



PLANNING COMMISSION REGULAR MEETING

Thursday, March 07, 2024 at 6:30 PM

City Hall

AGENDA

1. Call to Order

2. Roll Call

3. Approval of the Agenda

4. Approval of Minutes

[A.](#) Approval of Minutes

5. Reports

6. Old Business

[A.](#) Land Use Element and Appendix E: land Capacity Analysis

[B.](#) Housing Element and Appendix H: Housing Needs Assessment

[C.](#) Appendix A: Glossary

7. New Business

[A.](#) Revised Comp Plan Policies - Natural Environment Element

[B.](#) Appendix B: Commerce Checklist

[C.](#) Appendix C: Policy Gap Analysis

[D.](#) Appendix M: PSR Certification Checklist

8. Audience Participation

The Planning Commission encourages public participation during meetings and welcomes your comments. Anyone wishing to make comments will be given three minutes to speak. When addressing the Planning Commission, please speak clearly and audibly and state your name and address for the record.

9. Next Meeting

10. Adjournment

The City of Algona Planning Commission is appointed by and is advisory to the City Council on the preparation and amendment of land use plans and related implementing ordinances. The Planning Commission also reviews and makes recommendations on certain land use permit applications. Planning Commissioners are selected to represent all areas of the City and as many

'walks of life' as possible.

The actions tonight are not final decisions; they are in the form of recommendations to the City Council who must ultimately make the final decision.



PLANNING COMMISSION REGULAR MEETING

Thursday, February 01, 2024 at 6:30 PM

City Hall

MINUTES

1. Call to Order

Chair Chris Gomez called the meeting to order at 6:30 P.M.

2. Roll Call

PRESENT

- Vice Chair, Commissioner Chris Gomez
- Chair, Commissioner James Harper
- Commissioner Steve Bramson
- Commissioner Wayne Lindy
- Commissioner Jennifer Freeberg

3. Approval of the Agenda

Motion made by Chair, Commissioner Harper, Seconded by Commissioner Bramson.
 Voting Yea: Chair, Commissioner Gomez, Vice Chair, Commissioner Harper,
 Commissioner Bramson, Commissioner Lindy, Commissioner Freeberg

4. Approval of Minutes

A. January 4, 2024

Motion made by Vice Chair, Commissioner Harper, Seconded by Commissioner Lindy.
 Voting Yea: Chair, Commissioner Gomez, Chair, Commissioner Harper, Commissioner
 Bramson, Commissioner Lindy, Commissioner Freeberg

5. Reports

Commissioner Freeberg - I am excited to be working with Gary on the Algona Days event.

Commissioner Gomez - None

Commissioner Harper - Welcome Jennifer to the Planning Commission

Commissioner Bramson - None

Commissioner Lindy - None

Public Works Director Russ Avery - We are working on a possible EV Grant. We are looking to put the units by the Police Department and the park.

City Clerk Dana Parker - Adult social will be on Friday the 16th.

Caitlin Hepworth with Atwell - We will be starting the Transportation Element in June.

6. Old Business

A. Streetlights - Pricing and Choices

Public Works Director Russ Avery presented two options for both the streetlight posts and head designs. He gave an approximate cost of each option. The commissioners voted to adopt option A for both the streetlight post and head design. The Commissioners will need to pick a street on where they want to start.

B. Introduction Element 2

The Commissioners voted to approve and recomend to City Council

Motion made by Vice Chair, Commissioner Harper, Seconded by Commissioner Lindy. Voting Yea: Chair, Commissioner Gomez, Chair, Commissioner Harper, Commissioner Bramson, Commissioner Lindy, Commissioner Freeberg

7. New Business

A. Housing Element V1

Caitlin Hepworth briefed the commissioners and requested that if they had any suggestions for changes to please email them to her by February 20th.

B. Land Use Element V1

Caitlin Hepworth briefed the commissioners and requested that if they had any suggestions for changes to please email them to her by February 20th.

C. Appendix A: Glossary

Caitlin Hepworth went over the Appendix A glossary and asked if any changes needed to be made. She requested that any changes needed to be to her by February 20th.

D. Appendix E: Land Capacity Analysis

Motion made by Vice Chair, Commissioner Gomez, Seconded by Commissioner Lindy.

Voting Yea: Vice Chair, Commissioner Gomez, Chair, Commissioner Harper, Commissioner Bramson, Commissioner Lindy, Commissioner Freeberg to move this segment to the next meeting on March 7, 2024

8. Audience Participation

The Planning Commission encourages public participation during meetings and welcomes your comments. Anyone wishing to make comments will be given three minutes to speak.

When addressing the Planning Commission, please speak clearly and audibly and state your name and address for the record.

None

9. Next Meeting

Land Use Element and Appendix E.

Housing Element and Appendix H.

Appendix M

10. Adjournment

Chair Gomez adjourned the meeting at 8:14 P.M.

The City of Algona Planning Commission is appointed by and is advisory to the City Council on the preparation and amendment of land use plans and related implementing ordinances. The Planning Commission also reviews and makes recommendations on certain land use permit applications. Planning Commissioners are selected to represent all areas of the City and as many 'walks of life' as possible. The actions tonight are not final decisions; they are in the form of recommendations to the City Council who must ultimately make the final decision.

ATTEST:

Chris Gomez,- Chair

Dana Parker – City Clerk

City of Algona Planning Commission

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 600 new residents¹, 170 new houses, 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.

¹ The estimated population for 2044 is based on the housing target of 170 new homes and the American Community Survey (ACS, 2021) average household tenure of 3.53 people per household.

Growth Management in Algona

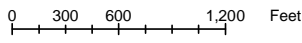
The City is responsible for providing services, such as police, fire, or utilities, to areas within its jurisdictional limits while King County is responsible for providing services to unincorporated areas within its jurisdiction. Currently, the Algona UGA is managed by the county and is responsible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

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 Urban Growth Area (UGAs) identified along the southwestern corner of the city, west of SR 167, as shown in *Figure 1*.

Algona has a UGA as shown in *Figure 1*, however there are no immediate plans to annex additional land into the city’s limits. 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.



LEGEND

- - - - - CITY-LIMITS
- - - - - UGA-BOUNDARY



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; to prevent intrusion by incompatible land uses; to conform to the systems of services available; to provide for community facilities that will enhance residential quality; to 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.

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 which 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 those 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 like 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 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%) of the city is dedicated primarily to residential uses (RL and RM), half (51.1%) is dedicated to primarily commercial or industrial uses (C1, C2, C3, and M1), and just over a fifth (23.6%) 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	14.56	1.8%
C3	56.5	7.2%
M1	269.36	34.6%
OS/CA	128.7	16.6%
Public	5.44	0.7%
Total:	776.74 acres	100%

Developable and Vacant Lands

Gross lands existing within each zone does 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 614.37 acres for development. The City has approximately 450.40 acres of developed or under developed land and 196.66 acres of vacant lands. Approximately 188.23 acres are lands that are remaining to be developed or are 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.

Figure 3: Gross Land Capacity

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 Dedication Factor	Net Developable Lands Remaining
			Vacant	Partially Utilized	Under Utilized				
RL	211.08	210.79	30.35	34.72	20.31	5%	NA - Not a job generating zone		0.00
			135.77			NA			
RM	33.13	32.85	11.59	11.03	1.13	22%			
			9.38			NA			
C1	57.97	43.73	7.49	33.29	6.41	10%	Vacant 6.72	Vacant 5.71	
						NA	Partially Utilized 33.29	Partially Utilized 24.97	
						NA	Under Utilized 6.41	Under Utilized 4.81	35.49
						NA	Developed 10.78	Developed NA	
C2	14.56	12.90	12.46	1.89	0.00	75%	Vacant 12.46	Vacant 10.59	
						NA	Partially Utilized 1.89	Partially Utilized 1.42	
						NA	Under Utilized 0.00	Under Utilized 0.00	12.01
						NA	Developed 0.206	Developed NA	
C3	56.5	43.73	7.98	10.4	26.17	10%	Vacant 7.19	Vacant 6.11	
						NA	Partially Utilized 10.4	Partially Utilized 7.80	
						NA	Under Utilized 26.17	Under Utilized 19.63	33.54
						NA	Developed 0.91	Developed NA	
M1	269.36	264.94	126.79	6.55	12.81	12%	Vacant 111.14	Vacant 94.47	
						NA	Partially Utilized 6.55	Partially Utilized 4.31	
						NA	Under Utilized 12.81	Under Utilized 8.42	107.20
						NA	Developed 123.21	Developed NA	
OSCA	128.7	NA - OSCA lands will not	NA - OSCA lands will not	NA - OSCA lands will not	NA - OSCA lands will not	87%	NA - Not a job generating zone		
Public	5.44	5.44	0	0	0	0%	Vacant 0	Vacant 0.00	
						NA	Partially Utilized 0	Partially Utilized 0.00	
						NA	Under Utilized 0	Under Utilized 0.00	0.00
						NA	Developed 5.44	Developed NA	
Total	776.736	614.373	647.052				373.1896		188.23

Section 6, Item A.

