridor (West Valley Highway). Seek out CDBG funding to help support socioeconomic development in the town center to revitalize Algona's attractiveness to developers.							
LU-6.5								
Develop an inventory of small business resources to provide interested community members, including but not limited to development assistance, financial advising, and municipal resources offered by the county, the state, or non-profits.	Create an inventory of small business resources for interested community members. Create a city webpage to host the inventory.							
LU-6.6								

Develop a local business association with local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions.	Develop partnerships with local businesses and encourage the development of a local business association.	Coordinate and partner with local businesses and developers to understand what would help promote small-scale commercial and walkability.						
LUP-6.7								
The City shall periodically review and amend the design criteria for commercial uses and zones to address emerging trends, crime, and community concerns.	Include trends in crime and community needs in regular updates to the comprehensive plan.	Regularly review the design criteria for commercial uses and zones to address changing conditions in the city and continue to encourage small scale commercial uses						
LUP-6.8								
Promote commercial or industrial land uses that generate living wage job opportunities.	Coordinate with local commercial and industrial businesses to identify barriers to	Remove identified barriers to the creation of living wage						

	the creation of living wage jobs in the city.	jobs in the city and adopt measures to encourage the siting of commercial and industrial businesses within the city						
LUP-6.9								
Provide a menu of resources for continuing education, trade schools, and internship opportunities in collaboration with nearby community, technical, and trade schools.	Create partnerships with local colleges, universities, and trade schools to identify local resources these local entities need most.	Develop an external facing menu of resources showcasing opportunities to those enrolled in local colleges and trade schools. Develop an internal list of resources the city should try to create or attract to provide to currently enrolled students or recent graduates.						
LUP-6.10								

Provide a menu of resources for small businesses and business startups.	Research and create a list of resources available in the City for small businesses and business startups.	Conduct outreach and partner with local businesses to advertise the benefits of conducting business in the City.						
LUP-6.11								
Work with local businesses and business associations to develop a menu of minority- and women-owned businesses and resources.	Research and create a list of resources available in the City for minority- and women-owned businesses	Conduct outreach and partner with minority- and women-owned businesses to advertise the benefits of conducting business in the City.						
GOAL LU-7 Industrial Lands								
Encourage industrial development that strengthens the local economy, tax base, and job capacity, and attracts complementary uses and businesses.								

LUP-7.1								
Support the development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land.	Coordinate with local industrial uses to identify barriers to industrial development within the city.	Identify aspects of industrial development that can support improvements in the economy and physical environment and codify improvements to city code to support the development of these aspects						
LUP-7.2								
Protect industrial land from encroachment by incompatible uses such as housing.	Conduct Land capacity analysis to evaluate the demand for different types of land within the city to determine the appropriate balance and spatial relationship between industrial,	Evaluate infrastructure, capital facilities, and other public services to evaluate the current capacity and Level of Service available in different zones						

	commercial, and housing uses.							
LUP-7.3								
Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.	Coordinate with local industrial uses to identify barriers to industrial development within the city.	Evaluate infrastructure, capital facilities, and other public services to evaluate the current capacity and Level of Service available in different zones	Identify parcels best suited for redevelopment and coordinate redevelopment with current land owners to reach a higher level of development that fits the needs of the city, the community, and the business on the site.					
LUP-7.4								
Discourage industrial development that interferes with residential and commercial land uses nearby.	Enforce development and zoning regulations related to buffers and compatible uses	Explore updating compatible use regulations to ensure that residential, commercial, and industrial development occurs harmoniously						

		and with appropriate buffers.						
LUP-7.5								
Mitigate negative impacts of noise, light, glare, dust, and other effects when considering the development of industrial uses.	Enforce and update city code to ensure that industrial uses to not impose undue burden on surrounding residential and commercial areas							
LUP-7.6								
Minimize or mitigate potential health impacts of the activities in manufacturing/industrial centers on residential communities, schools, open spaces, and other public facilities.	Identify potential health impacts of industrial land uses and seek to minimize prior to permitting.	Mitigate health impacts of industrial land uses for existing or future development						
LUP-7.7								
Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development.	Enforce development and zoning regulations related to buffers and compatible uses	Explore updating compatible use regulations to ensure that residential, commercial, and industrial						

		development occurs harmoniously and with appropriate buffers.						
LUP-7.8								
Protect existing industry from possible future land use conflicts through setbacks, landscaping buffers, and prohibiting heavy industrial uses in the Zoning Code.	Enforce development and zoning regulations related to buffers and compatible uses	Explore updating compatible use regulations to ensure that residential, commercial, and industrial development occurs harmoniously and with appropriate buffers.						
LUP-7.9								
Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.	Enforce development and zoning regulations related to buffers and compatible uses	Explore updating compatible use regulations to ensure that residential, commercial, and industrial development occurs						

		harmoniously and with appropriate buffers.						
LUP-7.10								
The City shall periodically review and amend the design criteria for the Light Industrial (M-1) zone to address emerging trends, crime, and community concerns.	Include trends in crime and community needs in regular updates to the comprehensive plan.	Regularly review the design criteria for industrial uses and zones to address changing conditions in the city						
GOAL LU-8 Parks, Open Space, and Trails								
Plan for the maintenance and expansion of parks, open space, trails, and recreational opportunities for the citizens of Algona.								
LUP-8.1								
Identify the recreational needs and interests of the community and provide for those needs within the	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the							

existing lands zoned for Open Space and Critical Areas (OS/CA) and funding capacity of the City.	current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard changes to create future required parks facilities.							
LUP-8.2								
Identify potential open space opportunities within the City and explore acquisition possibilities on the western half of Algona (west of SR 167) to reduce environmental health disparities caused by proximity to the highway.	Develop new recreational opportunities in underserved areas of the City, especially in proximity to SR 167 and along the West Valley Highway.	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard						

		changes to create future required parks facilities.						
LUP-8.3								
Explore the possibility of linking new and existing passive open space areas to create a network of active green spaces.	Consider creating a stand alone Parks, Recreation, and Open Space plan document focused on pedestrian and cyclist transportation network needs							
LUP-8.4								
Evaluate opportunities to develop a new park in the northern half of contiguous Algona (east of SR 167).	Develop new recreational opportunities in underserved areas of the City, especially in proximity to SR 167 and along the West Valley Highway.	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and						

		development standard changes to create future required parks facilities.						
GOAL LU-9 Partnerships								
Coordinate growth and development with adjacent jurisdictions.								
LUP-9.1								
Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area.	Follow processes for coordination and review as codified by city, county, and state legislation							
LUP-9.2								
Plan land uses to accommodate housing and employment targets in a manner consistent with PSRC's Regional Growth	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in							

Strategy and Regional Transportation Strategy.	addition to the periodic update to evaluate the progress towards meeting income level housing needs and measure the success/impact of implemented programs, codes, and partnerships.							
LUP-9.3								
Work with adjacent jurisdictions and agencies to collaborate on overlapping needs on mutual infrastructure or housing targets.	Develop partnerships with King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Develop a housing preservation and rehabilitation program in partnership with a housing alliance or interjurisdictional partnership.	Identify interjurisdictional infrastructure and coordinate partnerships with the relevant jurisdictions and service providers.					
LUP-9.4								
Communicate annually with King County on achieved development in housing and jobs to refine future capacity targets in new iterations of the Comprehensive Plan.	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to	Coordinate with King County to refine future capacity targets as the city makes progress on						

	evaluate the progress towards meeting income level housing needs and measure the success/impact of implemented programs, codes, and partnerships.	existing capacity targets						
LUP-9.5								
Develop relationships with subsidized housing developers to garner greater interest in developing new affordable housing units in Algona.	Permit senior housing in all residential zones outright with conditional use in the C3 zone. Create development standards specific to senior housing.	Recognize and adopt development standards for foster homes.	Engage with manufactured housing owners and developers to understand development barriers toward this form of housing.	Adopt a flexible lot size reduction code to grant flexibility on subdivision projects.	Conduct a study to evaluate the city's permitting process and fee program for unintentional impacts toward manufactured units and evaluate the potential to reduce fees.	Evaluate opportunities to purchase vacant lands with interlocal agreements for purchasing partners (i.e. SKHHP, adjacent cities, AHC).		
LUP-9.6								
Consider the potential impacts of development to culturally significant sites and tribal treaty rights regarding	Develop notice list of locally available cultural institutions, tribal governments, and other community	Ensure compliance with all state requirements related to historical						

fishing, hunting, and gathering grounds.	resources to increase public engagement participation and community vetted feedback into proposed programs, codes, and development.	visual, archeological, cultural, architectural, artistic, and environmental features						
GOAL LU-10 Historic Preservation								
LUP-10.1								
Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. The city should support culturally relevant resources and historic community character.	Develop notice list of locally available cultural institutions, tribal governments, and other community resources to increase public engagement participation and community vetted feedback into proposed programs, codes, and development.	Ensure compliance with all state requirements related to historical visual, archeological, cultural, architectural, artistic, and environmental features						
LUP-10.2								
Consider the development of a	Evaluate options and alternatives	Adopt, codify, and						

historic preservation program throughout the city.	for a historic preservation program throughout the city	implement a historic preservation through the city						
LUP-10.3								
Install informative signage in key areas of the city highlighting important events and figures in Algona's history.	Research important events and figures in Algona's history through paper research and community outreach. Identify key events and figures.	Create and install informative signage related to identified events and figures.						
GOAL LU-11 Annexations and Urban Growth Boundaries								
LUP-11.1								
Annex land within the Urban Growth Area if Algona is unable to meet job and housing capacity targets in future iterations of the Comprehensive Plan.	Conduct Land Capacity Analysis and Housing Needs Assessments periodically to see future demand for job and housing within the city	Identify gaps between current job and housing capacity and future demand	Annex land through the processes codified at the city, county, and state level as needed					
LUP-11.2								
Work with King County and other service	Develop partnerships with	Conduct Land Capacity	Coordinate with King					

providers in the UGA to understand Algona's unique conditions to further develop the land.	King County AHC, SKHHP, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Analysis and Housing Needs Assessments periodically to see future demand for job and housing within the city	County to refine future capacity targets as the city makes progress on existing capacity targets					
LUP-11.3								
Promote coordinated and efficient growth within the Algona Urban Growth Area (UGA) with neighboring jurisdictions and Tribes, King County, and the Puget Sound Regional Council.	Develop partnerships with King County AHC, SKHHP, adjacent tribes, and adjacent cities (Auburn, Pacific, Edgewood, Milton).	Conduct Land Capacity Analysis and Housing Needs Assessments periodically to see future demand for job and housing within the city	Identify gaps between current job and housing capacity and future demand					

Goals and Policies	Implementation Step(s)			
GOAL T-1 Regional Vision and Partnerships				
Work cooperatively with the Puget Sound Regional Council, WSDOT, neighboring jurisdictions, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.				
TR-1.1				
Improve partnerships with WSDOT, PSRC, Auburn, Federal Way, Pacific, and King County to coordinate funding, resources, strategies, and transportation project improvements affecting each or all communities.	Identify key contacts within each of the agencies or jurisdictions named and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities			
TR-1.2				
Advocate for policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy,	Maintain awareness for current Regional Growth Strategy, Vision 2050, and CWPP updates	Update comprehensive plan and development regulations to align with current regional policies		

VISION 2050, and the Countywide Planning Policies.				
TR-1.3				
Prioritize funding transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard changes to creat future required parks facilites.	Identify multimodal improvements which can be made within the city to increase transportation access and		
TR-1.4				
Use VISION 2050, including the Regional Growth Strategy, and the Algona Transportation Plan as the policy and funding framework for creating a local center connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways, and high-occupancy vehicle lanes.	Continue partnership with King County Transit to develop new bus stops where higher density housing will be developed.			
TR-1.5				
Collaborate with BSNF and other freight transportation providers to ensure routine maintenance is conducted	Identify key contacts within each of the agencies or jurisdictions named and keep in contact. Identify	Identify community concerns or issues with the railway within the City.		

along the railway and enhance the safety of people, environmental protection, and efficiency of the rail system.	overlapping goals, projects, and potential partnership opportunities			
TR-1.6				
Evaluate opportunities to integrate green design into transportation improvement projects by measuring the stormwater pollution impact of major arterials into Algona's waterways and wetlands.	Conduct a study identifying the stormwater pollution impact of major arterials in Algona's waterways and wetland. Conduct a study identifying the most feasible and best-fitting green design standards for the use case.	Codify green design standards as appropriate and change city operating procedures to incorporate green design into transporation improvements.		
TR-1.7				
Utilize partnerships with King County and regional management programs to advance the resilience of the Algona transportation system, through incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.	Identify key contacts within each of the agencies or jurisdictions named and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	Review and update emergency management procedure to coordinate with actions from surrouding jurisdictions and agencies		
GOAL T-2 Compatible Transportation Networks				
Encourage a transportation network that promotes				

livability, pedestrian orientation, high-quality design, physical activity, and limits stress factors such as noise pollution and traffic congestion.				
TR-2.1				
Identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Emphasize physical activity and pedestrian safety in the location and design of proposed transportation improvements.	Consider creating a stand alone Parks, Recreation, and Open Space plan document with a focus on pedestrian, cycle, trail systems, and other multimodal transportation opportunities.			
TR-2.2				
The City should increase the mileage of avenues for non-motorized travel by at least five percent (5%) over the base 2014 condition.	Consider creating a stand alone Parks, Recreation, and Open Space plan document with a focus on pedestrian, cycle, trail systems, and other multimodal transportation opportunities.			
TR-2.3				
The City should implement a sidewalk maintenance program.	Create and constantly update a sidewalk maintenance program to maintain the sidewalks in the city			
TR-2.4				

The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project.	Conduct outreach with local developers to identify perceptions of sidewalk development regulations	Draft, adopt, and codify development regulations requiring new sidewalks for large construction projects, with the option for developers to instead contribute in-lieu fees	Create and constantly update a sidewalk maintenance program to maintain the sidewalks in the city	
TR-2.5				
The City should strive to include bike lanes in new road improvements.	Research the impact of including bike lanes in new road improvements and identify best practices for placement and design of bike lanes	Draft, adopt, and codify development regulations requiring bike lanes for new road improvements	Create and constantly update a sidewalk maintenance program to maintain the sidewalks in the city	
TR-2.6				
The City should coordinate with the Auburn School District to identify sidewalk locations to provide safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.	Identify key contacts within the Auburn School district and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	Incorporate feedback from the Auburn School district into future CIP and TIP updates	Create and constantly update a sidewalk maintenance program to maintain the sidewalks in the city	
TR-2.7				
Where appropriate, the City should install new sidewalks in pedestrian corridors, which is considered by the City to	Incorporate the pedestrian corridor designation into the prioritization of sidewalk additions found within the TIP	Create and constantly update a sidewalk maintenance program	Incorporate the pedestrian corridor designation into the prioritization of	

be a high priority (i.e. parks and areas used by elderly or handicapped persons).		to maintain the sidewalks in the city	sidewalk maintenance program	
TR-2.8				
The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and property access.	Conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and property access.			
TR-2.9				
The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek the elimination of serious injury or fatalities at these locations.	Conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and property access.	Implement the standards identified by the pedestrian and motorist safety study	Create and constantly update a sidewalk maintenance program to maintain the sidewalks in the city	Incorporate feedback from the Auburn School district into future CIP and TIP updates
GOAL T-3 Focus on Safety and Wellbeing				
Ensure through review of WSDOT projects within the vicinity and City limits of Algona that noise is mitigated.				

TR-3.1				
The City should correct specific high accident intersections on both the arterial and collector systems.	Conduct studies to identify high accident intersections and identify design elements which would improve the safety of these intersections	Design and construct the design element changes recommended by the study as feasible		
TR-3.2				
The City should support efforts to improve and maintain the Interurban Trail system.	Coordinate with the other jurisdictions that encompass the Interurban Trail system to identiy necessary improvement and mainenance steps	Perform improvements or give money to surrounding jurisdictions as necessary to support the overall level of service provided by the Interurban Trail system		
TR-3.3				
The City will consider the following Vision 2050 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:	Conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and property access.	Consider creating a stand alone Parks, Recreation, and Open Space plan document with a focus on pedestrian, cycle, trail systems, and other multimodal transportation opportunities. The study should also use the most up to date Vision 2050 policies and programs.	Identify key contacts within each of the agencies or jurisdictions named and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	
· Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.				
· Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).				

· Updated Regional Transportation Demand Management Action Plan.				
· Updated Transportation 2050 financial strategy.				
· Coordination with planned METRO transit services.				
· Coordination with Sound Transit planning.				
GOAL T-4 Equal Opportunities				
Provide a variety of transportation services for citizens and businesses, especially for those who do not drive by choice or circumstances. Ensure transportation services address the needs of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard changes to creat future required parks facilites.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing conflict		
TR-4.1				

Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs.	Continue partnership with King County Transit to develop new bus stops where higher density housing will be developed.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based organizations to better understand existing conflict		
TR-4.2				
Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.	Develop public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).Develop stronger relationships with community groups and community based	Conduct a housing needs assessment and racial equity analysis at the mid-point evaluation in addition to the periodic update to evaluate the progress towards meeting income level housing needs and measure the success/impact of implemented	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard	

	organizations to better understand existing conflict	programs, codes, and partnerships.	changes to creat future required parks facilites.	
TR-5.3				
New roads within new development shall be routed to avoid traversing publicly or privately owned natural preserves, parks, and recreation areas identified as critical wildlife habitat, except in cases of overriding public interest.	Inventory current standards for road and access placement to identify if this standard is not codified currently	Update road and access placement standards as necessary to protect natural preserves, parks, recreation areas, and critical wildlife habitat except in cases of overriding public interest		
GOAL T-5 Level of Service				
The City will provide an effective roadway network with adequate capacity to meet the demand for travel within the City at the adopted LOS Standards.				
TR-5.1				
New transportation facilities extended to new development will be provided by the developer.	Ensure that appropriate transportation facility development standards are codified for new development or required in lieu fees to ensure consistent level of			

	service for developed areas of the city.			
GOAL T-6 Meeting Growing Needs				
Create a balance between future growth and the transportation systems that serve it by encouraging a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers.				
TR-6.1				
Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities to ensure that a consistent LOS is provided.	Maintain concurrency management system through continual updates to account for changing conditions in the city, new best practices, and input from city staff and the community	Identify alternatives to demand management and study differences in costs, benefits, and outcomes.	Pursue all applicable grants and financing options for transportatoin facilities as required to ensure consistent LOS	
TR-6.2				
Review all development proposals and other City actions to ensure coordination with the Transportation Element.	Codify standards found within this transportation element and ensure appropriate code enforcement and application review processes are followed.			