Figure 4: Zoning/Land Use Map

Section 6, Item A.



City staff are actively deciding if they want to rezone this area from C2 to OS/CA or Public zoning.

Zoning

- 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)
- Open Space
- Public
- ROW
- Algona City Limits

CITY OF ALGONA



**ZONING MAP
DECEMBER 2023**

0 1,000 13 Feet

Essential Public Facilities

With growth on the horizon, Algona is required to consider how future needs can be met for *Essential Public Facilities (EPF's)*, 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.

EPF's are essential facilities that provide critical services that serve the community and region. The GMA requires that cities develop a process to identify and sit EPF's where they would be appropriate in the community. Algona defines EPF's 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. *EPF's* 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 is 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*.

Flooding

Algona is a smaller, once rural community that was in 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 once made up Pacific, Auburn, and unincorporated county lands.

Figure 5: FEMA Floodplain Map

While Algona is not adjacent to shorelines or waterways, Algona still experiences frequently 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 who 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 5*.

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 to determine the amount of land which is needed to satisfy the anticipated growth over the next 20 years in 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 for King County from the Office of Financial Management (OFM), the Puget Sound Regional Council's (PSRC) most recent 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 that emphasize 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.

Population Growth

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 5* and grew 30.7% over the past 20 years.

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 1.82 percent of the population for a total of 3,900 by 2044. Based on the existing housing and population (889 units and 3,300 people) and the future anticipated housing capacity (170 net units), Algona has a population surplus of 29 people (3,929 total by 2044)³.

The 2044 population target is built into the established housing capacity, there is sufficient land within the Algona to accommodate 20 years of growth. 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 or is developing capacity for 2044 targets.

³ Assumes the 2022 average household size remains the same in 2044. Currently, approximately 3.71 residents per household.

Figure 5: Algona Population Growth (2010-2022)

Year	Total Population	Annual Rate of Population Increase
2010	3,014	9.2%
2011	3,055	1.36%
2012	3,070	0.49%
2013	3,075	0.16%
2014	3,090	0.49%
2015	3,105	0.49%
2016	3,175	2.25%
2017	3,180	0.16%
2018	3,180	0%
2019	3,190	0.31%
2020	3,290	3.14%
2021	3,290	0%
2022	3,300	0.3%

Housing Growth

There are approximately 1,061⁴ housing units existing with approximately 79.5% of homes owned and 21.5% rented. The *Housing* elemental chapter anticipates a capacity for an additional 687 units, as described in *Figure 6*. Based on current city zoning, projects developed between 2020 to 2023, pipeline projects and an assessment of gross buildable land area project a housing capacity of 1,748 units, which is a surplus of 562 units.

Between 2020 and 2023, several projects in the predevelopment pipeline that are estimated to bring in 70 new dwelling units (10 single-family and 60 multifamily units) within the city limits bringing the city closer to it’s housing target of 170 new units (1,186 units total by 2044) leaving a remaining target and capacity of 100 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 final buildout of single family and duplex units.

⁴ ACS, 2021.

Figure 6: 2023 Algona Housing Capacity

Zone	2023 Pipeline Units	Vacant and Re-developable ⁵ Acreages	Assumed Density (DU/AC)	2024 Housing Capacity Remaining
RL	10	63.68	5	215
RM	0	14.76	8	81
C1	0	32.42	12	212
C2	0	N/A	N/A	N/A
C3	60	30.82	14	154
M1	0	N/A	N/A	N/A
Public	0	N/A	N/A	N/A
OS/CA	0	N/A	N/A	N/A
Anticipated ADU Production:				25 units
Total:	70 units in pipeline	141.68 acres		687 Units in capacity

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 7* describes the 2044 distribution targets per income level. Approximately 149 new units are needed to meet the 2044 capacity with most new units needed for the above median income (>120% AMI) and extremely-low income (<30% AMI) groups. New residential development is needed primarily for the extremely low income (<30% AMI) and high income (>120% AMI) groups. Additionally, extremely-low income housing needs to include transitional, permanent supportive, and temporary emergency housing is needed.

New housing units should be encouraged to support these income groups through thoughtful development regulations. The Department of Commerce has developed guidance regarding how housing unit types indicate the affordability level for income groups as described in *Figure 8*. Housing unit targets for the extremely low, very low, and above moderate-income households would be supported by different housing types like middle housing. Notably, Algona has met the housing targets for the low income (50-80% AMI) and moderate income (80-100% AMI) groups.

Extremely low income (<30% AMI) would only be met through subsidized units, permanent supportive housing, and transitional housing opportunities that would be typically developed by private or non-profit entities. The City permits these forms of housing in all zones that allow residential development as required by the GMA. 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

⁵ Re-developable acreage refers to partially developed and under-developed lands as identified in the land capacity analysis.

housing, or single-room occupancy units (i.e. studio). Partnerships and collaboration is 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.**

Single-family residential units are the most common form of housing in the City and are anticipated to meet the needs of the 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.

Figure 7: 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	70	0	0	0	10	50	0	10	0
Additional Units Needed 2024-2044	149	32	17	8	0	0	16	66	32

Figure 8: Recommended Housing Types per Income Group

Household Income Level	Housing Types <i>(Examples only: Conduct local market analysis for you area)</i>
Greater than 120% AMI	Single family homes
80 - 120% AMI	Small lot single family, cottage homes, townhomes, row houses, condominiums
50-80% AMI	Apartments, accessory dwelling units
30-50% AMI	Manufactured homes, subsidized apartments, single-room occupancy (SRO), shared housing
Below 30% AMI	Subsidized apartments, tiny homes villages, permanent supportive housing

Note: Housing types can fit in more than one income bracket.

Job Capacity

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 of net new job growth in the past ten years took place in the construction and resources or services sectors (Exhibit 27).

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 9: 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 which is a mixed-use development west of SR 167, development of 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 *Figure 10*.

As of 2023, the City had capacity for approximately 6,700 new jobs exceeding the minimum capacity target for employment (total of 2,187 jobs by 2044) and creates a job capacity surplus of 4,521 jobs. New job growth will primarily occur in the Heavy Commercial (C3, 50%), Light Industrial (M1, 25%), and General Commercial (C2, 18.5%) zones.

Figure 10: 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	258311	0.75	193733.1	461	0	6708
C2	10.60	461736	0.75	346302	1243	0	
C3	13.42	618116	0.75	463587	3381	51	
M1	107.20	4669632	0.65	3035260.8	1675	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 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 an additional **600 people, 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 review 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 is consistent with this plan.

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 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-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:

City of Algona

LU-18

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 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 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

LU-20

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 home ownership opportunities.

Policies:**LUP-5.1**

Preserve existing housing by considering new permit types and fee programs that reduce costs of maintenance. Substandard housing that is “affordable” by virtue of its poor condition or other such physical factor 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 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 complimentary uses and businesses.

Policies:**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-7.2

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 in close proximity.

LUP-7.5

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

LUP-7.6

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

LUP-7.7

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

LUP-7.8

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

LUP-7.9

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 spaces 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.

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 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 the unique conditions to further develop 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.

HOUSING NEEDS ASSESSMENT

CITY OF ALGONA

JUNE 2022

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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."