TR-6.3				
Examine creating a Transportation Benefit District to provide regional transportation through cooperation with regional transit systems.	Identify key contacts within transportation service providers within the City and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	Discuss and examine creating a Transporation Benefit District both with internal city stakeholders and transportation service providers that operate inside and outside of the city		
TR-6.4				
Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.	Continually monitor and record traffic data related to traffic flow and accidents through annual counts conducted by the Department of Public Works			
GOAL T-7 Financial Planning				
Maintain a reasonable and affordable level of service for roads.				
TR-7.1				
The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.	Update the TIP and CIP based on the policies found within the Transportation element and input from stakeholders mentioned throughout this implementation document	Incorporate feedback from the Auburn School district into future CIP and TIP updates	Incorporate the pedestrian corridor designation into the prioritization of sidewalk additions found within the TIP	
TR-7.2				

Coordinate with the Puget Sound Regional Council, WSDOT, and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.	Identify key contacts within the PSRC, WSDOT, and adjacent jurisdictions within the City and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	Routinely solicit from and provide feedback on other jurisdictions transportation plans		
TR-7.3				
Coordinate with WSDOT, Auburn, and Pacific on needed improvements to SR 167 to offset the impacts of growth.	Identify key contacts within WSDOT, Auburn, and Pacific, and keep in contact. Identify overlapping goals, projects, and potential partnership opportunities	Coordinate improvements to SR 167 to offset the impacts of growth and meet the transportation goals of all jurisdictions and agencies through coordinated planning		
GOAL T-8 Multimodal Transportation				
Encourage alternatives to auto travel.				
TR-8.1				
The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic.	Consider creating a stand alone Parks, Recreation, and Open Space plan document to identify the current level of parks service, future facilities required to meet future demand, and identify the necessary projects and development standard	Consider a standalone nonmotorized transportation plan for the city incrporating considerations for various forms of non-vehicular traffic.		

	changes to creat future required parks facilites. Multimodal transportation should also be identified through a transportation section of the plan.			
TR-8.2				
Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.	Identify messaging that effectively encourages the reduction of vehicle miles traveled for residents of Algona through small surveys and focus groups	Using the results of the focus group studies, spread broad messaging to reduce air pollution through the reduction of vehicle miles traveled and other strategies	Conduct an air quality strategy study to identify key areas where the city can change development regulations, operating procedures, or community practices to improve air quality.	
TR-8.3				
Encourage large employers to develop Transportation Demand Management (TDM) strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules to increase alternatives to driving alone.	Partner with large regional employers, such as Boeing, to develop full Transportation Demand management plans.	Conduct an air quality strategy study to identify key areas where the city can change development regulations, operating procedures, or community practices to improve air quality.		
TR-8.4				
Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.	Conduct an air quality strategy study to identify key areas where the city can change development regulations, operating procedures, or other practices to improve air quality.			

TR-8.5				
Work with industries and businesses to assist in implementing their TDM, Commute Trip Reduction, or similar traffic mitigation programs.	Conduct an air quality strategy study to identify key areas where the city can change development regulations, operating procedures, or other practices to improve air quality.	Identify local industries and businesses with TDM, Commute Trip Reduction, or other traffic mitigation programs. Help these entities through improved infrastructure or other assistance best rendered by the city		
TR-8.6				
Reduce vehicle miles traveled in higher density and multi-family areas through cross-collaboration of City land use planning strategies and City industry and business TDM strategies.	Conduct an air quality strategy study to identify key areas where the city can change development regulations, operating procedures, or community practices to improve air quality. Implement development regulation recommendataions to reduce vehicle miles traveled.	Identify local industries and businesses with TDM, Commute Trip Reduction, or other traffic mitigation programs. Help these entities through improved infrastructure or other assistance best rendered by the city	Identify messaging that effectively encourages the reduction of vehicle miles traveled for residents of Algona through small surveys and focus groups	Using the results of the focus group studies, spread broad messaging to reduce air pollution through the reduction of vehicle miles traveled and other strategies

Capital Facilities Goals and Policies	Implementation Step(s)			
GOAL CF-1 Capital Improvement Planning				
Strategically plan for system improvements that address past deficiencies and anticipate future growth for the benefit of all residents.				
CF-1.1				
Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.	Continually maintain an inventory of all capital facilities with according level of service, planned updates, and annual maintenance costs.	Monitor current demand for services and likely future demand for services based on population increases, housing projections, and hyperlocal permitting and development trends.	Continually update the Capital Improvement Plan to adjust for the current level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP should also consider existing public hazards, future land uses, and state agency's facility plans.	
CF-1.2				
Proposed capital improvement projects should be evaluated and	Continually maintain an inventory of all capital facilities with	Monitor current demand for services and likely future demand for services based	Continually update the Capital Improvement Plan to adjust for the current	

prioritized using all the following criteria:	according level of service, planned updates, and annual maintenance costs.	on population increases, housing projections, and hyperlocal permitting and development trends.	level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP should also consider existing public hazards, future land uses, and state agency's facility plans.	
a. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth.				
b. Elimination of public hazards.				
c. Elimination of capacity deficits.				
d. Financial feasibility.				
e. Site needs based on projected growth patterns.				
f. New development and redevelopment.				
g. Plans of state agencies.				
h. Budget impact.				
CF-1.3				
Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.	Continually maintain an inventory of all capital facilities with according level of service, planned updates, and annual maintenance costs.	Monitor current demand for services and likely future demand for services based on population increases, housing projections, and hyperlocal permitting and development trends.	Continually update the Capital Improvement Plan to adjust for the current level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP	Ensure alignment between the CIP and other policies, plans, and zoning projects.

			should also consider existing public hazards, future land uses, and state agency's facility plans.	
GOAL CF-2 Concurrent Growth				
Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth.				
CF-2.1				
Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.	Continually update the Capital Improvement Plan to adjust for the current level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP	Ensure that land use decisions align with the Capital Improvement Plan		

	should also consider existing public hazards, future land uses, and state agency's facility plans.			
CF-2.2				
Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action:	Continually update the Capital Improvement Plan to adjust for the current level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP should also consider existing public hazards, future land uses, and state agency's facility plans.			
a. Contribute to a condition of public hazards.				
b. Exacerbate any existing condition of public facility capacity deficits.				
c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.				
d. Conform to future land uses as shown on the future land use map of the Land Use Element.				
e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.				

f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.				
g. Affect State agencies' facilities plans and siting of essential public facilities.				
GOAL CF-3 Funding the Future				
Manage the City's fiscal resources to support the provision of needed capital improvements.				
CF-3.1				
Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.	Continually update the Capital Improvement Plan to adjust for the current level of service provided by the City's Capital Facilities, planned updates, current service demand, anticipated future service demand, and available and anticipated funding sources and amounts. Future changes to the CIP should also consider	Ensure CIP scheduled improvements are being met by appropriate planning and funding.		

	existing public hazards, future land uses, and state agency's facility plans.			
CF-3.2				
Aggressively seek grants, private funding, or other alternatives to augment local revenues.	Monitor and apply for any funding opportunities available to the city to meet the goals of the Capital Improvement Plan.			
CF-3.3				
Ensure consistency of capital planning with other policies of this Plan.	Ensure that CIP updates are aligned with future land uses and other comprehensive plan level policy directions.			
CF-3.4				
Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.	Develop partnerships with cultural institutions, tribal governments, and other community resources to increase public engagement participation and community feedback into proposed facilities	Encourage pooling resources between institutions, governments, and other community resources to increase the total community facilities available.		
CF-3.5				
Focus capital facility decisions on those projects	Ensure that CIP updates are aligned			

that will achieve the goals of this Plan.	with future land uses and other comprehensive plan level policy directions.			
CF-3.6				
Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.	Ensure that CIP updates are aligned with local and regional natural environment goals and other comprehensive plan level policy directions.	Reduce environmental hazards through the implementation of the CIP		
GOAL CF-4 Collaboration with our Neighbors				
Support regionwide coordination for phasing, timing and delivering of public facilities and services.				
CF-4.01				
Coordinate with regional and local utility providers on implementing same construction standards for utility design.	Review neighboring jurisdiction and providers utility standards periodically.	Ensure consistency between the relevant utility districts and Algona's utility building standards by analyzing Algona's building standards against utility districts.		
CF-4.02				
Add redundancy to services like stormwater facilities by creating a hierarchy of regional, county, and local	Identify key stakeholders within adjacent jurisdictions to facilitate	Advocate for stormwater improvements within and upstream of Algona to decrease load on Algona's	Explore other opportunities for coordinated facilities and	

systems to increase system resiliency.	conversations around coordinated facilities	system and increase redundancy.	ways to reduce Algona's infrastructure load	
CF- 4.03				
Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4)	Identify key stakeholders within the local school district and coordinate continued discussions of properties which could provide the opportunity for shared use facilities	Identify aspects of properties that make them more suited to serve as shared use facilities.		
Cf-4.05				
Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation (MPP-PS-4).	Study precedent jurisdiction's development regulations to identify ways that other jurisdictions are implementing similar goals	Collect community feedback from school representatives and community groups to identify the public services that Algona residents specifically desire.		
CF-4.06:				
Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.	Identify key public safety stakeholders within neighboring jurisdictions and frontline communities to facilitate conversations about public safety services			
CF-4.07:				

Consider working with local institutions to site schools, institutions, and other community facilities within Algona's UGA.	Identify key stakeholders within local school organizations, community groups, athletic organizations, and other local institutions to facilitate conversations around facility needs for the City and for the Organizations. Identify areas of overlap and investigate pooling resources to provide better facilities to the community.			
New goal CF-5 Essential Public Facilities				
Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities.				
CF-7.01				
Maximize on-site mitigation of development impacts to minimize the need for additional capital facility	Encourage LID (Low Impact Development) mitigation practices to address on site impacts of new	Coordinate with local builders to identify flexible or otherwise beneficial development regulations		

improvements in the community.	development through codified development incentives	which provide a genuine incentive to use LID facilities.		
CF-7.02				
Evaluate co-locating separate uses at planned capital facilities beyond their primary function such as recreation, or emergency management.	Identify all potential uses for a site when considering a site for re/development. Identify potentially feasible shared uses for the site and choose the appropriate development path based off of community priority and the CIP.			
CF-7.03				
Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.	Consider the local natural environment, broader climatic conditions, and future changes expected to the site when planning and designing public facilities.	Consult environmental firms and professionals when appropriate to ensure appropriate due diligence and analysis is conducted for each facility siting.	Analyze how changing climatic conditions will affect the City on different time horizons and create a map of impacts, impact severity, and the likelihood of the impact.	Overlay the climate change impact map over any proposed capital facility sites and identify likely impacts to the facility's ability to function as a result of likely future climate impacts.
CF-7.04				
Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.	Encourage water reuse and water conservation practices in residential and commercial developments to decrease the impact of new development on	Coordinate with local builders to identify flexible or otherwise beneficial development regulations which provide a genuine incentive to water reuse and conservation opportunities		

	the city's water systems.			
CF-7.05				
Maintain inventory of new technical innovations that can reduce ecological harm and promote goals in climate change, natural environment, and utilities.	Monitor trends and new technology implementation in the development industry to identify helpful and relevant processes and products to the climatic, natural, and utility challenges faces by the City	Purchase products and implement processes that are most appropriate to the challenges faced by the city and recommended by professionals and community feedback.		
CF-7.06				
Consider adopting a surface water management element.	Consider the benefits and costs of developing a surface water management element before the next comprehensive plan periodic update to integrate this new element's development into the development of the other elements.			
CF-7.07				
Consider disproportionate impacts on communities when siting new capital facilities.	Identify key community stakeholders and facilitate continued conversation to identify community needs and monitor	Work with community stakeholders to identify the likely impacts of new capital facilities during the planning phase.	Consider alternative locations or plans for capital facilities as a result of community input during the planning phase	

	impacts from current capital facilities			
CF-7.08				
Consider the impacts of future climatic conditions on potential future capital facility sites.	Analyze how changing climatic conditions will affect the City on different time horizons and create a map of impacts, impact severity, and the likelihood of the impact.	Overlay the climate change impact map over any proposed capital facility sites and identify likely impacts to the facility's ability to function as a result of likely future climate impacts.		
CF-7.09				
Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.	Analyze how future floodplain changes will affect the City on different time horizons and create a map of impacts, impact severity, and the likelihood of the impact.	Overlay the future floodplain impact map over any proposed capital facility sites and identify likely impacts to the facility's ability to function as a result of likely future climate impacts.		
CF-7.10				
Prioritize historically disadvantaged communities when siting green infrastructure.	Identify key community stakeholders and facilitate continued conversation to identify community needs and monitor impacts from current capital facilities	Identify those communities which have been historically disadvantaged through continually updating the Racially Disparate Impact Analysis.	When considering locations for Green Infrastructure, factor the location of historically disadvantaged communities within Algona into analysis.	

Utilities Goals and Policies				
GOAL UT-1A Ensuring Quality Services				
Ensure long term maintenance of service levels in the design of utilities. Public utilities and facilities should be designed to fit with their surroundings.				
UT-1.1:				
Promote co-location and timing of new public and private utility facilities.	Identify all potential uses for a site when considering a site for re/development. Identify potentially feasible shared uses for the site and choose the appropriate development path based off of community priority and the CIP.	Identify key stakeholders within adjacent jurisdictions to facilitate conversations around coordinated facilities		
UT-1.2:				
Ensure that land will be made available for the location of utility lines, including location within transportation corridors.	Identify the need for future utility lines on various planning horizons	Identify the availability within transportation corridors and compatibility between the location of likely road redevelopment	Identify areas which should be reserved for the integration of utility lines in future re/development	

		and needed utility improvements.		
UT-1.3:				
Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.	Identify instances where regulations are impeding the development of utilities and record which regulations are impeding the development of utilities	Alter specific development regulations which are found to consistently impede the maintenance, repair, installation, and replacement of utilities.		
UT-1.4:				
Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.	Identify key stakeholders within adjacent jurisdictions to facilitate conversations around planned activities and required GMA concurrency topics.			
UT-1.5:				
Encourage system design practices intended to minimize the number and duration of interruptions to customer service.	Continually update inventory of utility systems to identify potentially problematic sections or areas with system design flaws	Encourage development of redundant utilities systems to minimize the number of interruptions to utility customer service	Make systems easy to access and repair to reduce the duration of utility service interruptions	
UT-1.8:				
The City will employ a "State of Good Repair" principle in maintaining its capital facilities to avoid	Continually update inventory of utility systems to identify potentially	Make systems easy to access and repair to reduce the duration of utility service interruptions		

more major capital repair needs in the future.	problematic sections or areas with system design flaws			
GOAL UT-2 Conserving Energy				
Encourage Energy Conservation and Conversion.				
UT-2.1:				
Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.	Consider energy and water conservation practices for existing facilities and identify upgrades for City infrastructure and facilities which will reduce energy and water use	Encourage LID (Low Impact Development) mitigation practices to address on site impacts of new development through codified development incentives	Coordinate with local builders to identify flexible or otherwise beneficial development regulations which provide a genuine incentive to use LID facilities.	Encourage water reuse and water conservation practices in residential and commercial developments to decrease the impact of new development on the city's water systems.
UT-2.2:				
Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.	Consider energy and water conservation technologies for existing facilities and identify upgrades for City infrastructure and facilities which will reduce energy and water use			
UT-2.3:				

Consider converting the City's vehicle fleet to alternative fuels.	Analyze the costs and benefits of converting the City's fleet to alternative fuel powered vehicles	Pursue grant funding and other money available to convert public fleets to alternative fuels.		
UT-2.4:				
The City should strive for a 20 percent reduction of electric energy in the City's own facilities.	Consider energy conservation practices for existing facilities and identify upgrades for City infrastructure and facilities which will reduce energy use	Consider energy conservation technologies for existing facilities and identify upgrades for City infrastructure and facilities which will reduce energy use	Monitor changes in overall energy use within the city's facilities to determine when various benchmarks for energy reduction are met	
UT-2.5:				
The City should encourage the use of emerging technologies that promote environmental sustainability.	Monitor trends and new technology implementation in the development industry to identify helpful and relevant processes and products to the climatic, natural, and utility challenges faces by the City	Purchase products and implement processes that are most appropriate to the challenges faced by the city and recommended by professionals and community feedback.	Encourage developers to use new technologies and processes that reduce the impact of development on the environment through partnerships and development regulation incentives.	
UT-2.6:				
The city should explore strategies and technologies to reduce the solid waste stream.	Monitor trends and new technology implementation in the development industry to identify helpful and relevant processes and products to reduce the solid waste stream.	Purchase products and implement processes that are most appropriate to the challenges faced by the city and recommended by professionals and community feedback.	Encourage developers to use new technologies and processes to reduce the solid waste stream.	

GOAL UT-3 Regional Coordination				
The City should coordinate City planning with the utility providers' planning.				
UT-3.1:				
Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.	Identify key utility stakeholders to facilitate conversations between the city and the relevant utility departments and ensure clear communication and coordination	Discuss procedures that would incentivize utility providers to use the Land Use Element and the Urban Growth Area when planning for future utilities.		
UT-3.2:				
Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.	Identify key utility stakeholders to facilitate conversations between the city and the relevant utility departments and ensure clear communication and coordination	Review updated plans from utility providers and surrounding jurisdictions to make sure that relevant plan changes from Algona's neighbors and partners are included in the plan.		
UT-3.3:				
Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of	Review changes to utility regulations from federal and state law against city			

public service obligations imposed upon utilities by federal and State law.	development regulations to ensure compliance.			
UT-3.4:				
Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.	Identify key utility stakeholders to facilitate conversations between the city and surrounding utility jurisdictions and ensure clear communication and coordination	Include surrounding utility jurisdictions in utility facility decision making processes to ensure no loss of utility service is experienced in Algona or any surrounding jurisdiction		
UT-3.5:				
Coordinate disaster response planning for quick utility system recovery.	Identify key utility stakeholders to facilitate conversations between the city and the relevant utility departments and ensure clear communication and coordination	Maintain open lines of communication during disaster events to facilitate efficient and effective resource pooling.		
UT-3.6:				
Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.	Identify key utility stakeholders within the City of Auburn Water department to facilitate conversations between the city the department.	Coordinate with the City of Auburn Water district to address impacts of climate change on water resources and address demands likely to arise from long term growth.		