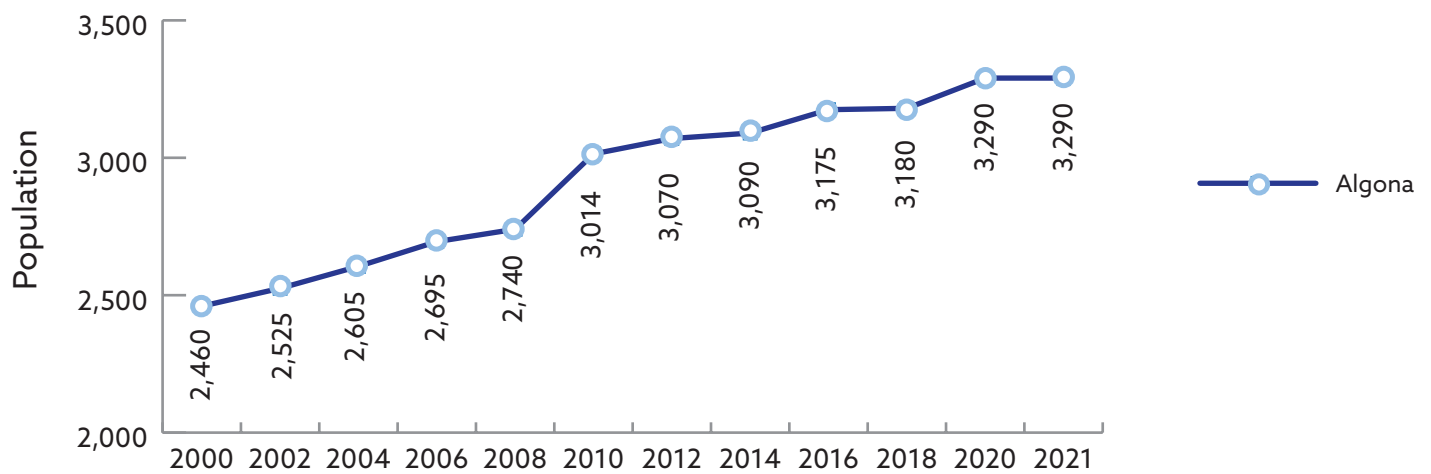


Photo 1: Matchett Park, Algona, WA

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

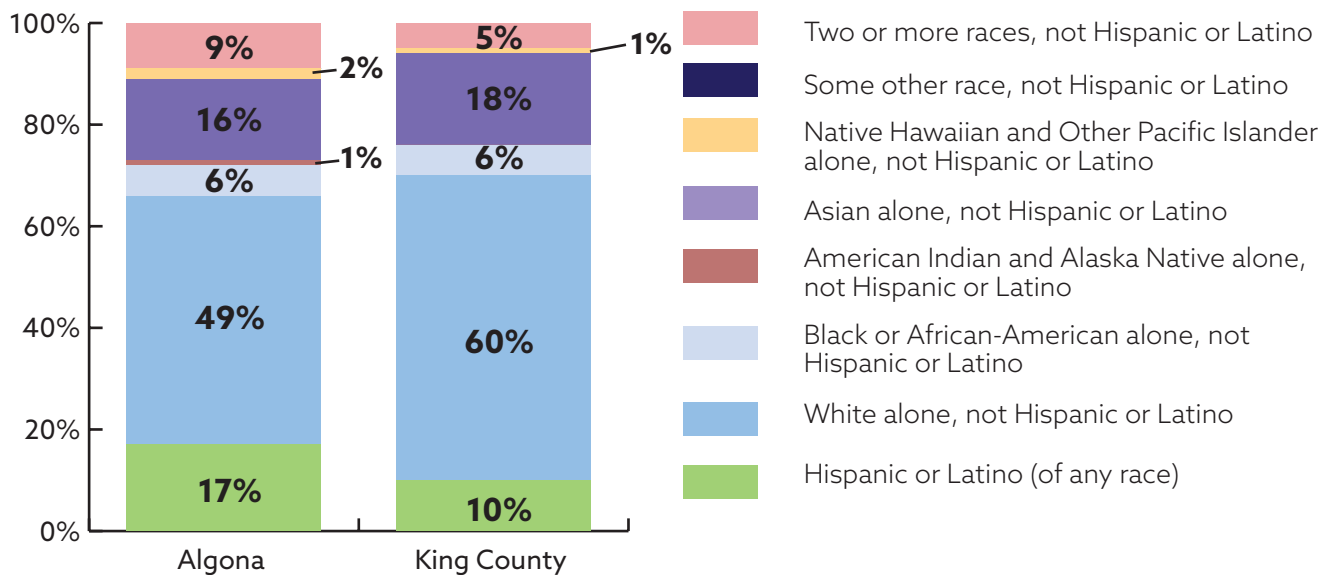
As shown in *Exhibit 3: Race and Ethnicity of Population (Algona & King County)* Algona’s population is more racially and ethnically diverse than King County. About half (49%) of Algona residents identify as white, not Hispanic or Latino. About a third of Algona residents (33%) identify as either Hispanic 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	

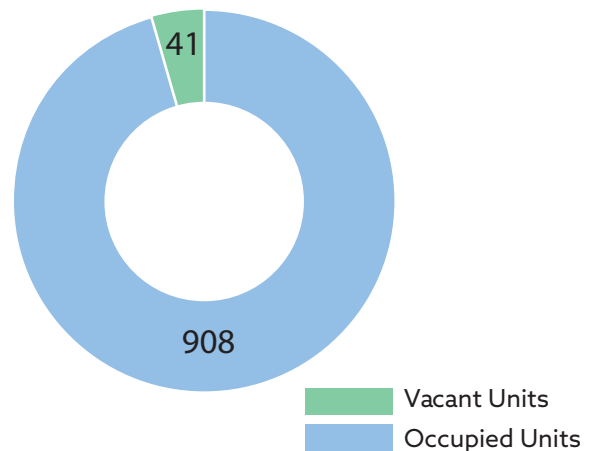
Household Tenure and Size

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)

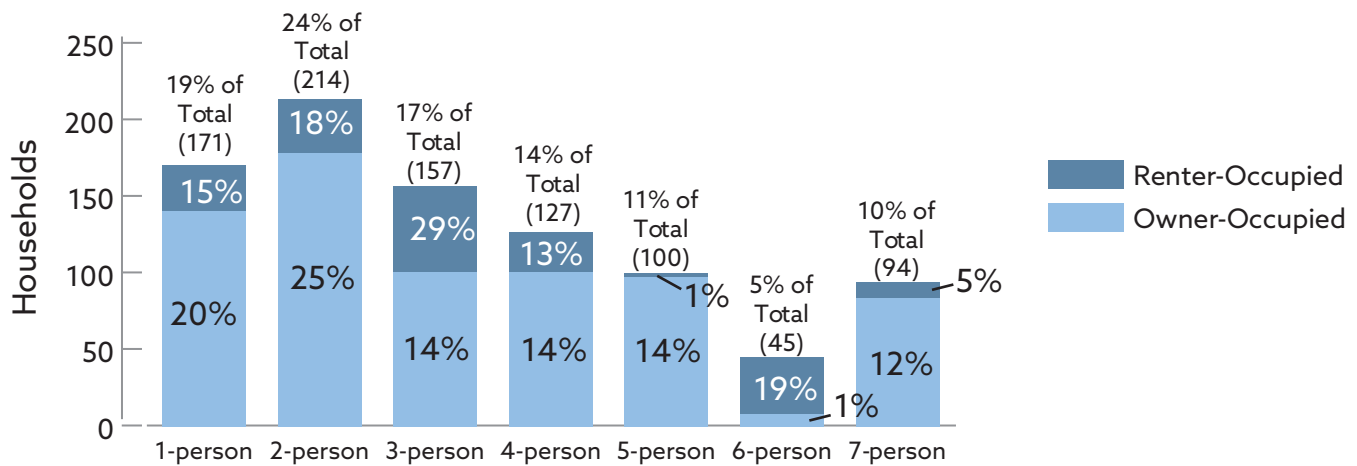


Source: 2015-2019 ACS 5-year estimates.

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

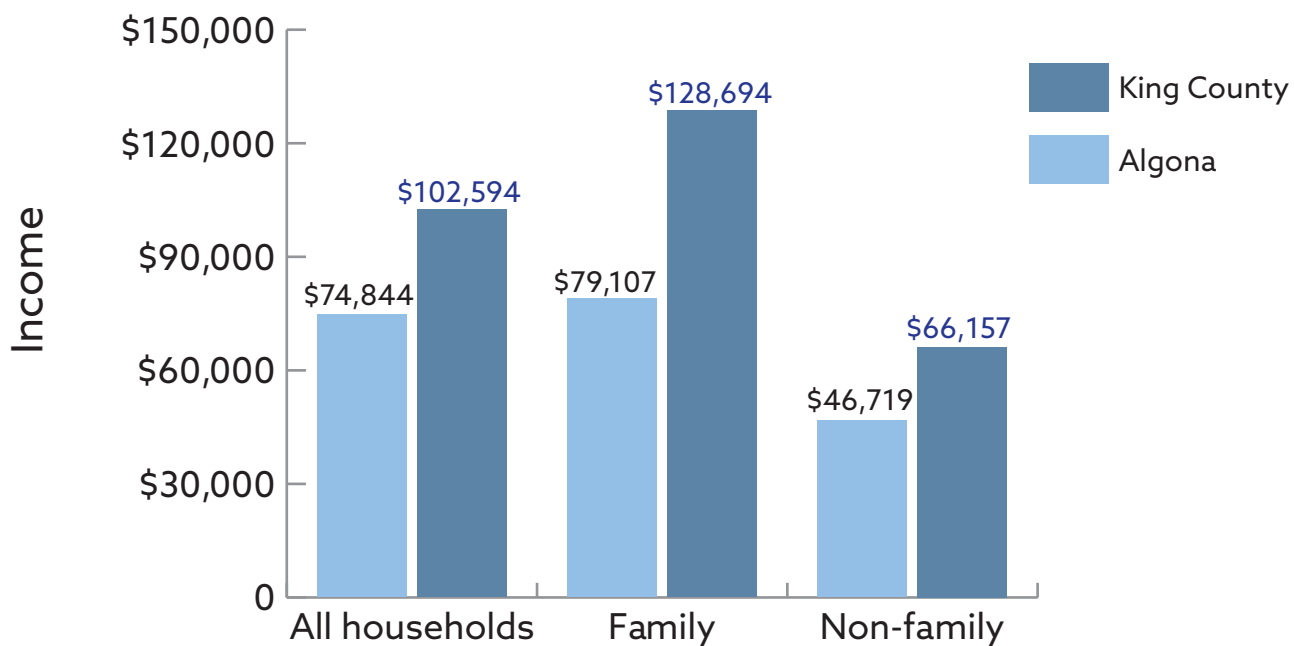
4 2015-2019 ACS 5-Year Estimates.

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 family⁵ 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:

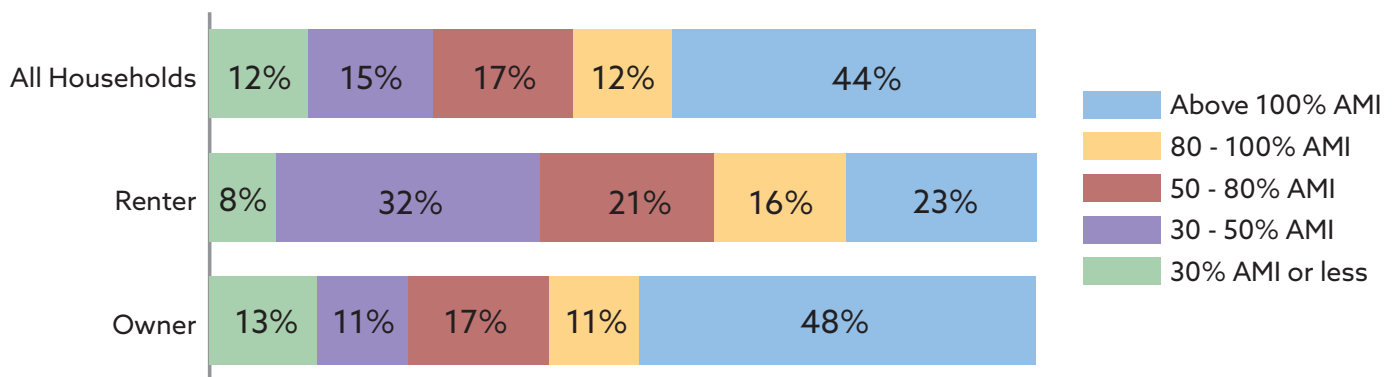
- Extremely Low-income: <30% AMI
- Very Low-income: 30-50 % AMI
- Low-income: 50-80% AMI
- Moderate Income: 80-100 % AMI
- Above Median Income: > 100% AMI

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

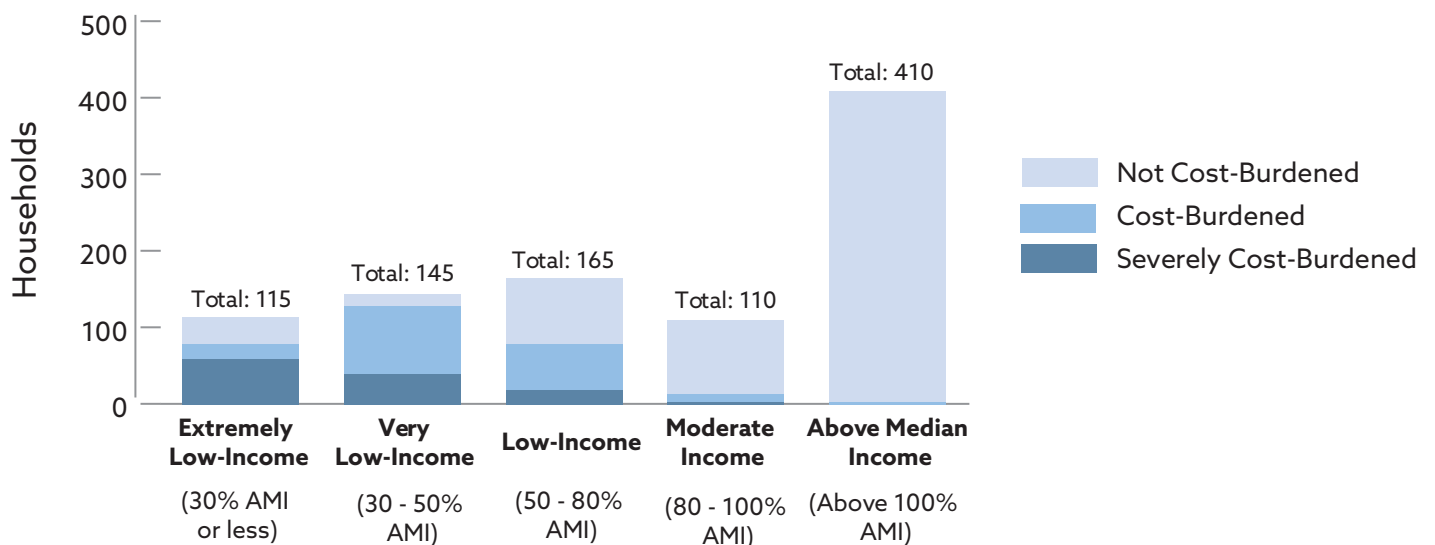
Exhibit 9: Households by Income Level and Cost-Burden Status (Algona) displays the city's households in terms of cost-burden status and income. About 33% of Algona residents are cost-burdened, with 20% spending between 30 to 50% of their income on housing costs (cost-burdened) and 13% spending more than 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.