GOAL UT-4 Stormwater Management				
Maintain a Surface Water Management Utility.				
UT-4.1:				
Adopt stormwater regulations that are consistent with the Department of Ecology's Stormwater Management Manuals (SWMM).	Review the SWMM regularly to identify changes and updates to the manual	Adjust city stormwater regulations to comply with updated Department of Ecology practices		
UT-4.2				
Ensure the integration of the stormwater management plan strategies with other plan elements such as land use, transportation, natural environment, parks and recreation, and capital facilities.	Review the Comprehensive plan elements against the updated stormwater management plan to ensure consistency			
UT-4.3				
Support water quality improvements through stormwater management programs and projects.	Monitor trends and new technology implementation in stormwater management to identify helpful and relevant processes and products to the climatic, natural, and	Purchase products and implement processes that are most appropriate to the challenges faced by the city and recommended by professionals and community feedback.		

	utility challenges faces by the City			
Goal UT-5 Resiliency and the Natural Environment				
The development or provision of utilities in Algona is completed with resiliency as a necessary component.				
UT-5.1				
Coordinate environmental restoration efforts with utility providers.	Identify key utility stakeholders to facilitate conversations between the city and the relevant utility departments and ensure clear communication and coordination	Pool resources between the City and utility providers to provide effective and efficient environmental restoration.		
UT-5.2				
Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.	Evaluate the likely carbon emission reductions which would result from a specific utility infrastructure investment.	Consider carbon emission reductions while determining utility infrastructure investment priorities and plans.		
UT-5.3				

Support efforts to increase the resiliency of utility by preparing for disasters and other impacts.	Identify key utility stakeholders to facilitate conversations between the city and the relevant utility departments and ensure clear communication and coordination	Encourage and assist utility providers to conduct inventory of utility systems to identify potentially problematic sections or areas with system design flaws	Encourage development of redundant utilities systems to minimize the number of interruptions to utility customer service	Make systems easy to access and repair to reduce the duration of utility service interruptions
Goal UT-6 Considering Climate Change				
Climate change will be factored into decisions regarding utility development and provision.				
UT-6.1				
Acknowledge the impact of climate change on the region's water supply.	Conduct a forecast analysis evaluating likely regional water supply affects due to Climate Change on various planning horizons	Factor the future regional water supply into decisions related to water supply in the City.		
UT-6.2				
Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools.	Conduct a study analyzing water reuse and reclamation procedures in adjacent jurisdictions to identify	Develop and codify procedures for water reuse and reclamation.		

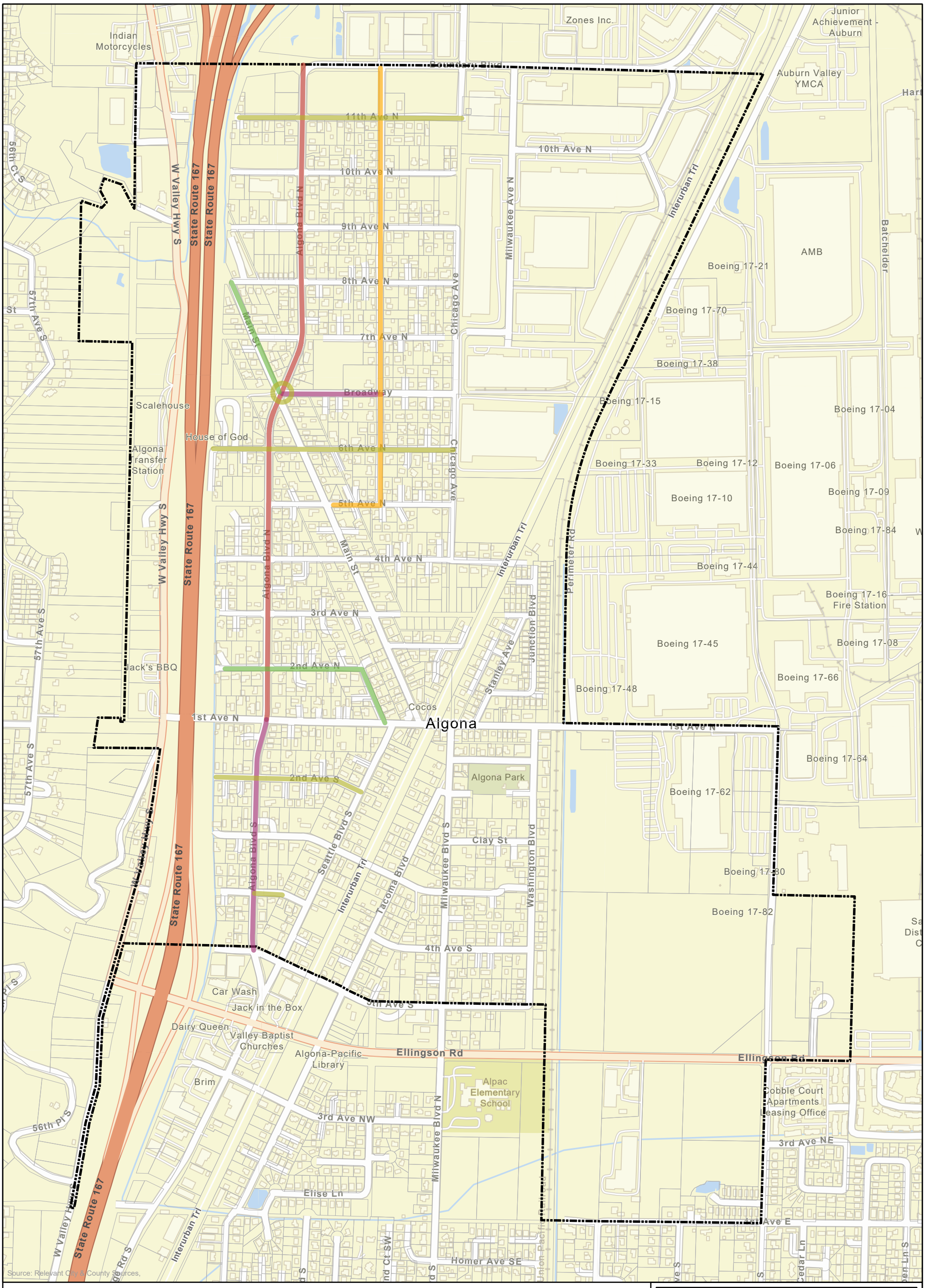
	implementation and best practices			
UT-6.3				
Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.	When making utility infrastructure decisions, the low-carbon energy source alternative should be considered a superior option over a higher-carbon energy option.			
UT-6.4				
Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.	Identify key utility and infrastructure stakeholders to facilitate conversations between the city and the relevant stakeholder and ensure clear communication and coordination	Encourage and assist utility providers to conduct inventory of utility systems to identify potentially problematic sections or areas with system design flaws	Encourage development of redundant utilities systems to minimize the number of interruptions to utility customer service	Make systems easy to access and repair to reduce the duration of utility service interruptions
Goal UT-7 Equitable Access				
Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.				

UT-7.1				
Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and sustainably sourced water.	Consider the local natural environment, broader climatic conditions, and future changes expected to the site when planning and designing public facilities.	Consult environmental firms and professionals when appropriate to ensure appropriate due diligence and analysis is conducted for each facility siting.	Analyze how changing climatic conditions will affect the City on different time horizons and create a map of impacts, impact severity, and the likelihood of the impact.	Overlay the climate change impact map over any proposed capital facility sites and identify likely impacts to the facility's ability to function as a result of likely future climate impacts.
UT-7.2				
Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.	Provide discounted utility services for the member of the community that are identified as disabled or economically disadvantaged.			
UT-7.3				
Ensure that all community members have equitable access to public services.	Consider historical Racially Disparate impacts when siting public facilities	Prioritize low income and historically disadvantaged communities when siting green infrastructure		

Appendix L- Six Year Transportation Improvement Plan

Algona 6 -Year STIP
STIP Year 2025- 2030

Priority	Project	Project Type	Extents	Design Year	Design Cost		Construction Year	Construction Cost		Total
					City Match	State		City Match	State	
1	Algona Blvd N	Reconstruction - place curb, bike path, overlay	1st Ave N to Boundary Blvd	2025	$31,286	$281,573	2025	$208,573	$1,877,156	$2,398,589
2	Algona Blvd S	Reconstruction - replace curb and gutter, bike path, overlay	5th ave NW to 1st Ave N	2026	$20,505	$184,545	2025	$136,700	$1,230,301	$1,572,052
3	Broadway Blvd	Reconstruction - new asphalt	From Celery Ave. to Algona Blvd. N	2026	$4,999	$44,993	2026	$33,328	$299,954	$383,274
4	Celery Ave Sidewalk	New Sidewalks	5th Ave N to Boundary Blvd and on 5th between Main and Celery	2027	$31,013	$279,121	2027	$206,756	$1,860,804	$2,377,694
5	Main St	Resurfacing - Overlay	From Algona Blvd. to 8th Ave. N	2028	$5,112	$46,012	2028	$34,083	$306,744	$391,951
6	2nd Ave N & Seattle Blvd N	Resurfacing - Overlay	SR 167 to 1st Ave N	2028	$4,260	$38,343	2028	$28,402	$255,620	$326,625
7	11th Ave N	Resurfacing - Overlay	SR 167 to Chicago Ave	2029	$6,699	$60,288	2029	$44,658	$401,918	$513,562
8	4th Ave S	Resurfacing - Overlay	Algona Blvd S to 114 4th Ave S	2029	$2,042	$18,376	2029	$13,612	$122,510	$156,540
9	2nd Ave S	Resurfacing - Overlay	SR 167 to Seattle Blvd S	2029	$4,281	$38,526	2029	$28,538	$256,841	$328,185
10	6th Ave N	Resurfacing - Overlay	SR 167 to Chicago Ave	2029	$6,842	$61,577	2029	$45,613	$410,515	$524,547
11	Algona Blvd / Main St. / Broadway	Roundabout	Main St. / Algona Blvd. / Boundary Blvd.	2029	$10,144	$91,294	2029	$67,625	$608,626	$777,689
*Costs reflect cost in the anticipated year of construction									**Total:**	**$7,352,119**


Indian Motorcycles
Zones Inc.
Junior Achievement - Auburn
Auburn Valley YMCA
Boundary Blvd
11th Ave N
10th Ave N
10th Ave N
9th Ave N
8th Ave N
7th Ave N
6th Ave N
5th Ave N
4th Ave N
3rd Ave N
2nd Ave N
1st Ave N
2nd Ave S
4th Ave S
5th Ave S
State Route 167
W Valley Hwy S
Algona Blvd N
Algona Blvd S
Main St
Chicago Ave
Milwaukee Ave N
Interurban Trl
Batchelder
Perimeter Rd
Junction Blvd
Stanley Ave
Seattle Blvd S
Tacoma Blvd
Milwaukee Blvd S
Washington Blvd
Clay St
Homer Ave SE
3rd Ave NE
Ellingson Rd
56th Ct S
57th Ave S
56th Pl S
3rd Ave NW
AMB
Boeing 17-21
Boeing 17-70
Boeing 17-38
Boeing 17-15
Boeing 17-04
Boeing 17-33
Boeing 17-12
Boeing 17-06
Boeing 17-10
Boeing 17-09
Boeing 17-84
Boeing 17-44
Boeing 17-16 - Fire Station
Boeing 17-45
Boeing 17-08
Boeing 17-66
Boeing 17-48
Boeing 17-64
Boeing 17-62
Boeing 17-80
Boeing 17-82
Algona
Cocos
Algona Park
Scalehouse
House of God
Algona Transfer Station
Jack's BBQ
Car Wash
Jack in the Box
Dairy Queen
Valley Baptist Churches
Algona-Pacific Library
Brim
Alpac Elementary School
Cobble Court Apartments Leasing Office
Elise Ln
Cedar Ln
Source: Relevant City & County Sources,
Legend
2025 - Reconstruction
2026 - Reconstruction/New Pavement
2027 - Sidewalk
2028 - Overlay
2029 - Overlay/Roundabout
City Limits
Parcels
N
0 250 500 1,000
Feet
CITY OF ALGONA
6-YEAR TIP
TIP TRANSPORTATION PROJECTS
(2025-2030)
Gray & Osborne, Inc.
CONSULTING ENGINEERS
L:\ALGONA\24403.00 Genl Engineering 2024\24403.01 6-Yr TIP\GIS\APRX\6 Yr TIP 2025-2030.aprx

Appendix M- PSRC Certification Checklist

Regional Collaboration

The plan supports collaboration for a healthy environment, thriving communities, and opportunities for all, including coordination with other jurisdictions and agencies, tribes, ports, military installations, and adjacent regions.

Policies and programs should:

Support regional collaboration	Page/Policy Reference
✓ Include a statement about how the plan relates to countywide planning policies, VISION 2050, and planning requirements of the Growth Management Act	**Introduction Pages I-3, I-6, I-7.** **NE-1, CFUE-1, CFUE-4, T-1, T-2, T-3, T-4,**
Coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5)	**HU-3.1, HU-4.4, HU-4.5, LUP-2.3, LUP-3.4, LUP-11.3, NE-2.2, NE-6.2, TR-7.3.** **MPP-RC-5 is not applicable.**
Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)	**Goal CF-5, HU-2.2, GOAL HU-5, HU-5.1, HU-5.3, HU-5.6, HU-5.7, HU-5.8, LUP-5.4, TR-1.2, Goal UT-7.**
Address land use, transportation, and housing opportunities and challenges related to military installations, when applicable (MPP-RC-6)	**MPP-RC-6 is not applicable as there are no military installations in the vicinity.**
✓ Prioritize investments in centers, including regional centers, countywide centers, high-capacity transit areas with a station area plan, and other local centers (MPP-RC-8-9)	**HU-1.6, HU-4.3, LUP-2.5, TR-1.4.**
✓ Explore funding sources, changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools to meet infrastructure and other needs (MPP-RC-10-11, RC-Action-7, RC-Action-9)	**CF-3.2, Cf-4.05, HU-2.5, HU-3.6, HU-4.4, HU-4.5, HU-4.7, HU-4.8, HU-5.8, LUP-5.1, NE-3.1, NE-4.4, NE-7.1, PR-2.1, PR-2.4, TR-1.1, TR-1.3, TR-1.4.**

Additional comments on Regional Collaboration or additional documents to share [optional]: _____

Regional Growth Strategy

The plan focuses growth in designated centers and near transit stations to create healthy, equitable, vibrant communities well-served by infrastructure and services. The plan supports rural and resource lands as vital parts of the region that retain important cultural, economic, environmental, and rural lifestyle opportunities over the long term.

The plan should:

Implement the Regional Growth Strategy	Page/Policy Reference
✓ Incorporate housing and employment targets (MPP-RGS-1-2)	**LUP-9.2, References to Housing and Job targets are referenced throughout the Land Use and Housing Elements.**
✓ Use land use assumptions substantially consistent with countywide growth targets (RCW 36.70A.070, WAC 365-196-430, VISION 2050 Regional Growth Strategy)	**See Land Use Element Pg. LU-11 through LU-16?**
✓ Demonstrate sufficient zoned development capacity to accommodate targets (RCW 36.70A.115)	**See Land Use Element Pg. LU-11 through LU-16.**
✓ Use consistent land use assumptions throughout plan (RCW 36.70A.070, WAC 365-196-430)[12]	**Land use assumptions are based on the residential and job capacity analysis and affirmed in the draft 2024 Zoning Map/Land Use Map.**

Note: see Growth Target Guidance for additional information.

Population, Employment, and Housing Growth

(add information from local plan and insert/delete rows as needed, based on regional centers or county regional geographies)

	Adopted Growth Target*	Land Use Assumptions for Travel Demand Modeling (numbers/notes, as applicable)	Zoned Development Capacity (can be greater than target)	Page Reference
County or **citywide****				
Population	**4,660**	**PSRC Travel Demand Model; Anticipated population based on housing target and ACS data on average household tenure.**	**687 Housing Unit Capacity X 3.53 (average Algona household tenure, ACS 2021) + 3300 population as of 2022 = total**	**T-5, LU-12 through LU-16.**

			population capacity of 5,755 residents	
Employment	**325 additional jobs**	**King County Growth Capacity Report, Zoning Map, Zoning Code capacity, Land Capacity Analysis Results**	**As of 2/22/24, there is an estimated overall capacity for 6000 jobs, assumes major redevelopment potential of numerous vacant, partially developed, and underdeveloped lands. Anticipated edits are in progress that may reduce the potential job capacity.**	**LU-12 through LU-16.**

[12] The Transportation Element must be based on the land use assumptions in the Comprehensive Plan - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

Housing	**170 additional homes**	**King County Growth Capacity Report, Zoning Map, Zoning Code capacity, Land Capacity Analysis Results**	**687 units**	**LU-12 through LU-16.**
Centers *(as applicable)*	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**
Population	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**
Employment	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**
Housing	**Not Applicable**	**Not Applicable**	**Not Applicable**	**Not Applicable**

*Include targets as applicable. Some counties adopt only housing and employment targets, and not population targets. If more explanation would be helpful, provide additional information about land use assumptions for modeling in space provided below.

**Counties: Attach additional tables or add rows to address multiple regional geographies.

Policies and programs should:

Maintain a stable urban growth area with densities and capacity that support the Regional Growth Strategy	Page/Policy Reference
✓ Encourage infill development and increased density in locations consistent with the Regional Growth Strategy (MPP-RGS-6)	**HU-2.4, LUP-1.2, LUP-2.5, LUP-2.6, LUP-3.5, LUP-4.1, LUP-4.2, LUP-4.6, LUP-4.7, LUP-5.2.**
Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-12)	**Not applicable, there are no high-capacity transit services.**
Metropolitan Cities: Provide additional housing capacity in response to rapid employment growth, particularly through increased zoning for middle density housing (MPP-RGS-7)	**Not applicable, Algona is not a metropolitan city.**
✓ Counties: Accommodate the region's growth first and foremost in the urban growth area (MPP-RGS-4)	**Not applicable, Algona is not a county.**
✓ Counties: Ensure long-term stability and sustainability of the urban growth area (MPP-RGS-5)	**Not applicable, Algona is not a county.**
Support growth in designated centers and near high-capacity transit	Page/Policy Reference
Where applicable, focus a significant share of growth in designated regional growth centers, high-capacity transit station areas, manufacturing/industrial centers, and countywide centers (MPP-RGS-8-11)[13]	**Not applicable, Algona does not have an identified center and does not have high capacity transit.**

[13] The region has a goal to attract 65% of new residential growth and 75% of employment growth to regional growth centers and high-capacity transit station areas.

✓ Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	**Not applicable, Algona does not have an identified center.**
Manage and reduce rural growth and protect resource lands	Page/Policy Reference
✓ Counties: Identify steps to reduce rural growth over time to maintain rural landscapes and lifestyles and protect resource lands and the environment (MPP-DP-40-43)	**Not applicable, Algona is not a county.**
✓ Counties: Include a full range of strategies, including zoning and development standards, incentives, infrastructure investments, funding for conservation easements, housing tools, and economic development to reduce rural growth rates and protect natural resource lands over time (MPP-RGS-14-15, RGS-4, RGS-Action-7)	**HU-4.4, HU-5.8, LUP-2.3, LUP-11.3, NE-1.10, NE-2.2, NE-4.3, NE-4.4, NE-6.2, TR-1.1, TR-1.4.** **Partially not applicable, Algona is not a county.**
✓ Counties: Locate commercial, retail, and community services that serve rural residents in neighboring cities and existing activity areas (MPP-RGS-13, DP-37)	**Not applicable, Algona is not a county.**
Counties: Avoid growth that cannot be sufficiently served by roads, utilities, and services at rural levels of service (MPP-DP-45)	**Not applicable, Algona is not a county.**
✓ Counties: Address vested development that conflicts with regional and local growth management objectives (MPP-DP-36)	**Not applicable, Algona is not a county.**

Additional comments on the Regional Growth Strategy or additional documents to share [optional]: **Algona has a population of less than 6,000 and is not required to participate in HB1181.**

Environment

Local plans support the natural environment through policies on protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development, and transportation on the ecosystem and use the best environmental information available.

Policies and programs should:

Protect and restore the environment	Page/Policy Reference

✓ Protect critical areas, habitat, and water quality and coordinate planning with adjacent jurisdictions, tribes, countywide planning groups, and watershed groups (MPP-En-1, En-6, En-11-12, En-14, En-16, En-Action-3)	**NE-2.2, NE-5.1, NE-2.6.**
✓ Advance integrated and interdisciplinary approaches for environmental planning and assessments (MPP-En-2)	**Goal NE-1, NE-2.2, NE-1.3, NE-6.6.**
✓ Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance (MPP-En-5)	**NE-7.5, NE-7.7, NE-1.6.**
Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected (MPP-En-3-4, En-7-8, En-21)	**NE-2.6, NE-2.7, NE-2.8, NE-5.1, NE-5.3.**
Support and incentivize environmental stewardship on private and public lands (MPP-En-10)	**NE-5.1, NE-2.5, NE-5.2.**
Identify open space, trail, and park resources and needs, and develop programs for protecting and enhancing these areas (MPP-En-11-12, En-15, En-Action-4)	**NE-5.1, NE-5.3, NE-2.6, NE-2.7, NE-2.8.**
✓ Protect and restore native vegetation and tree canopy (MPP-En-9, En-13)	**NE-2.5, NE-5.2.**
Protect and restore hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater (MPP-En-16-20)	**NE-1.6, NE-2.3.**
✓ Ensure all federal and state air quality standards are met and reduce emissions of air toxics and greenhouse gases (WAC 173-420-080, MPP-En-22)	**NA – see note below.**

Additional comments on Environment or additional documents to share [optional]: Algona has a population of less than 6,000 and is not required to participate in HB1181.

Climate Change

The plan supports substantially reducing emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency and preparing for climate change impacts.

Policies and programs should:

Reduce greenhouse gas emissions in support of state, regional, and local reduction goals	Page/Policy Reference
Support achieving regional greenhouse gas emission reduction goals by: Electrifying the transportation system, • Reducing vehicle miles traveled through increasing alternatives to driving alone and using land use strategies that reduce trips and trip length, and • Expanding the use of conservation, alternative energy sources, and energy management technology (MPP-CC-1, CC-3, CC-5, CC-11-12, CC-Action-3)	**NA – see note below.**
✓ Reduce building energy use through green building and retrofit of existing buildings (MPP-CC-2, CC-Action-3, DP-46)	**NA – see note below.**
Protect and restore natural resources that sequester and store carbon (MPP-CC-4)	**NA – see note below.**
Address impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change (MPP-CC-6, CC-8, CC-Action-3, CC-Action-4)	**NA – see note below.**
Identify and address the impacts of climate change and natural hazards on the region to increase resilience (MPP-CC-7-10, CC-Action-4)	**NA – see note below.**
Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain (MPP-CC-10)	**NA – see note below.**

Additional comments on Climate Change or additional documents to share [optional]: Algona has a population of less than 6,000 and is not required to participate in HB1181. Some climate policies are included under Goal NE-7.

Land Use/Development Patterns

The plan supports the further development of healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture. The plan supports conserving rural areas and creating and preserving open space and natural areas.

Policies and programs should:

Build thriving urban communities	Page/Policy Reference
Support inclusive community planning (MPP-DP-2, MPP-DP-8)	**LUP-2.7, LUP-3.5, GOAL NE-6, NE-7.2.**
✓ Support the development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit, and walking (MPP-RGS-6, DP-1, DP-3)	**HU-2.4, LUP-1.2, LUP-2.5, LUP-2.6 , LUP-3.5, LUP-4.1, LUP-4.2, LUP-4.6, LUP-4.7, LUP-5.2.**
Reduce disparities in access to opportunity and expand employment opportunities to improve the region's shared economic future (MPP-DP-2, Ec-8, Ec-13)	**HU-5.6, LUP-3.5, LUP-3.4, LUP-3.6, LU-6.5, LU-6.6, LUP-6.9, LUP-7.5, LUP-7.8, NE-2.2, NE-2.4, NE-4.2.**
✓ Coordinate with local, state, and federal agencies to identify underused lands such as surplus public lands or environmentally contaminated lands and: ✓ Promote infill or redevelopment in growth centers and existing neighborhoods in a manner that supports the Regional Growth Strategy (MPP-DP-4) ✓ Develop strategies for cleaning up brownfield and contaminated sites (DP-Action-7)	**CF-1.2, CF- 4.03, HU-4.6, LUP-2.6, LUP-5.**
Preserve historic, visual, and cultural resources and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds (MPP-DP-5-7)	**LUP-3.7, LUP-10.1., PR-1.4, , LUP-2.4, LUP-3.8, LUP-4.7, LUP-10.1**
Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities (MPP-DP-8)	**GOAL NE-6, NE-7.2, LUP-2.7.**
✓ Support the design of transportation and infrastructure projects that achieve community development objectives and improve communities (MPP-DP-12-15, DP-17)	**CF-2.2, CF-7.03, LUP-3.2, LUP-3.3, LUP-3.4, LUP-3.5, LUP-3.6, NE-1.10, NE-2.6, NE-4.2, UT-3.1.**
Promote healthy communities	Page/Policy Reference

Reduce health disparities and improve health outcomes (MPP-RC-3, DP-18)	**GOAL HU-5, HU-5.8, LUP-3.5, NE-2.6.**
Support centers as connections to opportunity	Page/Policy Reference
✓ Identify one or more central places as locations for more compact, mixed-use development (MPP-DP-22, DP-25)	**HU-1.6, HU-2.3, LUP-2.5, LUP-3.3, LUP-3.5, GOAL T-6.**
Jurisdictions with or planning for high-capacity transit stations: Identify high-capacity station areas and plan for densities[14] that maximize benefits of transit investments (MPP-DP-22, DP-Action-8)	**HU-1.6, LUP-2.5, LUP-3.3, LUP-3.5.**
Jurisdictions with or planning for light rail stations: Support the adoption of subarea plans for light rail station areas (DP-Action-8)	**Not Applicable – there are no light rail stations planned in Algona.**
✓ Jurisdictions with regional centers: Support the update of regional center subarea plans to be consistent with the revised Center Plan Tools (DP-Action-8)	**Not Applicable – there are no regional centers in Algona.**
Evaluate planning in areas for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts (MPP-DP-23, Ec-12)	**Not applicable, Algona does not have an identified center and does not have high-capacity transit for DP-23.** **LUP-6.5, LUP-6.6, LUP-6.7.**
Support annexation and incorporation	Page/Policy Reference
✓ Work towards annexation and the orderly transition of unincorporated urban areas by: • Joint planning and urban development standards for urban unincorporated areas • Affiliating all unincorporated urban growth areas with adjacent cities Planning for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit (MPP-RGS-16, DP-27-30)	**LUP-11.1, LUP-11.2, LUP-11.3**
Preserve rural areas and natural resource lands	Page/Policy Reference
✓ Counties: Work to ensure that development in rural areas is rural in character (MPP-DP-32-35, DP-37-38)	**Not applicable, Algona is not a county.**
✓ Counties: Work to ensure the sustainability of designated resource lands through programs that support economic vitality, encourage conservation, and avoid incompatible adjacent land uses (MPP-DP-39, DP-41-43)	**Not applicable, Algona is not a county.**

[14] VISION 2050 calls for transit-oriented development near stations located in or near manufacturing/industrial centers to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

Conserve and enhance important uses	Page/Policy Reference
✓ As applicable, limit incompatible uses adjacent to: • Military lands (MPP-DP-49) • Manufacturing/industrial centers (MICs) and industrial zoning (MPP-DP-50) Tribal reservation lands (MPP-DP-51)	**LUP-2.3.** **Not applicable – there are no nearby military lands or plans for military facilities. Similarly, there are no MIC's.**

Additional comments on Land Use/Development Patterns or additional documents to share [optional]: _____

Housing

The plan guides the preservation, improvement, and expansion of the housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. It continues to promote fair and equal access to housing for all people.

Policies and programs should:

Assess housing needs	Page/Policy Reference
Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of existing housing policies, and documenting strategies to achieve housing targets and affordability goals. This includes documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations (H-Action-4)	**HU-1.8, GOAL HU-4, HU-4.1, HU-4.2, HU-4.3, HU-4.4, HU-4.5, HU-4.6, HU-4.7, HU-4.8, HU-4.9.**
Increase housing supply and choices	**Page/Policy Reference**
✓ Increase housing supply and densities to meet the region's current and projected needs at all income levels consistent with the Regional Growth Strategy (MPP-H-1)	**GOAL HU-1, HU-1.2, HU-1.3, GOAL HU-2, HU-2.1, HU-2.4, HU-2.6, GOAL HU-5.**
✓ Expand the diversity of housing types for all income levels and demographic groups, including low, very low, extremely low, and moderate-income households (MPP-H-2-6, H-9)	**HU-1.5, HU-1.8, GOAL HU-2, HU-2.1, HU-2.2, HU-2.4, HU-2.6, GOAL HU-4, HU-4.1, HU-4.2, HU-4.5, HU-4.8, HU-4.9, HU-5.6, HU-5.7, LUP-3.5.**
Expand housing capacity for moderate density housing, i.e., "missing middle" (MPP-H-9)	**HU-1.5, GOAL HU-2, HU-2.1, HU-2.4, HU-4.5.**

Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. Include jobs-housing balance in housing needs assessments to better support job centers with the needed housing supply (MPP-H-1, H-6, H-Action-4)	**GOAL HU-1, HU-1.8, HU-2.2, GOAL HU-4, HU-4.1, HU-4.2, HU-4.3, HU-4.4, HU-4.5, HU-4.6, HU-4.7, HU-4.8, HU-4.9. GOAL HU-5.**
✓ Expand housing choices in centers and near transit (MPP-H-7-8)	**HU-2.2, HU-2.3.**
✓ Promote flexible standards and innovative techniques to encourage housing production that keeps pace with growth and need (MPP-H-10)	**HU-2.5, HU-4.8.**
Support the development and preservation of affordable housing	Page/Policy Reference
Use inclusionary and incentive zoning to provide more affordable housing when creating additional housing capacity (H-Action-5)	**HU-1.3, HU-2.1, HU-2.3, HU-4.1, HU-4.3, HU-4.7, HU-4.8.**
Jurisdictions planning for high-capacity transit stations: Create and preserve affordable housing near high-capacity transit[15] (MPP-H-8,H-Action-1)	**HU-2.3. Not applicable, Algona does not have an identified center and does not have high-capacity transit.**
Address inequities in access to housing	Page/Policy Reference
Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth (MPP-H-12, H-Action-6)	**HU-1.8, GOAL HU-5, HU-5.6, HU-5.7.**
Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)	**HU-2.2, HU-2.6, HU-5.6, HU-5.7, LUP-3.5.**
Identify and begin to undo local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability	**HU-1.8, GOAL HU-5, HU-5.6, HU-5.7, LUP-3.5, TR-4.2.**

Additional comments on Housing or additional documents to share [optional]: _____

[15] Transit-oriented development near stations located in or near manufacturing/industrial centers need to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

Economy

The plan includes an economic development element (Ec-Action-5) that promotes a prospering and sustainable economy by supporting businesses and job creation and investing in all people.

Policies and programs should:

Promote a prosperous and sustainable economy for all people	Page/Policy Reference
✓ Identify and enhance industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export (MPP-Ec-3, Ec-4)	**LUP-7.1, LUP-7.3**
✓ Focus retention and recruitment efforts and activities to foster a positive business climate and diversify employment opportunities by specifically targeting: • Businesses that provide living wage jobs Locally, women-, and minority-owned small businesses and start-up companies Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience (MPP-Ec-1, Ec-3, Ec-4, Ec-7, Ec-9, Ec-16)	**LUP-2.4, LU-6.4, LUP-6.6, LUP-6.8, LUP-6.9, LUP-6.10, LUP-6.11, LUP-7.1, LUP-7.3, GOAL NE-2, NE-2.4.**
Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnectedcommunities (MPP-Ec-13-14)	**LU-6.5, LU-6.6, LUP-6.9, HU-5.6.**
Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12)	**LUP-6.5, LUP-6.6, LUP-6.7.**
✓ Develop a range of employment opportunities to create a closer balance between jobs and housing (MPP-Ec-18)	**LUP-1.2, LUP-6.7, Goal LU-2, LUP-4.5, LUP-6.1, LUP-6.4.**
Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes (MPP-Ec-8,Ec-16)	**LUP-3.4, LUP-3.6, LUP-7.5, LUP-7.8, GOAL NE-2, NE-2.2, NE-2.4, NE-4.2.**
Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes (MPP-Ec-15, Ec-17, Ec-20)	**CF-3.4, LUP-1.1, LUP-1.2, LUP-1.3, LUP-2.4, LUP 3.7, LU-6.4, LU-6.5, LU-6.6, LUP-10.1.**

Additional comments on Economic Development or additional documents to share [optional]: _____

Transportation

The plan promotes a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

Policies and programs should:

Implement the Regional Transportation Plan	Page/Policy Reference
✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other jurisdictions and agencies (MPP-T-7)	**GOAL T-1, TR-6.1, TR-6.3.**
✓ Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)	**LUP-3.3,TR-1.3, TR-1.5, TR-2.1, TR-2.8.**
✓ Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)	**TR-1.5, TR-6.1, TR-8.3, TR-8.5**
✓ Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15)	**HU-1.6, LUP-2.5, TR-1.3, TR-2.1, GOAL T-6, GOAL T-8, TR-8.1, TR-8.2, TR-8.3, TR-8.5.**
Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)	**GOAL NE-6, NE-7.7.**
Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)	**TR-1.1, TR-1.2, TR-1.4, TR-1.6, TR-3.3.**
Support the Regional Growth Strategy	Page/Policy Reference
✓ Focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy (MPP-RC-7-9, T-7-8, T-15)	**HU-1.6, HU-4.3, LUP-2.5, Goal LUP-7, GOAL T-1, TR-1.1, TR-1.2, TR-1.3, TR-1.4, TR-2.1, TR-3.3, TR-6.1, TR-6.3.**
Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T-12-13, T-19)	**HU-1.6, HU-4.3, HU-4.7, HU-4.8, LUP-2.5, Goal LUP-7, TR-1.1, TR-1.3, TR-1.4, TR-2.1,**

	GOAL T-6, GOAL TR-8, TR-8.1, TR-8.2, TR-8.3, TR-8.5.