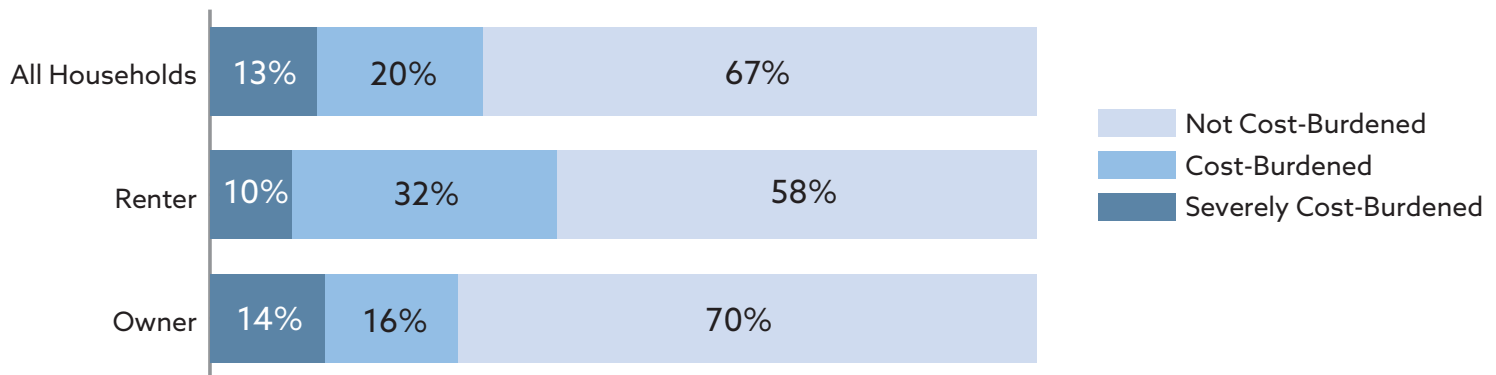
As shown in *Exhibit 12: Owners: Proportional Cost-Burden by Race and Tenure (Algona)*, some proportion of all owner households race categories, besides the other/multiple races, are cost-burdened. Thirty-three percent (33%) of white owner households are cost-burdened, with 19% being cost-burdened and 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)



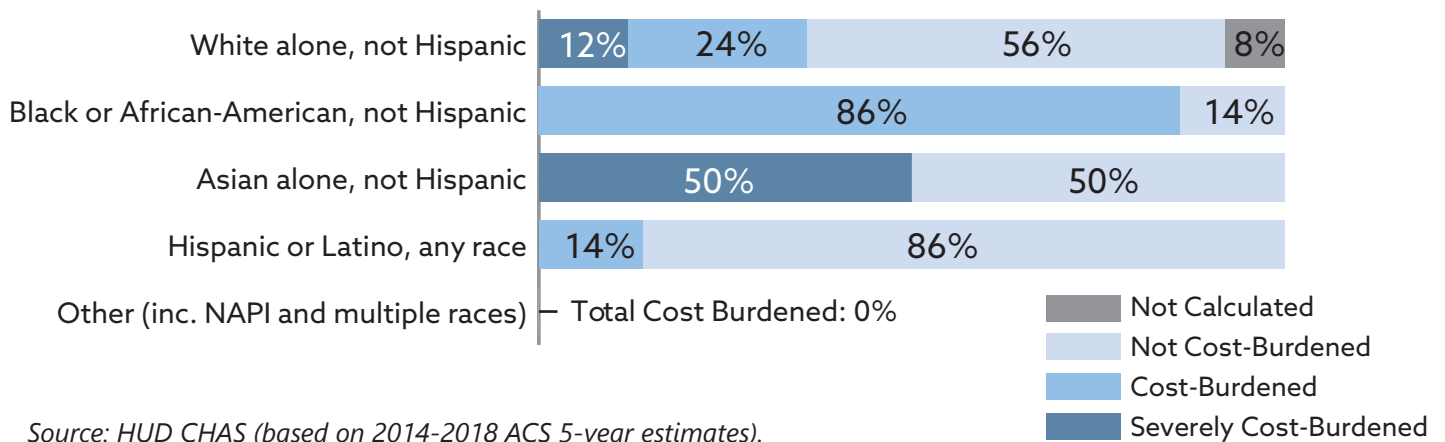
Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

Exhibit 10: Proportional Cost-Burdened Households by Tenure (Algona)



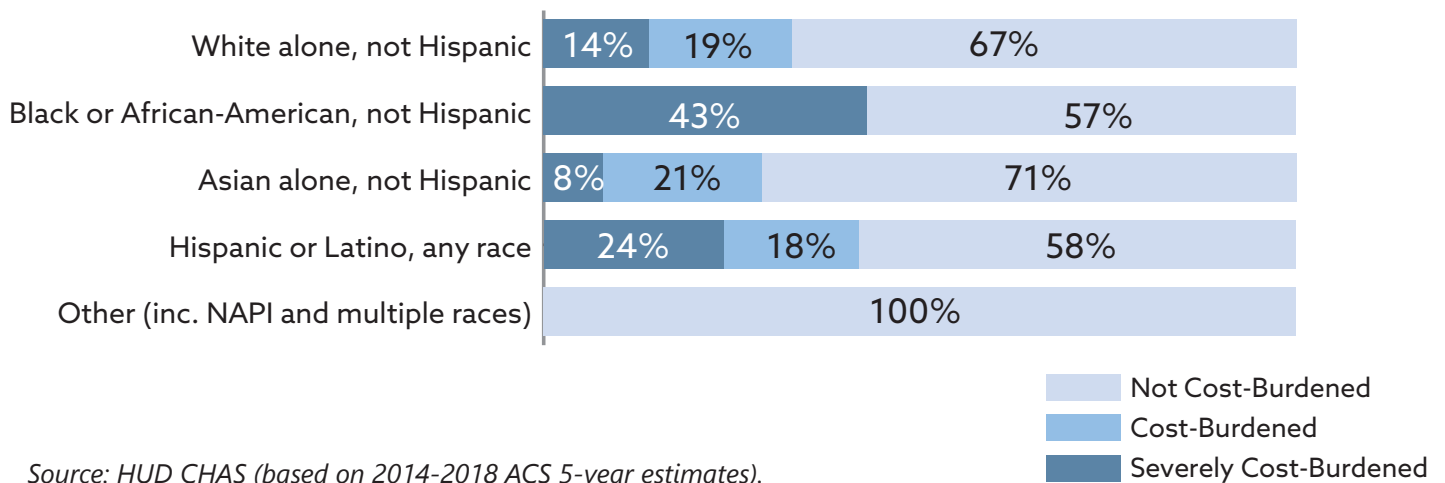
Source: HUD CHAS (based on 2014-2018 ACS 5-year estimates).

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 Report⁶ 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:

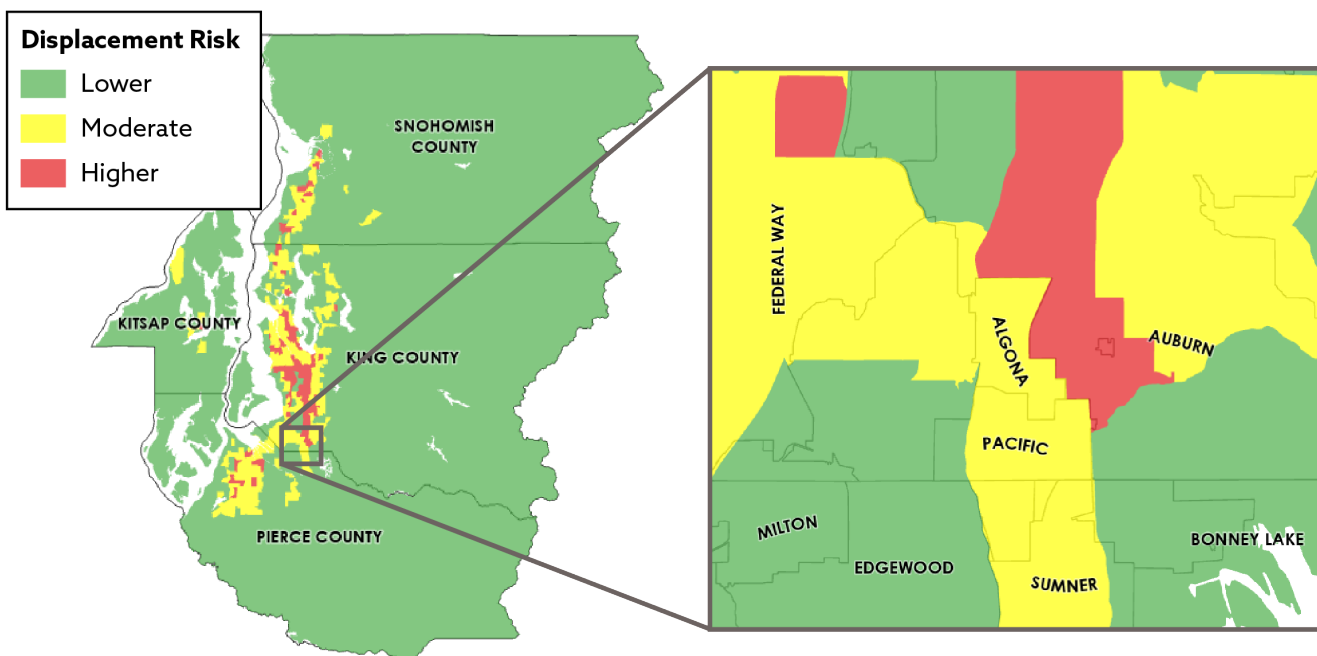
1. Socio-Demographics: Examines the race, ethnicity, linguistics, education, housing tenure and costs, and household income.
2. Transportation Qualities: Assesses access to jobs by car and transit and proximity to existing and/or future transit.
3. Neighborhood Characteristics: Analyzes the proximity 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