✓ Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T-19-21)	**Not applicable, Algona does not have an identified center and does not have high-capacity transit.**
✓ Support a safe and welcoming environment for walking and bicycling (MPP-DP-15): • Include a pedestrian and bicycle component and collaborative efforts to identify planned improvements for pedestrian and bicycle facilities and corridors (RCW 36.70A.070(6)(a)(vii)) • Improve local street patterns and design to promote walking and biking (MPP-T-16-17)	**LUP-4.7, Goal TR-1, TR-1.3, TR-1.4, Goal TR-6, Goal LU-3, LUP-3.3, LUP-3.5, LUP-4.4.**
✓ Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and other practices (MPP-T-16-18)	**LUP-4.7, Goal TR-1, TR-1.3, TR-1.4, Goal TR-6.**
✓ Counties: Avoid construction of major roads or capacity expansion on existing facilities in rural and resource areas (MPP-T-22, DP-38)	**Not applicable, Algona is not a county.**
Support people	Page/Policy Reference
Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)	**HU-5.6, HU-5.8, TR-4.1, TR-4.2.**
✓ Ensure mobility choices for people with special needs (MPP-T-10)	**TR-4.1, TR-4.2.**
Support the economy	Page/Policy Reference
✓ Recognize the critical role of safe, reliable, and efficient movement of people and goods (MPP-Ec-6, T-1, T-23)	**LUP-3.3, TR-1.3, TR-2.1, TR-2.6, TR-2.8., TR-1.5**
✓ Identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes (MPP-T-24-25)	**TR-7.3, TR-1.5**
✓ Promote coordination with providers of major regional infrastructure, such as freight rail and commercial aviation (MPP-Ec-4-5, T-27-28)	**LUP-7.1, LUP-7.3, TR-1.5** **MPP-T-28 is not applicable, there are no airports in the nearby vicinity.**
Protect the environment	Page/Policy Reference
Promote clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation (MPP-CC-3, CC-12, T-29-30)	**NE-7.4, NE-7.5, NE-7.7, TR-8.4.**
Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T-32)	**TR-1.6, NE-1.6.**

✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (MPP-DP-44, T-4-5, T-29-32)	**NE-1.6, GOAL NE-6, NE-7.7, TR-1.6, TR-2.1, TR-2.6, TR-2.8, TR-2.9, TR-3.1, TR-6.4.**

The plan should:

Provide facilities inventories and identify service needs	Page/Policy Reference
✓ Include mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries (RCW 36.70A.070, RCW 36.70A.108, MPP-T-7, T-15-17)	**LUP-2.5, GOAL T-1, TR-2.1, TR-6.1, TR-6.3.**
✓ Include state facilities and reflect related (regional/state) level-of-service standards (RCW 36.70A.070, RCW 36.70A.108)	**TR-7.3**
✓ Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)	**GOAL CF-2, CF-3.1, CF-3.4, TR-6.1, UT-1.4.**
✓ Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)	**TR-2.1, TR-2.6, TR-2.8, TR-2.9, TR-3.1, TR-6.4.**
✓ Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)	**CF-3.1, CF-3.2, CF-3.3, CF-3.4, CF-3.5, CF-3.6, TR-2.6, TR-2.8, TR-2.9, TR-3.1, TR-6.1, TR-6.4.**
Finance transportation investments	Page/Policy Reference
✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)	**CF-2.1, CF-3.2, HU-3.6, HU-4.1, HU-4.3, HU-4.4, NE-4.4, TR-6.1, TR-6.3.**
✓ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms (MPP-T-6)	**CF-2.1, CF-3.2, TR-6.1, TR-6.3.**
✓ Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)	**This would be part of the Capital Improvement Plan (Appendix D) which is currently in development.**

✓ Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6)	**CF-2.1, CF-3.2, HU-3.6, HU-4.1, HU-4.3, HU-4.4, NE-4.4, TR-6.1, TR-6.3.**
Address land uses adjacent to airports	Page/Policy Reference
✓ Airport-adjacent communities: Identify and address any airports within or adjacent to the jurisdiction (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	**Not applicable there are no airports in the nearby vicinity.**
✓ Airport-adjacent communities: Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	**Not applicable there are no airports in the nearby vicinity.**
Airport-adjacent communities: Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities (MPP-T-28)	**Not applicable there are no airports in the nearby vicinity.**

Additional comments on Transportation or additional documents to share [optional]: _____

Public Services

The plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Policies and programs should:

Provide adequate public facilities and services to support growth	Page/Policy Reference
✓ Protect and enhance the environment and public health and safety when providing services and facilities (MPP-PS-1)	**Goal HU-5, HU-5.6, NE-1.10**
✓ Promote coordinated planning for services and facilities with counties, cities, tribes, and special purpose districts in a manner that supports the Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management (MPP-PS-3-4, PS-8-9, PS-13-14, PS-23-25)	**CF-1.1, CF-1.3, CF-2.1, CF-4.3, UT-2.1, LUP-1.5, UT-2.6, CF-7.4, NE-7.6, NE-7.7, UT-2.5, UT-2.4, UT-6.2, UT-7.1.**

✓ Protect water quality by replacing failing septic systems and serving new urban development with sanitary sewer systems (MPP-PS-10-12)	**CF-7.4.**
Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources (MPP-PS-13-15, PS-20-21)	**NE-7.6, NE-7.7, UT-2.5, UT-2.4.**
Promote affordable and equitable access of public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities (MPP-PS-2, PS-16, PS-22)	**UT-7.2, UT-7.3, UT-7.1.**
✓ Encourage planning and coordination of emergency management and public safety programs (MPP-PS-17, T-31)	**UT-3.5, CF-4.6, NE-7.7, TR-1.6, NE-1.6.**
Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts (MPP-PS-18, PS-20, PS-29, DP-11)	**CF-7.7, CF-7.8, CF-7.9, Goal CF-5.**
Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area (MPP-PS-26-28)	**CF-4.3, CF-4.5, CF-4.7, Goal CF-5, CF-7.7, CF-7.8, CF-7.9.**
✓ Counties: Avoid providing urban services and regional facilities in rural areas. Facilities and utilities in rural areas should be at a size and scale appropriate for rural locations. (MPP-PS-5-7, PS-30)	**NA – Algona is a City and not a County.**

Additional comments on Public Services or additional documents to share [optional]: _____

CITY COUNCIL

AGENDA BILL # AB24-0130

City of Algona
200 Washington Blvd.
Algona, WA 98001

ITEM INFORMATION

SUBJECT:

Resolution ____, Annual Sidewalk In Lieu Fee

Agenda Date: June 24th, 2024

Department/Committee/Individual	Created	Reviewed
Mayor		x
City Administrator	x	x
City Attorney		x
City Clerk		
Finance Dept		
PW/Utilities		
Planning Dept		
Community Services		
Police Dept		
Finance Committee		
Planning Commission		
Civil Service Committee		

Cost Impact:

Fund Source:

Timeline: 1st review – 6/24/24

Staff Contact: Jessica Griess, City Administrator

Attachments:

SUMMARY STATEMENT:

In April of 2023, Council approved Ordinance 1219-23 amending AMC 12.05 to include a sidewalk in lieu fee. AMC 12.05.040.B states "The per-lineal foot cost estimate shall be set by annual resolution of the city council…". We are due for the annual fee update!

(Zach is in the process of preparing the resolution and the fee calculations are still in progress; hoping to have everything added to packets by Monday afternoon prior to Council for discussion)

COMMITTEE REVIEW AND RECOMMENDATION:

RECOMMENDED ACTION:

RECORD OF COUNCIL ACTION

Meeting Date: *Action:* *Vote:*

CITY OF ALGONA
RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, ESTABLISHING A COST PER-LINEAL FOOT ESTIMATE FOR THE CITY'S FEE IN-LIEU OF SIDEWALK, CURB AND GUTTER CONSTRUCTION PROGRAM PURSUANT TO CHAPTER 12.05 AMC.

WHEREAS, through the adoption of Ordinance No. 1219-23, the Algona City Council amended Chapter 12.05 AMC to establish the City's fee in-lieu of sidewalk, curb, and gutter construction program; and

WHEREAS, as amended, Chapter 12.05 AMC requires that new, nonexempt development that creates or increases the demand for pedestrian access must either physically construct the necessary sidewalk, curb, and gutter improvements, or enter an into a voluntary agreement providing for the remittance to the City of a fee in-lieu of making such improvements; and

WHEREAS, pursuant to AMC 12.05.040, the in-lieu of payment is to be based on the estimated cost of sidewalk, curb, and gutter improvements, and is to be calculated on a per-lineal foot basis multiplied by the number of lineal frontage feet of the subject property; and

WHEREAS, AMC 12.05.040 further provides that the per-lineal foot cost estimate is to be set by annual resolution of the City Council, and may be adjusted by the Council based on inflation, material and labor costs, and any other relevant factor; and

WHEREAS, in accordance with AMC 12.05.040, the City Council wishes to set the per-lineal foot cost estimate of sidewalk, curb, and gutter improvements for the year 2024, and to formally adopt the applicable calculation and survey methodology therefor;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Estimated Cost of Sidewalks, Curb and Gutter Improvements—Methodology. In accordance with AMC 12.05.040, the City Council hereby adopts the calculation and survey methodology for estimating the cost of sidewalk, curb, and gutter improvements as contained in the City Engineer memorandum dated _____, 2024, attached hereto as Exhibit A and incorporated herein by this reference as if set forth in full.

Section 2. Estimated Cost of Sidewalks, Curb and Gutter Improvements—Fee Schedule. In accordance with AMC 12.05.040, and based upon the calculation and survey methodology set forth in Exhibit A, the City Council hereby adopts the following cost estimates for sidewalk, curb, and gutter improvements, respectively:

Sidewalks: $_____ per lineal foot

Curbs: $_____ per lineal foot

Gutters: $_____ per lineal foot

Section 3. Effective Date; Duration. This resolution shall take effect immediately upon passage and shall remain in effect until the content hereof is amended, superseded, or repealed by subsequent action of the City Council.

PASSED by the City Council of the City of Algona, at its regular meeting thereof this _____ day of _____, 2024.

CITY OF ALGONA, WASHINGTON

_____
Troy Linnell, Mayor

(SEAL)

ATTEST:

_____
Dana Parker, City Clerk

Exhibit A

CITY COUNCIL

AGENDA BILL # AB24-0126

City of Algona
200 Washington Blvd.
Algona, WA 98001

ITEM INFORMATION

SUBJECT:

Gray & Osborn Contract, 11th Ave N Water Quality Pond

Agenda Date: June 24th, 2024

Department/Committee/Individual	Created	Reviewed
Mayor		x
City Administrator	x	x
City Attorney		x
City Clerk		
Finance Dept		
PW/Utilities		
Planning Dept		
Community Services		
Police Dept		
Finance Committee		
Planning Commission		
Civil Service Committee		

Cost Impact:

Fund Source:

Timeline: 1st review – 5/28/24
2nd review – 6/10/24
3rd review – 6/24/24

Staff Contact: Jessica Griess, City Administrator

Attachments: Agreement; Scope of Work

SUMMARY STATEMENT:

During this latest state legislative session, the City was earmarked $210,000 for the designing and beginning stages of construction. A Request for Proposals was completed earlier this year with no submissions for the project. Gray & Osborn has provided the attached Scope of Work through final design and the bidding process in the amount of $124,000.

COMMITTEE REVIEW AND RECOMMENDATION:

RECOMMENDED ACTION:

Make a motion to approve the Mayor's execution of the Gray & Osborn Contract.

RECORD OF COUNCIL ACTION

Meeting Date:	*Action:*	*Vote:*

CONSULTANT AGREEMENT	
PROJECT TITLE AND IDENTIFICATION NUMBER	**WORK DESCRIPTION** 11th Ave N Water Quality Pond Design
CONSULTANT Gray & Osborn	**CONSULTANT CONTACT NAME, ADDRESS AND TELEPHONE NO.** Stacey Clear
FEDERAL I.D. NO.	**BUDGET OR FUNDING SOURCE**
PROJECT ADMINISTRATOR NAME, ADDRESS AND TELEPHONE NO.	**MAXIMUM AMOUNT PAYABLE, IF ANY** $124,000
COMPLETION DATE December 31st, 2024	☐ Lump Sum ☐ Cost Plus a Fixed Fee ☐ Schedule Rate/Time and Materials ☒ Time and Materials/Not to Exceed

THIS AGREEMENT is entered into on _____, 2024, between the City of Algona, Washington, hereinafter called "the CITY", and the above person, firm or organization, hereinafter called "the CONSULTANT".

WHEREAS, the CITY desires to accomplish the above-referenced project; and

WHEREAS, the CITY does not have sufficient staff or expertise to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary services for the project; and

WHEREAS, the CONSULTANT has represented to the CITY that the CONSULTANT is in compliance with the professional registration statutes of the State of Washington, if applicable, and has signified a willingness to furnish consulting services to the CITY, now, therefore,

IN CONSIDERATION OF the terms and conditions set forth below, or attached and incorporated and made a part hereof, the parties agree as follows:

1. Retention of Consultant - Scope of Work. The CITY hereby retains the CONSULTANT to provide professional services as defined in this agreement and as necessary to accomplish the scope of work attached hereto as Exhibit A and incorporated herein by this reference as if set forth in full. The CONSULTANT shall furnish all services, labor and related

equipment necessary to conduct and complete the work, except as specifically noted otherwise in this agreement.

2. Completion of Work. The CONSULTANT shall not begin any work under the terms of this agreement until authorized in writing by the CITY. The CONSULTANT shall complete all work required by this agreement according to the schedule attached as Exhibit A and incorporated herein by this reference as if set forth in full. A failure to complete the work according to the attached schedule, except where such failure is due to circumstances beyond the control of the CONSULTANT, shall be deemed a breach of this agreement. The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the CITY, in the event of a delay attributable to the CITY, or because of unavoidable delays caused by circumstances beyond the control of the CONSULTANT. All such extensions shall be in writing and shall be executed by both parties.

3. Payment. The CONSULTANT shall be paid by the CITY for satisfactorily completed work and services satisfactorily rendered under this agreement as provided in Exhibit B, attached hereto and incorporated herein by this reference as if set forth in full. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in the Scope of Work attached. The CONSULTANT shall be entitled to invoice the CITY no more frequently than once per month during the course of the completion of work and services by the CONSULTANT. Invoices shall detail the work performed or services rendered, the time involved (if compensation is based on an hourly rate) and the amount to be paid. The CITY shall pay all such invoices within 45 days of submittal, unless the CITY gives notice that the invoice is in dispute. In no event shall the total of all invoices paid exceed the maximum amount payable set forth above, if any, and the CONSULTANT agrees to perform all services contemplated by this agreement for no more than said maximum amount.

4. Changes in Work. The CONSULTANT shall make such changes and revisions in the complete work provided by this agreement as may be necessary to correct errors made by the CONSULTANT and appearing therein when required to do so by the CITY. The CONSULTANT shall make such corrective changes and revisions without additional compensation from the CITY. Should the CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the CITY. This work shall be considered as Extra Work and will be paid for as provided in Section 5.

5. Extra Work.

A. The CITY may, at any time, by written order, make changes within the general scope of the agreement in the services to be performed. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work or services under this agreement, whether or not changed by the order, or otherwise affects any other terms or conditions of the agreement, the CITY shall make an equitable adjustment in the (1) maximum amount payable; (2) delivery or completion schedule or both; and (3) other affected terms, and shall modify the agreement accordingly.

B. The CONSULTANT must submit any "proposal for adjustment" under this clause within 30 days from the date of receipt of the written order to make changes. However, if the CITY decides that the facts justify it, the CITY may receive and act upon a proposal submitted before final payment of the agreement.

C. Failure to agree to any adjustment shall be a dispute under the Disputes clause of this agreement, as provided in Section 13. Notwithstanding any such dispute, the CONSULTANT shall proceed with the agreement as changed.

D. Notwithstanding any other provision in this section, the maximum amount payable for this agreement shall not be increased or considered to be increased except by specific written amendment of this agreement.

6. Ownership of Work Product. Any and all documents, drawings, reports, and other work product produced by the CONSULTANT under this agreement shall become the property of the CITY upon payment of the CONSULTANT'S fees and charges therefore. The CITY shall have the complete right to use and re-use such work product in any manner deemed appropriate by the CITY, provided, that use on any project other than that for which the work product is prepared shall be at the CITY'S risk unless such use is agreed to by the CONSULTANT.

7. Independent Contractor. The CONSULTANT is an independent contractor for the performance of services under this agreement. The CITY shall not be liable for, nor obligated to pay to the CONSULTANT, or any employee of the CONSULTANT, sick leave, vacation pay, overtime or any other benefit applicable to employees of the CITY, nor to pay or deduct any social security, income tax, or other tax from the payments made to the CONSULTANT which may arise as an incident of the CONSULTANT performing services for the CITY. The CITY shall not be obligated to pay industrial insurance for the services rendered by the CONSULTANT.

8. Indemnification / Hold Harmless. The CONSULTANT shall defend, indemnify and hold the City, its officers, officials, employees and volunteers (collectively, “the CITY”) harmless from any and all claims, injuries, damages, losses or suits, including attorneys’ fees, arising out of, in connection with, or otherwise resulting in any manner from the performance of this agreement, except for injuries and damages caused by the sole negligence of the City.

Should a court of competent jurisdiction determine that this agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the CONSULTANT and the City, the CONSULTANT’S liability hereunder shall only be to the extent of the CONSULTANT’S negligence.

It is further specifically and expressly understood that the indemnification provided herein constitutes the CONSULTANT’S waiver of immunity under the Industrial Insurance provisions of Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties.

The provisions of this section shall survive the expiration or termination of this agreement.

9. Insurance. The CONSULTANT shall obtain and provide verification of insurance coverage of the type and amount specified in this section.

A. Minimum Scope of Insurance.

The CONSULTANT shall obtain insurance of the types described below:

(1). Worker's compensation and employer's liability insurance as required by the State of Washington;

(2). Commercial General Liability insurance written on Insurance Services Office (ISO) occurrence form CG 00 01 and covering liability arising from premises, operations, independent contractors and personal injury and advertising injury. The CITY shall be named as an insured under the CONSULTANT'S Commercial General Liability insurance policy with respect to any work performed for the CITY.

(3). Professional liability insurance, appropriate to CONSULTANT's field of expertise.

(4) Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on ISO form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

B. Minimum Amounts of Insurance.

The CONSULTANT shall maintain the following insurance limits:

(1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

(2) Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence and $2,000,000 general aggregate.

(3) Professional Liability insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

The amounts listed above are the minimum deemed necessary by the CITY to protect the CITY'S interests in this matter. The CITY has made no recommendation to the CONSULTANT as to the insurance necessary to protect the CONSULTANT'S interests and any decision by the CONSULTANT to carry or not carry insurance amounts in excess of the above is solely that of the CONSULTANT.

C. Other Insurance Provisions.

(1) All insurance coverage required by this agreement shall be obtained from an insurance company authorized to do business in the State of Washington and holding a current A.M Best resting of not less than A:VII. Excepting professional liability insurance, the CITY will be named on all insurance as an additional insured. The certificates of insurance shall cover the work specified in, related to or performed in any manner under this agreement.

(2) The Automobile Liability, Commercial General Liability and Professional Liability insurance policies required under this agreement shall contain or be endorsed to contain the following provisions:

a. The CONSULTANT'S insurance coverage shall be primary insurance with respect to the City. Any insurance, self-insurance or insurance pool coverage maintained by the City shall be excess of the CONSULTANT'S INSURANCE and shall not contribute with it.

b. The CONSULTANT'S insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

D. Verification of Coverage.

The CONSULTANT shall furnish the CITY with original certificates and a copy of the amendatory endorsements, including but not limited to the additional insured endorsement, evidencing the insurance requirements of the CONSULTANT before commencement of the work specified under this agreement.