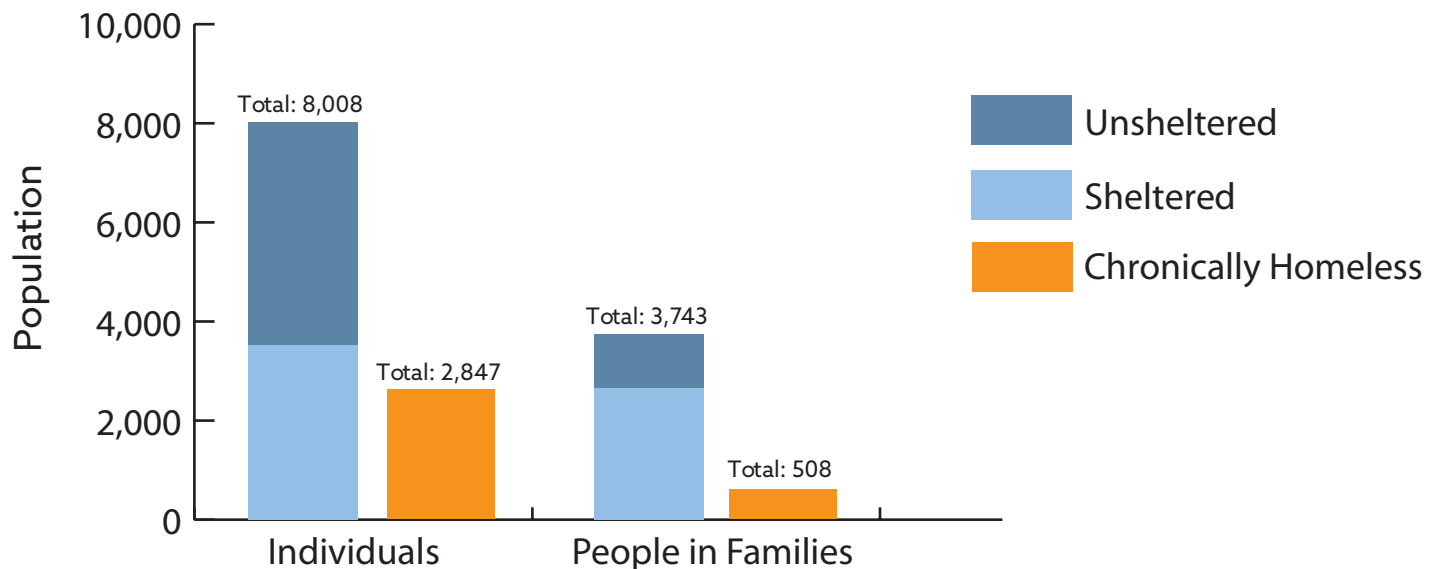
Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

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 providers 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

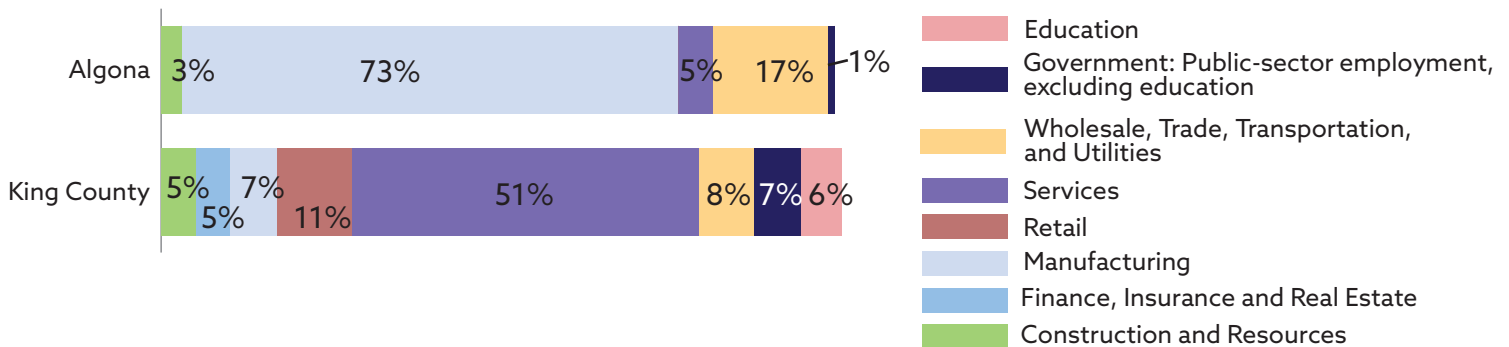
Citywide Employment

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

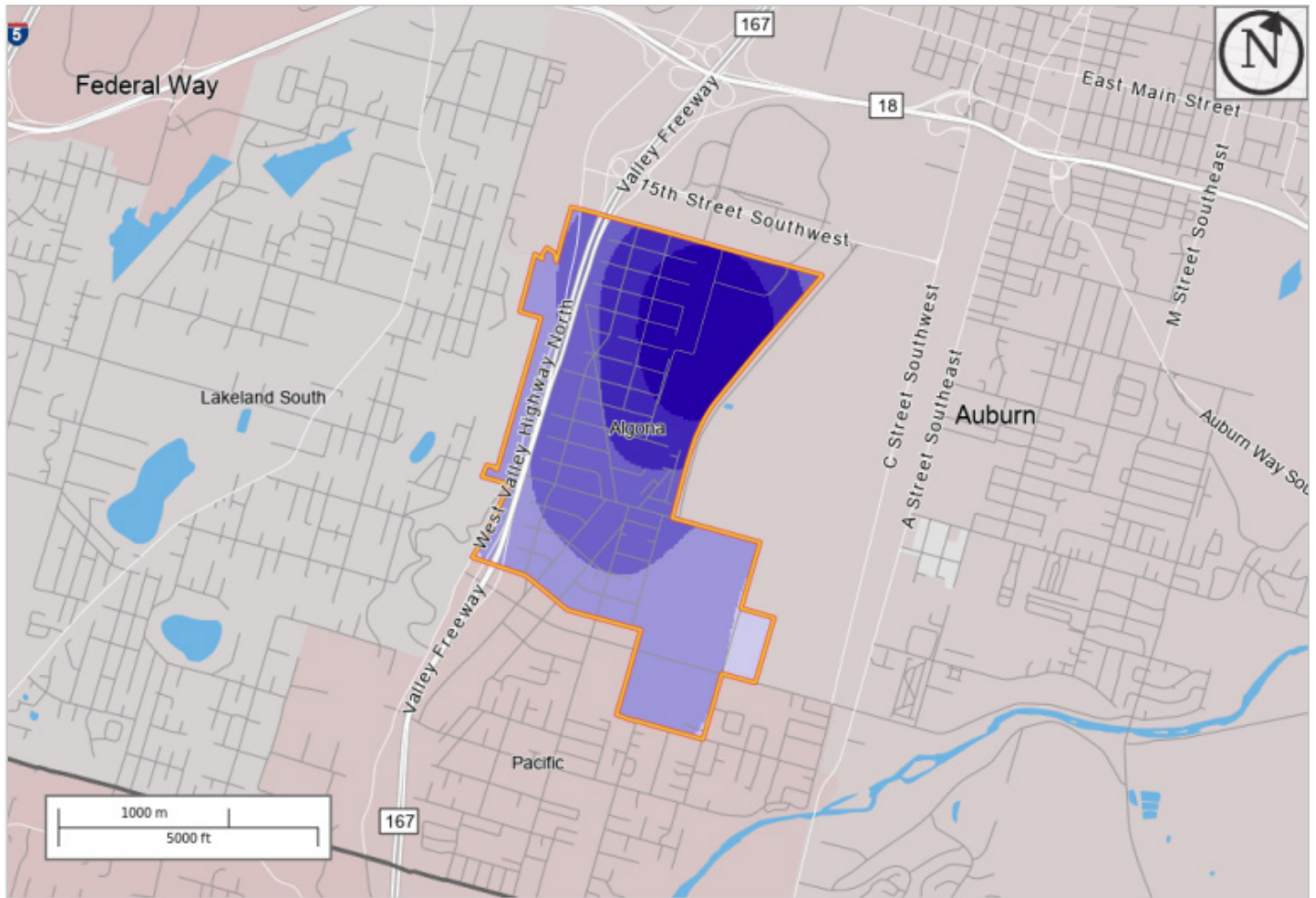
Source: PSRC, 2020; OFM, 2020.

Exhibit 18: Jobs Held by Residents by NAICS Industry Sector (Algona)

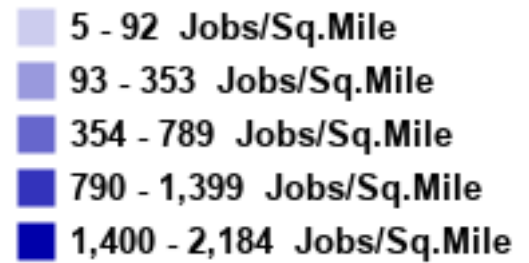
JOBS HELD BY RESIDENTS	ALGONA		KING COUNTY	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
Agriculture, Forestry, Fishing and Hunting	10	1%	4,089	0%
Mining, Quarrying, and Oil and Gas Extraction	1	0%	342	0%
Utilities	3	0%	3,923	0%
Construction	131	8%	50,383	5%
Manufacturing	240	14%	80,341	8%
Wholesale Trade	120	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.



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

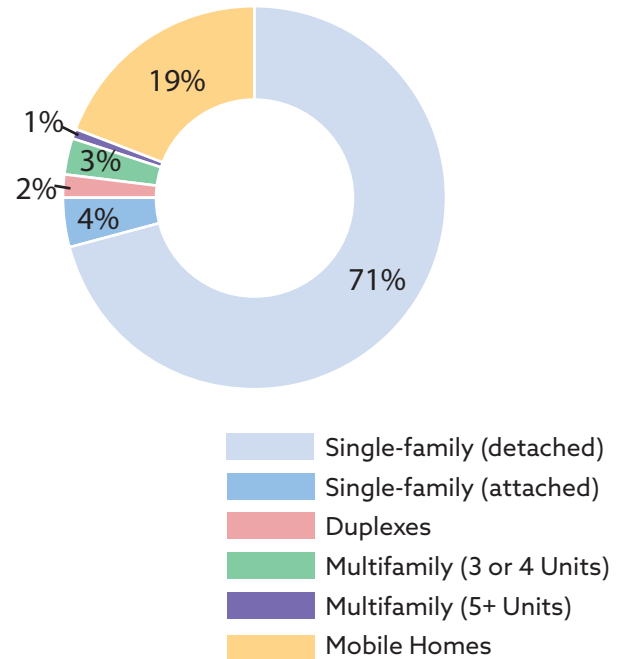
As of 2021, there are 1,048 housing units in Algona, representing a 19.4% increase in supply since 2000. Three-quarters (75%) of housing units are single-family homes. *Exhibit 23: Housing Inventory by Type (Algona)* describes the breakdown of housing units by type existing in Algona. Beyond single-family, 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

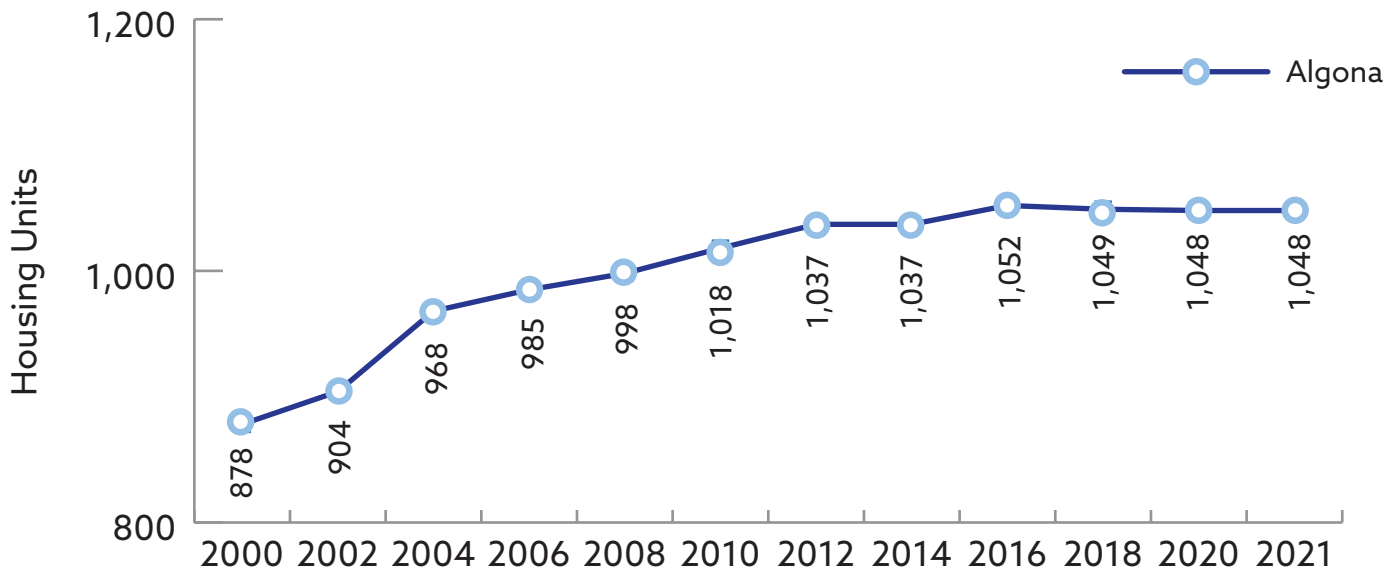
⁷ Source: 2015-2019 ACS 5-year estimates.

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%

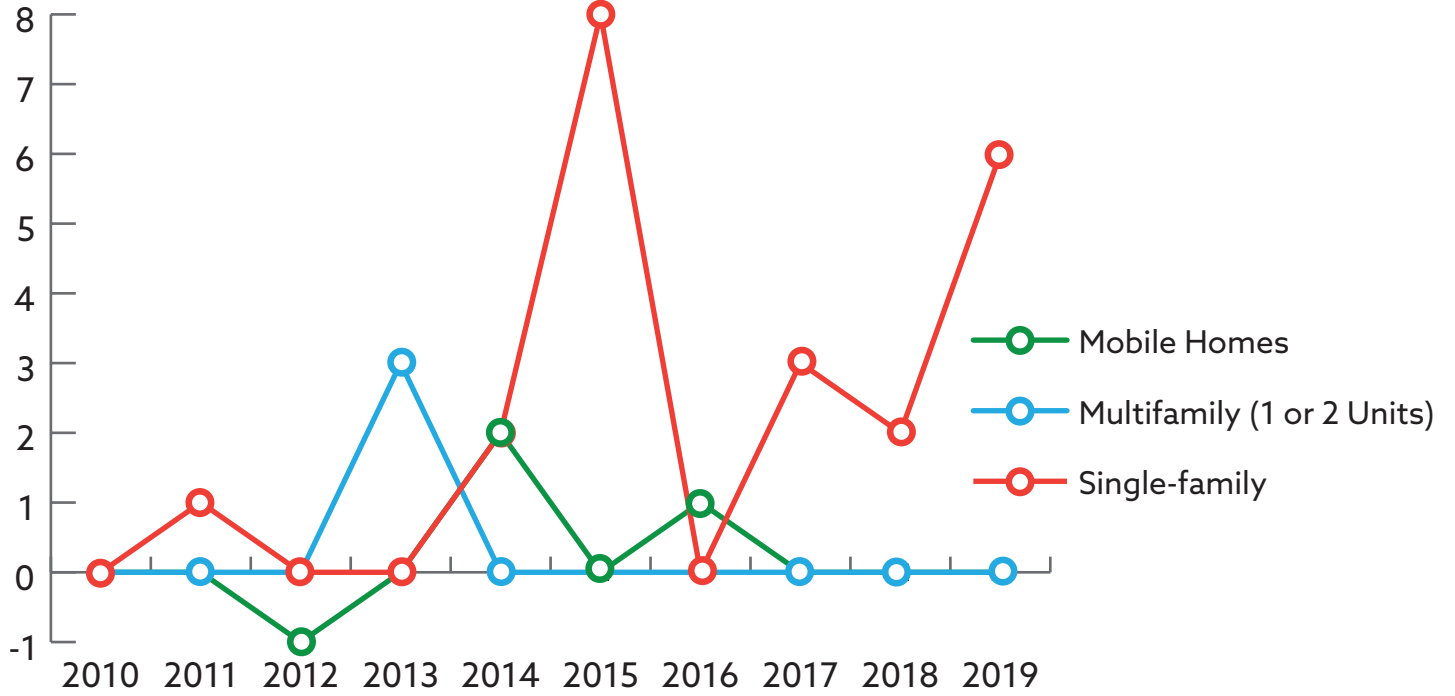
Source: 2015-2019 ACS 5-year estimates.