10. Records Retention and Disclosure. The CONSULTANT shall keep all records related to this agreement for a period of three years following completion of the work for which the CONSULTANT is retained. The CONSULTANT shall permit any authorized representative of the CITY, and any person authorized by the CITY for audit purposes, to inspect such records at all reasonable times during regular business hours of the CONSULTANT. Upon request, the CONSULTANT will provide the CITY with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the CONSULTANT, but the CONSULTANT may charge the CITY for copies requested for any other purpose. The CONSULTANT shall also provide a complete electronic copy of all reports, plans, and specifications upon completion of the work or upon request of the CITY.

Separate from and additional to the foregoing, the CONSULTANT shall fully cooperate with and assist the CITY with respect to any request for public records received by the CITY and related to any public records generated, produced, created and/or possessed by the CONSULTANT and related to the services performed under this agreement. Upon written demand by the CITY, the CONSULTANT shall furnish the CITY with full and complete copies of any such records within five business days.

The CONSULTANT's failure to timely provide such records upon demand shall be deemed a

material breach of this agreement. To the extent that the CITY incurs any monetary penalties, attorneys' fees, and/or any other expenses as a result of such breach, the CONSULTANT shall fully indemnify and hold harmless the CITY as set forth in Section 8.

For purposes of this section, the term "public records" shall have the same meaning as defined by Chapter 42.17 RCW and Chapter 42.56 RCW, as said chapters have been construed by Washington courts.

The provisions of this section shall survive the expiration or termination of this agreement.

11. Notices. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth in the box for the same appearing at the outset of this Agreement. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.

12. Project Administrator. The Project Administrator shall be responsible for coordinating the work of the CONSULTANT, for providing any necessary information for and direction of the CONSULTANT's work in order to ensure that it generally meets the requirements of this agreement, and for reviewing, monitoring and approving the general quality and quantity of such work. The CONSULTANT shall report to and take any necessary direction from the Project Administrator. Provided, that nothing in this section shall be construed as altering the CONSULTANT'S duty of care or otherwise limiting, abridging, waiving or reducing the CONSULTANT'S obligations under this agreement.

13. Disputes/Conflict amongst attachments. Any dispute concerning questions of fact in connection with the work not disposed of by agreement between the CONSULTANT and the CITY shall be referred for determination to the CITY Department Head who administers the department in which the Project Administrator works. The Department Head's decision in the matter shall be final and binding upon the parties to this agreement, provided, however, that if litigation is brought challenging the decision, that decision shall be subject to judicial review. In case of conflict between the Attachments to this Agreement and the portions of this Agreement preceding the signature lines (paragraphs 1-23), the terms of paragraphs 1-23 shall prevail. Any limitations on liability and indemnification expressed in the Attachments beyond those specified in paragraph 8 (prior to signature line) shall be null and void.

14. Termination. The CITY reserves the right to terminate this agreement at any time upon ten (10) days written notice to the CONSULTANT. Any such notice shall be given to the address specified above. In the event that this agreement is terminated by the City other than for fault on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. In the event that services of the CONSULTANT are terminated by the CITY for fault on the part of the CONSULTANT, the amount to be paid shall be determined by the CITY with consideration given to the actual cost incurred by the CONSULTANT in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether

that work is in a form or type which is usable to the CITY at the time of termination, the cost of the CITY of employing another firm to complete the work required, and the time which may be required to do so.

15. Non-Discrimination. The CONSULTANT agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or material man, because of race, color, creed, religion, national origin, marital status, sex, age or handicap, except for a bona fide occupational qualification. The CONSULTANT understands that if it violates this provision, this agreement may be terminated by the CITY and that the CONSULTANT may be barred from performing any services for the CITY now or in the future.

16. Subcontracting or Assignment. The CONSULTANT may not assign or subcontract any portion of the services to be provided under this agreement without the express written consent of the CITY.

17. Non-Waiver. Payment for any part of the work or services by the CITY shall not constitute a waiver by the CITY of any remedies of any type it may have against the CONSULTANT for any breach of the agreement by the CONSULTANT, or for failure of the CONSULTANT to perform work required of it under the agreement by the CITY. Waiver of any right or entitlement under this agreement by the CITY shall not constitute waiver of any other right or entitlement.

18. Litigation. In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this agreement, the parties agree that such actions shall be initiated in the Superior Court of the State of Washington, in and for King County. The parties agree that all questions shall be resolved by application of Washington law and that parties to such actions shall have the right of appeal from such decisions of the Superior Court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, in and for King County. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorneys' fees, in addition to any other award.

19. Taxes. The CONSULTANT will be solely responsible for the payment of any and all applicable taxes related to the services provided under this agreement and if such taxes are required to be passed through to the CITY by law, the same shall be duly itemized on any billings submitted to the CITY by the CONSULTANT.

20. City Business License. The CONSULTANT has obtained, or agrees to obtain, a business license from the CITY prior to commencing to perform any services under this agreement if required by CITY ordinances. The CONSULTANT will maintain the business license in good standing throughout the term of this Agreement.

21. Entire Agreement. This agreement represents the entire integrated agreement between the CITY and the CONSULTANT, superseding all prior negotiations, representations or agreements, written or oral. This agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto.

22. Legal Compliance. In the performance of work under this agreement, the CONSULTANT shall comply with all federal, state and municipal laws, ordinances, rules and regulations that are applicable to the CONSULTANT's business, equipment, and personnel engaged in operations covered by this agreement or accruing out of the performance of such operations.

23. Risk of Loss. The CONSULTANT shall be solely responsible for the safety of its employees, agents and subcontractors in the performance of the work hereunder and shall take all protections reasonably necessary for that purpose. All work shall be done at the CONSULTANT's own risk, and the CONSULTANT shall be solely responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

CONSULTANT:

Gray & Osborn

_____

By:
Title:

CITY OF ALGONA:

_____

Troy Linnell, Mayor

ATTEST/AUTHENTICATED:

_____

Dana Parker, City Clerk

EXHIBIT A

SCOPE OF WORK

CITY OF ALGONA
11th AVENUE NORTH WATER QUALITY POND DESIGN

PROJECT UNDERSTANDING

The City of Algona purchased the property at the northwest corner of 11th Avenue North and Boundary Boulevard. As part of the City's efforts towards improving water quality related to stormwater runoff, the City noted within its *2023 Stormwater Management Action Plan* that they would provide a water quality pond at this location. The City is requesting the design services of Gray & Osborne to complete the engineering-related documents associated with this pond.

More specifically, the work will include the following as described herein. It should be noted that this Scope of Work does not include construction management.

DESIGN

Task 1 – Project Management and Oversight

Provide overall project management and oversight of the project work by the Principal-in-Charge and senior staff members. Services are to include the following:

A. Procure sufficient staff resources to dedicate to the project.

B. Prepare and execute Subconsultant Contracts.

C. Manage Subconsultant work.

D. Manage and control project budget and schedule.

E. Manage and provide monthly Progress Reports and invoices.

Task 2 – Survey

Define the limits of the existing rights-of-way and property line in the project corridors prior to design. Obtain vertical and horizontal control necessary for design of the project, obtain pertinent topographical information to include identifying existing and obvious utilities, and pertinent topographical features to facilitate design of the project. Survey services are to include the following:

A. Right-of-Way and Easement Research – Acquire and utilize readily available records of survey, plat maps, assessor maps, etc., from the County Courthouse (Auditor's Office) along the project corridors, as required for establishing the existing rights-of-way and easements along the project alignment. This work will include the following.

1. Identify current rights-of-way along the proposed alignment.

2. Overlay the rights-of-way on a Plan view of the project corridor.

B. Topographic Survey

1. Establish vertical and horizontal control on the City-adopted datum for survey and mapping at a scale of not more than 1 inch = 20 feet (horizontal) and 1 inch = 5 feet (vertical). Vertical control will be suitable for establishing 2-foot contour intervals and to support the design and construction included in this Scope of Work.

2. Acquire supplemental topographical survey of the site (within and adjacent to the project corridor) to include establishing surface grades, pavement edges, visually obvious utilities (including hydrants, valves, etc.), buildings, fences, major trees and significant landscaping, sidewalks, etc., in sufficient detail to support an adequate level of design.

Task 3 – Existing Data Acquisition

Acquire record drawings and/or as-built information from utility purveyors known to provide service in the project corridor. Services are to include the following:

A. Provide written requests for all utility purveyors known to provide utility service in the project area.

B. Review data provided by utility purveyors and incorporate into project design as may be applicable.

Task 4 – Permitting

Provide support required to obtain Permits necessary to facilitate construction of the project. Services are to include the following:

A. SEPA Checklist – Prepare and submit Draft SEPA Checklist and revise the document as necessary before preparing Final Documents for City processing.

Task 5 – 30 Percent Design

Prepare 30 Percent Design Effort Drawings of the proposed water quality pond for City review. Services are to include the following:

A. Base Map – Incorporate all utility as-built information, plat map (property line) information, survey data, and other available and relevant information into the development of a base map. In addition, develop Plan, elevations, and section views of the pond.

B. Bid Quantities and Cost Estimates – Calculate Bid Quantities and prepare Preliminary-Level Construction Cost Estimate.

C. Review Meeting – Meet with City staff as may be required to review project status and solicit concerns/comments.

Task 6 – 90 Percent Design

Prepare Project Drawings, Specifications, and Cost Estimates of the design representing a 90 Percent Design effort for City review and comment. Services are to include the following:

A. Plans – Prepare Construction Plans in City-approved format to include title sheet, legend, location and vicinity maps, Plan, elevation, Profile Sheets, special notes, special details, etc.

B. Specifications – Prepare Project Specifications in Washington State Department of Transportation (WSDOT) format, referencing the *2024 Standard Specifications for Road, Bridges, and Municipal Construction*. Specifications to include the City's Standard Proposal, Contract, and Bonding Documents.

C. Quantities and Cost Estimates – Calculate Bid Quantities and prepare Construction Cost Estimates.

D. Review Meeting – Meet with City staff as may be required, to review project status and solicit concerns/comments.

Task 7 – Final Design

Prepare Final Design Drawings and Specifications for use as Bid Documents suitable for bidding, award, and construction of the project. Specifications will be prepared in WSDOT format, meeting minimum City and WSDOT requirements, adhering to City Codes and State Guidelines where, and when applicable. Plans shall be prepared in City-approved format to include Plan and Profile Sheets and special details. Services are to include the following:

A. Final Plans – Prepare Final Bid/Construction Plans in City-approved format to include title sheet, legend, vicinity and location map, Plan and Profile Sheets, special notes, special details, etc.

B. Specifications (Final) – Prepare Final Specifications in WSDOT format to include Proposal, Contract, Bonding Documents, and Technical Specifications.

C. Quantities and Cost Estimates – Prepare Final Quantity Takeoff and Construction-Level Construction Cost Estimate.

Task 8 – Quality Assurance/Quality Control

Oversee two, in-house, quality assurance/quality control (QA/QC) meetings at Gray & Osborne's office during the course of the design project. The meetings will include senior project staff, selected design team members, and City staff (as required and/or desired). Meetings are to take place at the following levels:

A. 30 Percent Design.

B. 90 Percent Design.

Ensure incorporation of relevant recommendations and suggestions into Bid/Construction Documents resulting from QA/QC reviews.

Task 9 – Bid Support

Assist the City during the bid phase. Services are to include the following:

A. Support City staff to answer bid inquiries during bid phase.

B. Support City staff to prepare any Bid Addenda as may be required.

BUDGET

The maximum amount payable to the Engineer for completion of work associated with this Scope of Work, including contingencies, salaries, overhead, direct non-salary costs, and net fee, is set forth in the attached Exhibit B. This amount will not be exceeded without prior written authorization of the City.

DELIVERABLES

At the conclusion of the design effort and during the course of the project, as applicable, the Engineer will deliver to the City the following documents.

1. One electronic copy (pdf) of the drawings at 30 percent and 90 percent design effort levels.

2. One electronic copy (pdf) of project Specifications and Cost Estimate at 90 percent design effort levels.

3. An electronic set (pdf) of Final Construction Drawings.

4. An electronic set (pdf) of Final Project Specifications.

5. An original paper copy of Final Project Specifications.

PROJECT ASSUMPTIONS REGARDING CITY RESPONSIBILITIES

This Scope of Work and the resulting maximum amount payable is based on the following assumptions as required for the development of the project. See also item assumptions noted in the aforementioned Tasks. Changes in these assumptions and responsibilities may cause a change in scope of the services being offered and result in a corresponding adjustment of the Contract price.

1. This Scope of Work assumes that the City will provide overall coordination and approval of the project, including timely (2 week) review of all submittals.

2. This Scope of Work assumes that the City will agree to appear as "Applicant" on all Permits, will function as Lead Agency for the environmental documentation process, and will pay all costs or fees associated with the various Permits that may be required.

EXHIBIT B

ENGINEERING SERVICES
SCOPE AND ESTIMATED COST

City of Algona - 11th Avenue North Water Quality Pond Design

Tasks	Principal Hours	Project Manager Hours	Project Engineer Hours	AutoCAD/ GIS Technician/ Engineer Intern Hours	Professional Land Surveyor Hours	Field Survey Hours
1 Project Management and Oversight	8	24				
2 Survey		2	2	12	12	20
3 Existing Data Acquisition		2	8	8		
4 Permitting		2	8			
5 30 Percent Design	8	24	80	24		
6 90 Percent Design	8	24	40	24		
7 Final Design	4	8	24	8		
8 Quality Assurance/Quality Control	24	12	12			
9 Bid Support		2	6			
Hour Estimate:	52	100	180	76	12	20
Estimated Fully Burdened Billing Rate:*	$240	$230	$180	$170	$200	$350
Fully Burdened Labor Cost:	$12,480	$23,000	$32,400	$12,920	$2,400	$7,000

Total Fully Burdened Labor Cost:	$	90,200
Direct Non-Salary Cost:		
Mileage & Expenses (Mileage @ current IRS rate)	$	800
Subconsultant:		
Geotechnical Investigation (PanGEO)	$	30,000
Subconsultant Overhead (10%)	$	3,000
TOTAL ESTIMATED COST:	**$**	**124,000**

* Actual labor cost will be based on each employee's actual rate. Estimated rates are for determining total estimated cost only. Fully burdened billing rates include direct salary cost, overhead, and profit.

CITY COUNCIL

AGENDA BILL # AB24-0128

City of Algona
200 Washington Blvd.
Algona, WA 98001

ITEM INFORMATION

SUBJECT:

Resolution 1278-24, 6 Year Transportation Improvement Plan

Agenda Date: June 24th, 2024

Department/Committee/Individual	Created	Reviewed
Mayor		x
City Administrator	x	x
City Attorney		x
City Clerk		
Finance Dept		
PW/Utilities		
Planning Dept		
Community Services		
Police Dept		
Finance Committee		
Planning Commission		
Civil Service Committee		

Cost Impact:

Fund Source:

Timeline: 1st review – 5/28/24
2nd review – 6/10/24
3rd review – 6/24/24

Staff Contact: Jessica Griess, City Administrator

Attachments: Resolution 1278-24; TIP Project List

SUMMARY STATEMENT:

It's that time of the year to update the list of street projects. The changes from last year's list includes changing the work on Broadway to be the entire portion between Algona Blvd and Celery and switching the Algona Blvd and Celery projects.

Change from first review – Broadway Blvd has been moved to 2026 bumping up Algona Blvd N from 1st Ave to Boundary in 2025.

COMMITTEE REVIEW AND RECOMMENDATION:

RECOMMENDED ACTION:

Make a motion to approve Resolution 1278-24.

RECORD OF COUNCIL ACTION

Meeting Date: *Action:* *Vote:*

CITY OF ALGONA
RESOLUTION NO. 1278-24

A RESOLUTION OF THE CITY OF ALGONA, WASHINGTON, ADOPTING THE SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PERIOD 2025-2030

WHEREAS, the City of Algona ("City") has previously adopted a Six Year Transportation Improvement Program; and

WHEREAS, state law generally requires the City to annually review and update its Six Year Transportation Improvement Program;

WHEREAS, as part of this annual review and update process, the City Council held a public hearing on June 24th, 2024 to solicit public input regarding its Six Year Transportation Improvement Program; and

WHEREAS, the City has reviewed the work performed under its Transportation Improvement Program and has considered and determined then City's current transportation needs;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The attached "Six Year Transportation Improvement Program" is found to be consistent with the City's Comprehensive Plan, including without limitation its Transportation Element, and is hereby adopted for the period of 2025-2030, and is incorporated herein by this reference as if set forth in full.

Section 2. The City Clerk shall file or cause to be filed a copy of the Six Year Transportation Improvement Program with the Washington State Secretary of Transportation within thirty (30) days of passage and adoption of this resolution.

Section 3. This resolution shall take effect immediately upon passage.

PASSED by the City Council this __ day of June, 2024.

APPROVED by the Mayor this __ day of June, 2024

_____
Troy Linnell, Mayor

Attest:

_____
Dana Parker, City Clerk

Approved as to form:

_____
Zachary Lell, City Attorney

MAILED TO:

Department of Transportation
Northwest Region
P.O. Box 330310
Seattle, WA 98133-9710

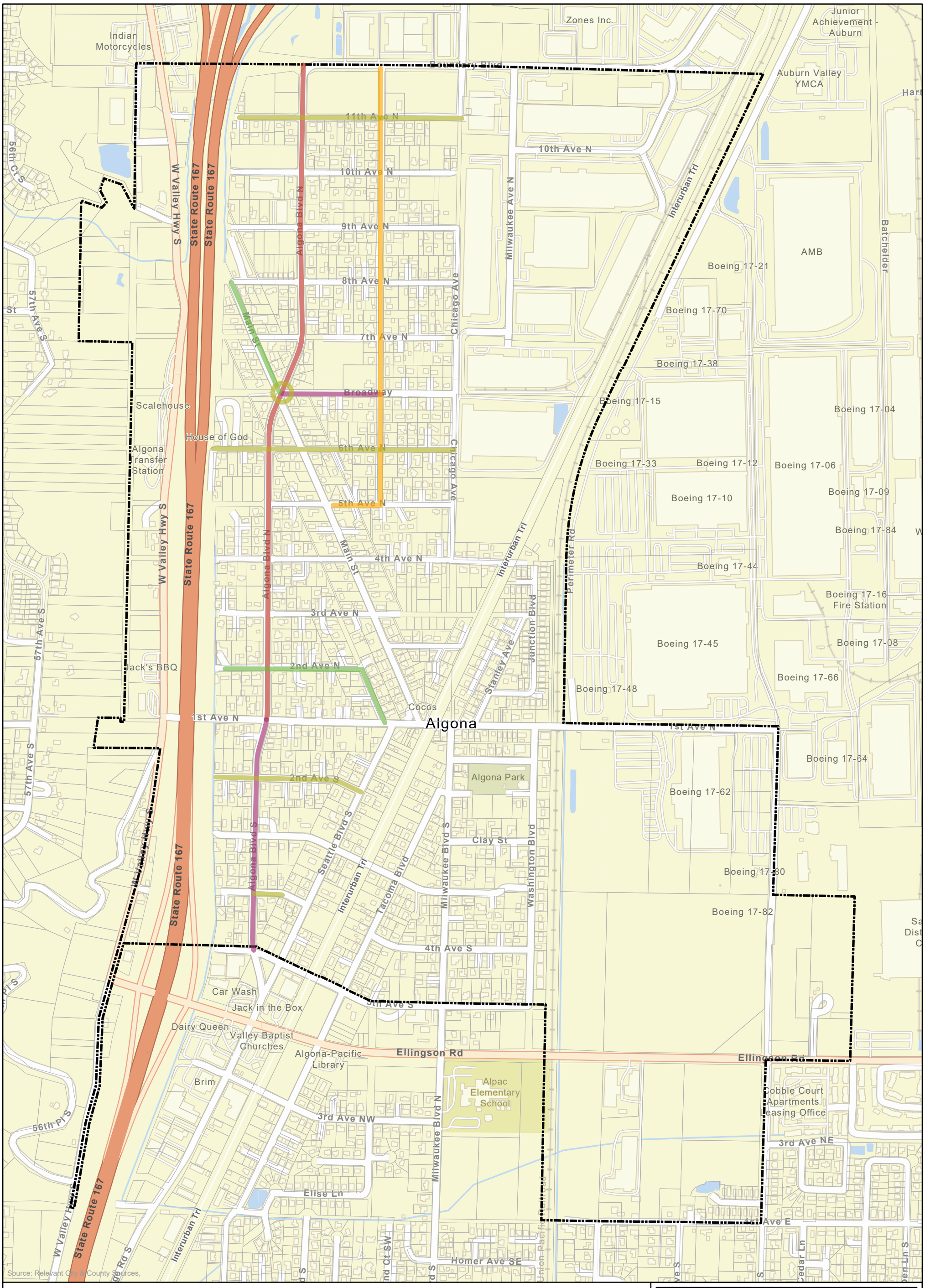
Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Roger Millar
Secretary of Transportation
Washington State Dept. of Transportation
P.O. Box 47316
Olympia, WA 98133-9710

Algona 6 -Year STIP
STIP Year 2025- 2030

Priority	Project	Project Type	Extents	Design Year	Design Cost		Construction Year	Construction Cost		Total
					City Match	State		City Match	State	
1	Algona Blvd N	Reconstruction - place curb, bike path, overlay	1st Ave N to Boundary Blvd	2025	$31,286	$281,573	2025	$208,573	$1,877,156	$2,398,589
2	Algona Blvd S	Reconstruction - replace curb and gutter, bike path, overlay	5th ave NW to 1st Ave N	2026	$20,505	$184,545	2026	$136,700	$1,230,301	$1,572,052
3	Broadway Blvd	Reconstruction - new asphalt	From Celery Ave. to Algona Blvd. N	2026	$4,999	$44,993	2026	$33,328	$299,954	$383,274
4	Celery Ave Sidewalk	New Sidewalks	5th Ave N to Boundary Blvd and on 5th between Main and Celery	2027	$31,013	$279,121	2027	$206,756	$1,860,804	$2,377,694
5	Main St	Resurfacing - Overlay	From Algona Blvd. to 8th Ave. N	2028	$5,112	$46,012	2028	$34,083	$306,744	$391,951
6	2nd Ave N & Seattle Blvd N	Resurfacing - Overlay	SR 167 to 1st Ave N	2028	$4,260	$38,343	2028	$28,402	$255,620	$326,625
7	11th Ave N	Resurfacing - Overlay	SR 167 to Chicago Ave	2029	$6,699	$60,288	2029	$44,658	$401,918	$513,562
8	4th Ave S	Resurfacing - Overlay	Algona Blvd S to 114 4th Ave S	2029	$2,042	$18,376	2029	$13,612	$122,510	$156,540
9	2nd Ave S	Resurfacing - Overlay	SR 167 to Seattle Blvd S	2029	$4,281	$38,526	2029	$28,538	$256,841	$328,185
10	6th Ave N	Resurfacing - Overlay	SR 167 to Chicago Ave	2029	$6,842	$61,577	2029	$45,613	$410,515	$524,547
11	Algona Blvd / Main St. / Broadway	Roundabout	Main St. / Algona Blvd. / Boundary Blvd.	2029	$10,144	$91,294	2029	$67,625	$608,626	$777,689
									Total:	**$7,352,119**

*Costs reflect cost in the anticipated year of construction


Indian Motorcycles
Zones Inc.
Junior Achievement - Auburn
Auburn Valley YMCA
Boundary Blvd
11th Ave N
10th Ave N
10th Ave N
9th Ave N
8th Ave N
7th Ave N
6th Ave N
5th Ave N
4th Ave N
3rd Ave N
2nd Ave N
1st Ave N
2nd Ave S
4th Ave S
5th Ave S
State Route 167
W Valley Hwy S
Algona Blvd N
Algona Blvd S
Main St
Chicago Ave
Milwaukee Ave N
Interurban Trl
Batchelder
Perimeter Rd
Junction Blvd
Stanley Ave
Seattle Blvd S
Tacoma Blvd
Milwaukee Blvd S
Washington Blvd
Clay St
Homer Ave SE
3rd Ave NE
Ellingson Rd
56th Ct S
57th Ave S
56th Pl S
3rd Ave NW
AMB
Boeing 17-21
Boeing 17-70
Boeing 17-38
Boeing 17-15
Boeing 17-04
Boeing 17-33
Boeing 17-12
Boeing 17-06
Boeing 17-10
Boeing 17-09
Boeing 17-84
Boeing 17-44
Boeing 17-16 - Fire Station
Boeing 17-45
Boeing 17-08
Boeing 17-66
Boeing 17-48
Boeing 17-64
Boeing 17-62
Boeing 17-80
Boeing 17-82
Algona
Cocos
Algona Park
Scalehouse
House of God
Algona Transfer Station
Jack's BBQ
Car Wash
Jack in the Box
Dairy Queen
Valley Baptist Churches
Algona-Pacific Library
Brim
Alpac Elementary School
Cobble Court Apartments Leasing Office
Elise Ln
Cedar Ln
Source: Relevant City & County Sources,
Legend
2025 - Reconstruction
2026 - Reconstruction/New Pavement
2027 - Sidewalk
2028 - Overlay
2029 - Overlay/Roundabout
City Limits
Parcels
N
0 250 500 1,000
Feet
CITY OF ALGONA
6-YEAR TIP
TIP TRANSPORTATION PROJECTS
(2025-2030)
Gray & Osborne, Inc.
CONSULTING ENGINEERS
L:\ALGONA\24403.00 Genl Engineering 2024\24403.01 6-Yr TIP\GIS\APRX\6 Yr TIP 2025-2030.aprx

CITY COUNCIL

AGENDA BILL # AB24-0129

City of Algona
200 Washington Blvd.
Algona, WA 98001

ITEM INFORMATION

SUBJECT:

Resolution 1279-24, King County Conservation Futures Grant Amendments

Agenda Date: June 24th, 2024

Department/Committee/Individual	Created	Reviewed
Mayor		x
City Administrator	x	x
City Attorney		x
City Clerk		
Finance Dept		
PW/Utilities		
Planning Dept		
Community Services		
Police Dept		
Finance Committee		
Planning Commission		
Civil Service Committee		

Cost Impact:

Fund Source:

Timeline: 1st review – 5/28/24
2nd review – 6/10/24
3rd review – 6/24/24

Staff Contact: Jessica Griess, City Administrator

Attachments: Resolutions 1279-24; Original ILA; Amendments 1 and 2

SUMMARY STATEMENT:

In April of 2022, the City was awarded $150,000 through the Conservation Futures Levy Fund to acquire additional properties for open space. The first amendment is adding $315,000 to the $150,000 award amount. The City has earmarked the funds for the properties surrounding the David E. Hill Wetland Preserve in hopes to expand it over 22 acres. The second amendment is updating contract language underlined in the amendment.

COMMITTEE REVIEW AND RECOMMENDATION:

RECOMMENDED ACTION:

Make a motion to approve Resolution 1279-24.

RECORD OF COUNCIL ACTION

Meeting Date: *Action:* *Vote:*

CITY OF ALGONA
RESOLUTION NO. 1279-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, APPROVING AND AUTHORIZING EXECUTION OF AMENDMENTS TO THE INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY AND THE CITY OF ALGONA FOR CONSERVATION FUTURES-FUNDED OPEN SPACE ACQUISITION PROJECTS

WHEREAS, the King County Council has established a Conservation Futures Levy Fund to provide for the receipt and disbursement of Conservation Futures tax levy proceeds, including conditions for use of the Fund and applicable processes and procedures for allocating the Fund's proceeds; and

WHEREAS, the King County Council previously authorized an allocation under the Conservation Futures Fund for the City of Algona to acquire property for the expansion of the City-owned facility now known as the David E. Hill Wetland Preserve; and

WHEREAS, through adoption of Resolution No. 1244-22, the Algona City Council approved the City's execution of the *Interlocal Cooperation Agreement for Conservation Futures-Funded Open Space Acquisition Projects* (the "Interlocal Agreement") with King County in order to accept and utilize such funding allocation; and

WHEREAS, King County has proposed, and the City Council wishes to approve, two amendments to the Interlocal Agreement that would increase the original funding amount and make various housekeeping revisions, respectively;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Approval of Amendment to Interlocal Cooperation Agreement. The City Council hereby approves the *Amendment To the Conservation Futures Interlocal Cooperation Agreement Between King County and the City of Algona for Open Space Acquisition Projects* substantially in the form provided in Exhibit A, attached hereto and incorporated herein by this reference as if set forth in full.

Section 2. Approval of Amendment to Interlocal Cooperation Agreement. The City Council hereby approves the *Amendment to the Conservation Futures Interlocal Cooperation Agreement Between King County and the City of Algona for Open Space Acquisition Projects* substantially in the form provided in Exhibit B, attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. Execution Authority. The Mayor is hereby authorized to execute the Amendments identified in Sections 1 and 2 of this resolution on behalf of the City, inclusive of any minor revisions deemed reasonably necessary and appropriate by the Mayor.

Section 4. Effective Date. This resolution shall take effect immediately upon passage.

PASSED by the City Council of the City of Algona, at its regular meeting thereof this _____ day of June, 2024.

CITY OF ALGONA, WASHINGTON

_____
Troy Linnell, Mayor

(SEAL)

ATTEST:

_____
Dana Parker, City Clerk

Exhibit A

Exhibit B

AMENDMENT TO THE CONSERVATION FUTURES INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY AND THE CITY OF ALGONA FOR OPEN SPACE ACQUISITION PROJECTS

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County and certain cities. This amendment is entered into to provide for the allocation of additional proceeds made available for open space acquisition.

THIS AMENDMENT is entered into between the CITY OF ALGONA and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the 27th day of April, 2022.

The parties agree to the following amendment:

The Interlocal Cooperation Agreement is hereby amended by adding Exhibit 1, attached hereto.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement.

Once fully executed, this Amendment shall be incorporated into the existing Interlocal Cooperation Agreement as if fully set forth, and shall become Amendment 1.

IN WITNESS WHEREOF, authorized representatives of the parties hereto have signed their names in the spaces set forth below:

KING COUNTY	CITY OF ALGONA
_____	_____
Dow Constantine King County Executive	Troy Linnell Mayor
Date: _____	Date: _____
Approved as to form:	Approved as to form:
_____	_____
Leesa Manion King County Prosecuting Attorney	Zach Lell, Esq. City Attorney

EXHIBIT 1

2023 REALLOCATION CONSERVATION FUTURES LEVY PROCEEDS
CITY OF ALGONA ALLOCATION

Jurisdiction	Project Name	Allocation
Algona	Algona Wetland Preserve	$315,000
	TOTAL	$315,000

Project Description:

Project #1141596: Algona – Algona Wetland Preserve
The City of Algona seeks to expand an existing 8.8-acre city-owned wetland in the southeast part of the city, to create a 22.7-acre protected wetland complex. The target acquisitions are two parcels totaling 13.9 acres, part of the forested wetland that extends into the city-owned site to the northeast, containing a stream that is tributary to the White River. This project was determined to merit a match waiver. This reallocation award adds to the original 2022 award of $150,000. Project funding was authorized in King County Ordinance 19712.

Is this a Bond-financed Project? No

AMENDMENT TO THE CONSERVATION FUTURES INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY AND THE CITY OF ALGONA FOR OPEN SPACE ACQUISITION PROJECTS

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County and certain cities. This amendment is entered into to provide for policy updates.

THIS AMENDMENT is entered into between the CITY OF ALGONA and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the 27th day of April, 2022, as previously amended.

Section 5.2 is updated with the additional language as underlined below:

> Section 5.2 – Use of Proceeds. Proceeds provided to the City pursuant to this agreement as well as moneys provided by the City as match pursuant to this agreement may be used only to pay capital costs related to property acquisition and initial site stabilization activities. Those costs include appraisals, title searches, negotiations, administrative overhead, and the cost of actual acquisition or purchase options, and all other costs meeting the requirements of K.C.C. 26.12.010. The City shall have the property valued by an appraisal performed by an independent state-certified real estate appraiser with a current general real estate appraiser license, and reviewed by an independent state-certified general real estate appraiser unless otherwise provided in K.C.C. 26.12.010. In requesting reimbursement of proceeds for the Project, the City shall demonstrate to the County compliance with this Section 5.2. Proceeds utilized pursuant to this agreement may not be used to purchase land obtained through the exercise of eminent domain.

The first sentence of Section 6.1 is deleted and replaced with the following:

> Except for acquisitions of property interests in opportunity areas, as defined by K.C.C. 26.12.003, any Project funded by Conservation Futures Levy proceeds shall be supported by the City in which the Project is located with a matching contribution, which is no less than twenty-five percent of the total costs of the Project including the value of the matching contribution provided by the City.

The second paragraph of Section 6.4 is updated with the additional language as underlined below:

> The City shall not change the status or use of properties acquired with proceeds provided pursuant to this agreement unless the City provides equivalent lands or cash in exchange for the land to be changed to a different use, or a combination of land and cash reimbursement is provided. The land shall be valued in its changed

status or use, and not based upon its value as open space, and the replacement land or payment amount must be approved by the County. If requested by the County, at its own cost the City will provide the County an appraisal performed within the previous year by an independent state-certified real estate appraiser with a current general real estate appraiser license. The value established by the appraisal will not be binding on the County. If the County approves replacement land, the City shall complete the replacement within one year of approval. If the County approves cash reimbursement, the City shall pay the County within 90 days of approval.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement as previously amended.

Once fully executed, this Amendment shall be incorporated into the existing Interlocal Cooperation Agreement as if fully set forth, and shall become Amendment 2.

IN WITNESS WHEREOF, authorized representatives of the parties hereto have signed their names in the spaces set forth below:

KING COUNTY	CITY OF ALGONA
_____	_____
Dow Constantine King County Executive Acting under the authority of Ordinance 19646	Troy Linnell Mayor Acting under the authority of Resolution ____
Date: _____	Date: _____
Approved as to form:	Approved as to form:
_____	_____
Leesa Manion King County Prosecuting Attorney	Zach Lell City Attorney

CITY OF ALGONA
RESOLUTION NO. 1244-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, APPROVING AND AUTHORIZING EXECUTION OF AN INTERLOCAL COOPERATION AGREEMENT WITH KING COUNTY FOR CONSERVATION FUTURES-FUNDED OPEN SPACE ACQUISITION

WHEREAS, by adoption of Ordinance Nos. 8867, 9128, 14714 and 18978, respectively, the King County Council has established a Conservation Futures Levy Fund to provide for the receipt and disbursement of Conservation Futures tax levy proceeds, including conditions for use of the Fund and applicable processes and procedures for allocating the Fund's proceeds; and

WHEREAS, the City of Algona owns an 8.8-acre wetland preserve located in the southeast area of the City; and

WHEREAS, by adoption of Ordinance No. 19364, the King County Council has authorized an allocation under the Conservation Futures Fund for the City to expand the existing 8.8-acre City-owned wetland by acquiring an additional 13.9 acres of property; and

WHEREAS, the City Council desires to accept and utilize such allocation by approving and authorizing the execution of the Interlocal Cooperation Agreement for Conservation Futures-Funded Open Space Acquisition Projects as provided herein;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALGONA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Approval of Interlocal Cooperation Agreement; Execution Authority. The City Council hereby approves the Interlocal Cooperation Agreement Between King County and the City of Algona for Conservation Futures-Funded Open Space Acquisition Projects substantially in the form provided in Exhibit A, attached hereto and incorporated herein by this reference as if set forth in full. The Mayor is hereby authorized to execute said Agreement on behalf of the City, inclusive of any minor revisions deemed reasonably necessary and appropriate by the Mayor.

Section 2. Effective Date. This resolution shall take effect immediately upon passage.

PASSED by the City Council of the City of Algona, at its regular meeting thereof this 14th day of February, 2022.

CITY OF ALGONA, WASHINGTON

David E. Hill, Mayor

(SEAL)

ATTEST:

Jessica Griess, City Clerk

Exhibit A

INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY AND THE CITY OF ALGONA FOR CONSERVATION FUTURES-FUNDED OPEN SPACE ACQUISITION PROJECTS

THIS INTERLOCAL COOPERATION AGREEMENT is a grant agreement entered into between the CITY OF ALGONA ("City") and KING COUNTY ("County"), (collectively, "parties").

Article I. Recitals

On February 27, 1989, the King County Council passed Ordinance 8867, which established a process to allocate the proceeds of the Conservation Futures Fund.

On September 21, 1989, the King County Council passed Ordinance 9128, which established a Conservation Futures Levy Fund to provide for the receipt and disbursement of Conservation Futures tax levy proceeds and established conditions for use of the Fund, including conditions covering allowable costs and expenses.

On July 21, 2003, the King County Council passed Ordinance 14714, authorizing funding allocation procedures for King County Conservation Futures tax levy collections and amending Ordinance 8867, Section 2, as amended.

The Conservation Futures Advisory Committee has recommended an allocation of Conservation Futures proceeds to specific projects from the Conservation Futures Levy Fund following notification to the cities that proceeds were available, provision of an opportunity for the cities to respond and receipt by the committee of requests for funding, all pursuant to Ordinance 8867, as amended by Ordinance 14714.

Starting in 1990 and through 2017, the King County Executive, as authorized by the King County Council, executed Interlocal Cooperation Agreements with the cities of Auburn, Bellevue, Black Diamond, Bothell, Burien, Carnation, Covington, Des Moines, Duvall, Enumclaw, Federal Way, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Mercer Island, Milton, Newcastle, Normandy Park, North Bend, Pacific, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie and Tukwila, and Vashon Park District. Many of these agreements were amended over time to add new projects.

The existing Interlocal Cooperation Agreements remain in place with an indefinite term for the projects for which Conservation Futures proceeds were disbursed. The agreements require the properties to be maintained as open space in perpetuity.

The King County Council, by Ordinance 18978, has approved a new Interlocal Cooperation Agreement for future projects in order to add terms for the use of bond proceeds for certain projects, achieve consistency between the agreement and the King County Code, and make other technical changes.

Pursuant to chapter 39.34 RCW, the parties agree to the following:

Article II. Definitions

1. Open Space

The term "open space" or "open space land" means: (a) any land area so designated by an official comprehensive land use plan adopted by any city or county and zoned accordingly; or (b) any land area, the preservation of which in its present use would (i) conserve and enhance natural or scenic resources, or (ii) protect streams or water supply, or (iii) promote conservation of soils, wetlands, beaches or tidal marshes,

or (iv) enhance the value to the public of abutting or neighboring parks, forests, wildlife reserves, natural reservations or sanctuaries, or other open space, or (v) enhance recreational activities, or (vi) preserve historic sites, or (vii) preserve visual quality along highway, road, and street corridors or scenic vistas, or (viii) retain in its natural state tracts of land of not less than one acre situated in an urban area and open to public use on such conditions as may be reasonably required by the legislative body granting the open space classification, or (c) any land meeting the definition of "farm and agricultural land" conservation under subsection (8) of RCW 84.34.020. As a condition of granting open space classification, the legislative body may not require public access on land classified under (b) (iii) of this subsection for the purpose of promoting conservation of wetlands.

2. Project

The term "Project" means the specific projects described in Exhibit A or added by follow-on amendments to disburse proceeds pursuant to Section 8.2 of this agreement.

3. Conservation Futures

The term "Conservation Futures" means developmental rights which may be acquired by purchase, gift, grant, bequest, devise, lease or otherwise, except by eminent domain, and may consist of fee simple or any lesser interest, development right, easement, covenant, or other contractual right necessary to protect, preserve, maintain, improve restore, limit future use of, or otherwise conserve open space land, all in accordance with chapter 84.34 RCW and K.C.C. chapter 26.12.

Article III. Purpose of the Agreement

The purpose of this agreement is to create a cooperative arrangement between the City and the County relating to the Project and to define the terms and conditions governing both parties' obligations created by this agreement.

Article IV. Term of Agreement

This agreement shall be continued in full force and effect and binding upon the parties hereto upon execution of the agreement by both parties. The terms of the agreement shall be indefinite. The agreement will be terminated if the City is: 1) unable or unwilling to expend the proceeds provided through this agreement; 2) unable or unwilling to satisfy the matching requirements contained in this agreement; and 3) upon reimbursement by the City to the County of all unexpended proceeds provided by the County pursuant to this agreement in the manner and amounts described below and payment of all amounts due pursuant to Section 8.1.

Article V. Conditions of Agreement

Section 5.1 – Project Descriptions. Proceeds available pursuant to this agreement may be used only for the Projects listed in Exhibit A, such substituted Projects as may be approved by the County as set forth below, or Projects added by follow-on amendments to disburse proceeds pursuant to Section 8.2 of this agreement. All County funded Projects must meet open space criteria as described in chapter 84.34 RCW and K.C.C. chapter 26.12.

Section 5.2 – Use of Proceeds. Proceeds provided to the City pursuant to this agreement as well as moneys provided by the City as match pursuant to this agreement may be used only to pay capital costs related to property acquisition and initial site stabilization activities. Those costs include

appraisals, title searches, negotiations, administrative overhead, and the cost of actual acquisition or purchase options, and all other costs meeting the requirements of K.C.C. 26.12.010. The City shall have the property valued by an appraisal performed by an independent state-certified real estate appraiser with a current general real estate appraiser license, and reviewed by an independent state-certified general real estate appraiser unless otherwise provided in K.C.C. 26.12.010. In requesting reimbursement of proceeds for the Project, the City shall demonstrate to the County compliance with this Section 5.2. Proceeds utilized pursuant to this agreement may not be used to purchase land obtained through the exercise of eminent domain.

Section 5.3 – Completion/Substitution/Deletion of Projects. The City shall complete the Project described in Section 5.1 of this Agreement within a two-year period from the effective date of the County ordinance appropriating funding for the Project. If the City does not meet this two-year requirement, unless the City demonstrates to the Advisory Committee a compelling reason for continuance of CFT funding for the Project beyond the two-year limit or a reprogramming request is timely approved as provided for below, the County shall be released from any obligation to fund the Project, and the County in its sole discretion may reallocate such proceeds for other projects in other jurisdictions. The City may submit specific requests for project reprogramming to the County for its approval within the two-year period. All projects proposed for reprogramming must meet open space criteria as described in chapter 84.34 RCW and K.C.C. chapter 26.12, be submitted for recommendation by the County's Advisory Committee or its successor, and be approved by action of the King County Council. All

reprogramming requests shall be submitted to the County's Department of Natural Resources and Parks, Open Space Acquisitions Unit, or its successor.

Section 5.4 – Eminent Domain. If any Project requires the exercise of eminent domain to acquire the property, all proceeds provided pursuant to this agreement plus accrued interest on such proceeds shall be reprogrammed as provided in this agreement or repaid to the County.

Article VI. Responsibilities of the City

Section 6.1 – Matching Requirements. ~~Except for acquisitions of property interests in opportunity areas, as defined by K.C.C. 26.12.003, any Project funded by Conservation Futures Levy proceeds shall be supported by the City in which the Project is located with a matching contribution, which is no less than the amount of Conservation Futures Levy proceeds allocated to the Project.~~

Except for acquisitions of property interests in opportunity areas, as defined by K.C.C. 26.12.003, any Project funded by Conservation Futures Levy proceeds shall be supported by the City in which the Project is located with a matching contribution, which is no less than twenty–five percent of the total costs of the Project including the value of the matching contribution provided by the City.

This contribution may be in the form of cash, land match with a valuation verified by an appraisal by an independent state-certified real estate appraiser with a current general real estate appraiser license, or the cash value, excluding King County conservation futures contributions, of other open spaces acquired within the previous two years from the date of submittal of the application by the City. The appraisal, to be reviewed, shall have been performed within two years of the application deadline set for the annual allocation of conservation futures tax levy proceeds under which the Property received funding. Properties considered as land match or cash value of other open space acquisitions should be directly linked to the property under application. Any City match, other than cash, shall require County

approval. County approval and County acceptance of the City's match will be transmitted in writing to the City by the County's Designated Representative.

Section 6.2 – Reporting. All proceeds received pursuant to this agreement and accrued interest therefrom will be accounted for separately from all other City moneys, accounts and moneys. Until the property described in the Project is acquired and all proceeds provided pursuant to this agreement have been expended, the City shall provide the reports required by K.C.C. 26.12.035.

Section 6.3 – Disposition of Remaining Proceeds. If the City does not expend all proceeds obligated to be provided through this agreement and no substitute project is requested or approved as to the excess proceeds, such proceeds, if held by the City, shall be refunded to the County. For purposes of this section, "proceeds" shall include all moneys obligated to be provided by the County plus interest accrued by the City on such moneys. Any proceeds in excess of those required to be provided by the County for the actual costs of the Project shall remain with the County for use in its sole discretion.

Section 6.4 – Maintenance in Perpetuity. Except as provided in this Section 6.4, the City, and any successor in interest, agree to maintain properties acquired with proceeds provided pursuant to this agreement as open space in perpetuity and, as required by the County, to include in the real property records notice of this restriction. Projects carried out by the City in whole or in part with funds provided for under the terms of this agreement shall not be transferred or conveyed except by agreement with an agency or nonprofit organization as defined in K.C.C. 26.12.003, which shall provide that the land

or interest in land shall be continued to be used for the purposes of K.C.C. chapter 26.12, and in strict conformance with the uses authorized under chapter 84.34 RCW.

The City shall not change the status or use of properties acquired with proceeds provided pursuant to this agreement unless the City provides equivalent lands or cash in exchange for the land to be changed to a different use, or a combination of land and cash reimbursement is provided. The land shall be valued in its changed status or use, and not based upon its value as open space, and the replacement land or payment amount must be approved by the County. If requested by the County, at its own cost the City will provide the County an appraisal performed within the previous year by an independent state-certified real estate appraiser with a current general real estate appraiser license. The value established by the appraisal will not be binding on the County. If the County approves replacement land, the City shall complete the replacement within one year of approval. If the County approves cash reimbursement, the City shall pay the County within 90 days of approval.

Section 6.5 – Tax Covenants. The City acknowledges that proceeds provided by the County for a Project may be proceeds of tax-exempt bonds (the "Bonds") subject to certain requirements of the Internal Revenue Code of 1986, as amended (the "Tax Code"), including any implementing regulations and any administrative or judicial interpretations. The City will comply with Tax Code requirements, including those set forth in Exhibit B, which is incorporated herein, applicable to Bond-financed Projects identified in Exhibit A, which is incorporated herein, as well as Bond-financed Projects identified in subsequent amendments to this agreement.

Article VII. Responsibilities of the County

Subject to the terms of this agreement, the County will provide Conservation Futures Tax Levy proceeds in the amounts and for the Projects identified in Exhibit A as well as in those amounts and for those Projects identified in subsequent amendments to this agreement. The City may request additional proceeds; however, the County has no obligation to provide proceeds to the City in excess of the amount shown in Exhibit A. The County assumes no obligation for future support of the Project described herein except as expressly set forth in this agreement.

Article VIII. Other Provisions

Section 8.1 – Hold Harmless and Indemnification.

A. The County assumes no responsibility for the payment of any compensation, fees, wages, benefits or taxes to or on behalf of the City, its employees, contractors or others by reason of this agreement. The City shall protect, indemnify, and save harmless the County, its officers, agents and employees from any and all claims, cost and whatsoever occurring or resulting from: 1) the City's failure to pay any compensation, fees, wages, benefits, or taxes; and 2) the supplying to the City of work, services, materials or supplies by City employees, agents, or other contractors, or suppliers in connection with or in support of performance of this agreement.

B. The City further agrees that it is financially responsible for and will repay the County all indicated amounts following an audit exception, which occurs due to the negligent or intentional acts of this agreement by the City, its officer, employees, agents, or representatives arising out of the performance of the terms of this agreement.

C. The City shall protect, indemnify, and save harmless the County from any and all costs, claims, judgments, or awards of damages, arising out of or in any way resulting from the negligent acts or omissions of the City, its officers, employees, or agents in the performance of its obligations under the terms of this agreement. For the purposes of this agreement only, the City agrees to waive the immunity granted it for industrial insurance claims pursuant to Title 51 RCW to the extent necessary to extend its obligations under this paragraph to any claim, demand, or cause of action brought by or on behalf of any employee, including judgments, awards, and costs arising therefrom including attorney's fees.

D. To the extent permitted by law, and except to the extent caused by the sole negligence of the County, the City agrees, at its expense, to pay, and to indemnify and hold the County, its officers, employees or agents harmless of, from and against, any and all claims, damages, demands, losses, liens, liabilities, penalties, fines, taxes, lawsuits, and other proceedings and costs and expenses (including attorneys' fees) of every conceivable kind, character or nature whatsoever, arising directly or indirectly from or out of, or in any way connected with any examination or audit of any Bond issued to finance or refinance costs of any Bond-financed Project identified in Exhibit A as well as Bond-financed Projects identified in subsequent amendments to this agreement by the Internal Revenue Service, or any determination by the Internal Revenue Service or a court of competent jurisdiction that the interest on any such Bond is or should be subject to federal income taxation; provided, however, that the City shall not be liable for any payment made by the County with respect to any settlement of any such examination or

audit, or of any other proceeding related thereto, entered into without the consent of the City.

Section 8.2 – Amendment. The parties reserve the right to amend or modify this agreement. Amendments or modifications to disburse proceeds approved by the County Council must be by written instrument signed by the parties substantially in the form of Exhibit C. Other amendments also must be approved by the respective City and County Councils.

Section 8.3 – Contract Waiver. No waiver by either party of any term or condition of this agreement shall be deemed or construed to be a waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or different provision of this agreement. No waiver shall be effective unless made in writing.

Section 8.4 – Entirety. This agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated are excluded. This agreement merges and supersedes all prior negotiations, representations and agreements between the parties relating to the Project and constitutes the entire agreement between the parties. The parties recognize that time is of the essence in the performance of the provisions of this agreement.

IN WITNESS WHEREOF, authorized representatives of the parties hereto have signed their names in the spaces set forth below:

KING COUNTY

Dow Constantine
King County Executive

Date: _____
Acting under the authority of
Ordinance 18978

Approved as to form:

Dan Satterberg
King County Prosecuting Attorney

CITY OF ALGONA

David E. Hill
Mayor

Date: 3/31/2022
Acting under the authority of
Resolution 1244-22

Approved as to form:

Zach Lell
Algona City Attorney

EXHIBIT A

2022 CONSERVATION FUTURES LEVY
CITY OF ALGONA ALLOCATION

Jurisdiction	Project	Allocation
Algona	Algona Wetland Preserve	$150,000
	TOTAL	**$150,000**

Project Description:

Project #1141596: Algona – Algona Wetland Preserve
The City of Algona seeks to expand an existing 8.8-acre city-owned wetland in the southeast part of the city, to create a 22.7-acre protected wetland complex. The target acquisitions are two parcels totaling 13.9 acres, part of the forested wetland that extends into the city-owned site to the northeast, containing a stream that is tributary to the White River. This project was determined to merit a match waiver. Project funding was authorized in King County Ordinance 19364.

Is this a Bond-financed Project? No

EXHIBIT B

Tax Covenants

The City acknowledges that proceeds provided by the County for the Project may be proceeds of Bonds subject to certain requirements of the Tax Code. The City will take all actions with respect to the Project, and proceeds received for the Project, necessary to assure the exclusion of interest on the Bonds from the gross income of the owners of the Bonds, including but not limited to the following:

(a) Expenditure of Proceeds. The City will expend proceeds of the Bonds received from the County for capital expenditures for federal income tax purposes within the meaning of Section 1.150-1(b) of the Tax Code. Bond proceeds may be expended to pay, or reimburse the City for, Project capital expenditures or to repay interim indebtedness incurred for capital expenditures of the Project.

(b) Notice. The City will provide notice of action taken or planned to issue any tax-exempt indebtedness, including bonds, bank loans, or other tax-exempt indebtedness, to finance Project costs.

(c) Treatment as Grant.

(1) The City is a governmental entity possessing substantial taxing, eminent domain and police powers and constituting a political subdivision of the State.

(2) The City is not acting as an agent of the County.

(3) The grant of proceeds for the Project does not impose any obligation or condition to directly or indirectly repay any amount to the County (excluding obligations or conditions intended solely to assure expenditure of the transferred moneys in accordance with the governmental purpose of the transfer).

(4) The grant is required to be used for open space as required under Article II but does not impose any conditions relating to the use of the Project or other property of the City by the County or any of its agencies or authorities.

(5) This agreement is a grant agreement.

(d) Limitations on Disposition of Project. The City will not sell or otherwise dispose of any components of the Project without prior approval by the County and compliance with timeframes for completion of land replacement or cash reimbursement as provided in Section 6.4.

(e) Record Retention. The City will retain its records of all accounting and monitoring it carries out with respect to the Bond proceeds received and with respect to the

Project for at least three years after the Bonds mature or are redeemed as provided in the amendment granting such Bond proceeds to the City.

(f) Cooperation. The City will provide tax certificates when and as requested by the County or County's bond counsel in order to establish or maintain the tax-exempt status of the Bonds. The City will cooperate in any audit of the Bonds by the Internal Revenue Service, including disclosure of any record, contracts and other materials relating to the Bond proceeds received by the City and the Project.

EXHIBIT C

AMENDMENT TO THE CONSERVATION FUTURES INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY AND THE CITY OF _____ FOR OPEN SPACE ACQUISITION PROJECTS

Preamble

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County and certain cities. This amendment is entered into to provide for the allocation of additional proceeds made available for open space acquisition.

THIS AMENDMENT is entered into between the CITY OF _____ and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the _____ day of (Month), (Year), as previously amended.

The parties agree to the following amendment:

The Interlocal Cooperation Agreement is hereby amended by adding Exhibit 1, attached hereto.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement as previously amended.

Once fully executed, this Amendment shall be incorporated into the existing Interlocal Cooperation Agreement as if fully set forth, and shall become Amendment __.

IN WITNESS WHEREOF, authorized representatives of the parties hereto have signed their names in the spaces set forth below:

KING COUNTY

_____
Dow Constantine
King County Executive

Date: _____

Approved as to form:

CITY OF _____

_____
Mayor

Date: _____

Approved as to form:

Dan Satterberg
King County Prosecuting Attorney

City Attorney

EXHIBIT 1

[YEAR] CONSERVATION FUTURES LEVY PROCEEDS
CITY OF _____ ALLOCATION

Jurisdiction	Project Name (Project Number)	Allocation
[City Name]	[Project Name] ([Project Number])	$
	TOTAL	$

Project Description:

[Project Number] [City Name] – [Project Name]
[Project Description used in legislation approving proceeds]

Is this a Bond-financed Project?