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 2019. 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.

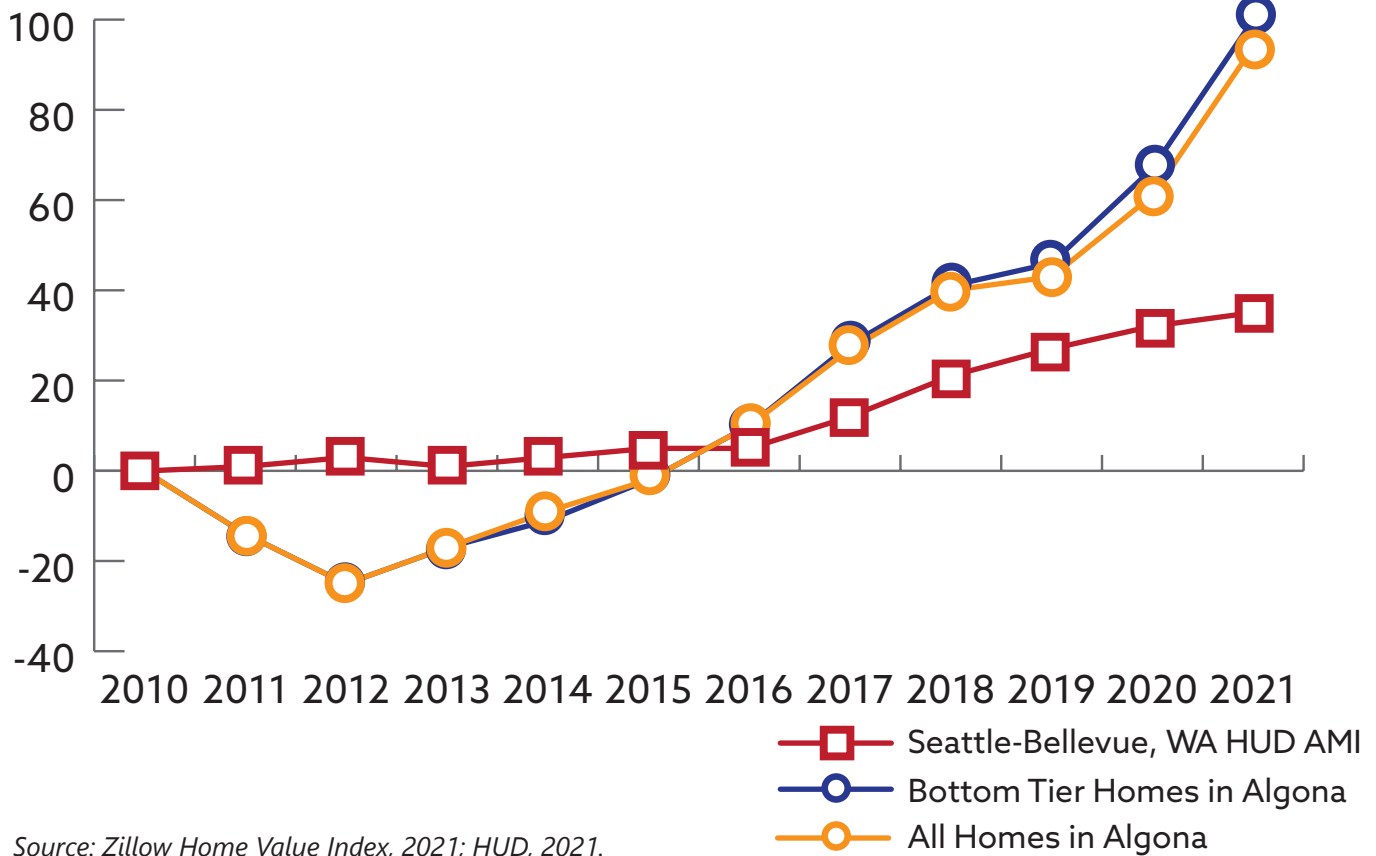
The PSRC records permit data on housing units and tracks what types of units are constructed or demolished, as shown in *Exhibit 25: Permitted Units, 2010 - 2019 (Algona)*. Between 2010 and 2019, the City lost an average of 1 housing unit and gained an average of 2.5 new units annually. Eighty-nine percent (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

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.

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.

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.

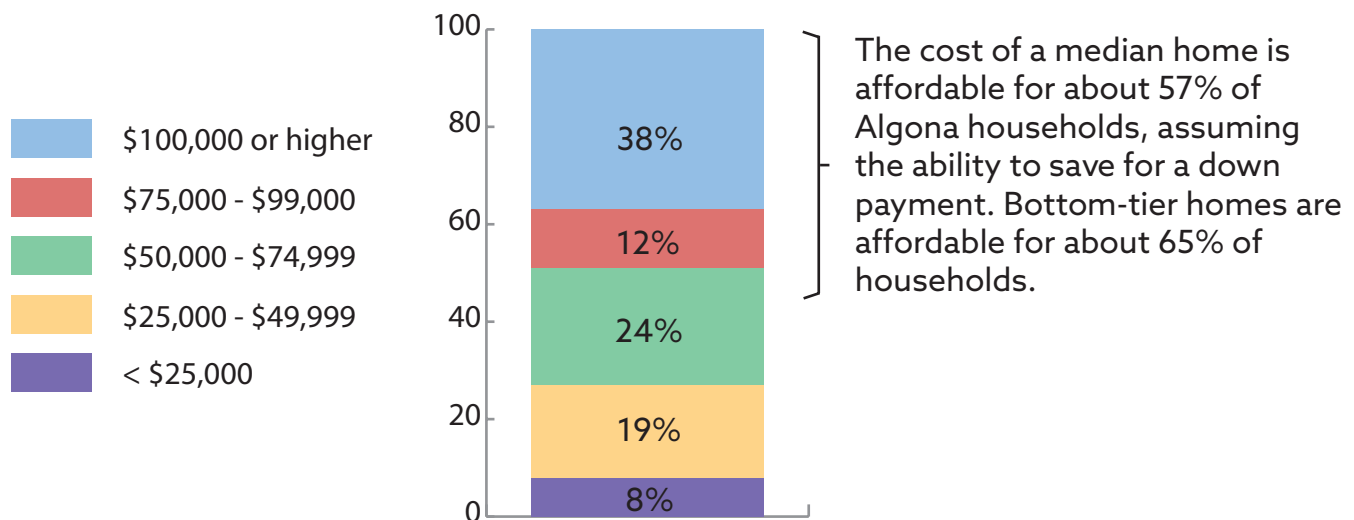
The monthly mortgage payment for these homes was calculated using several assumptions:

- 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.

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*

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.

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.

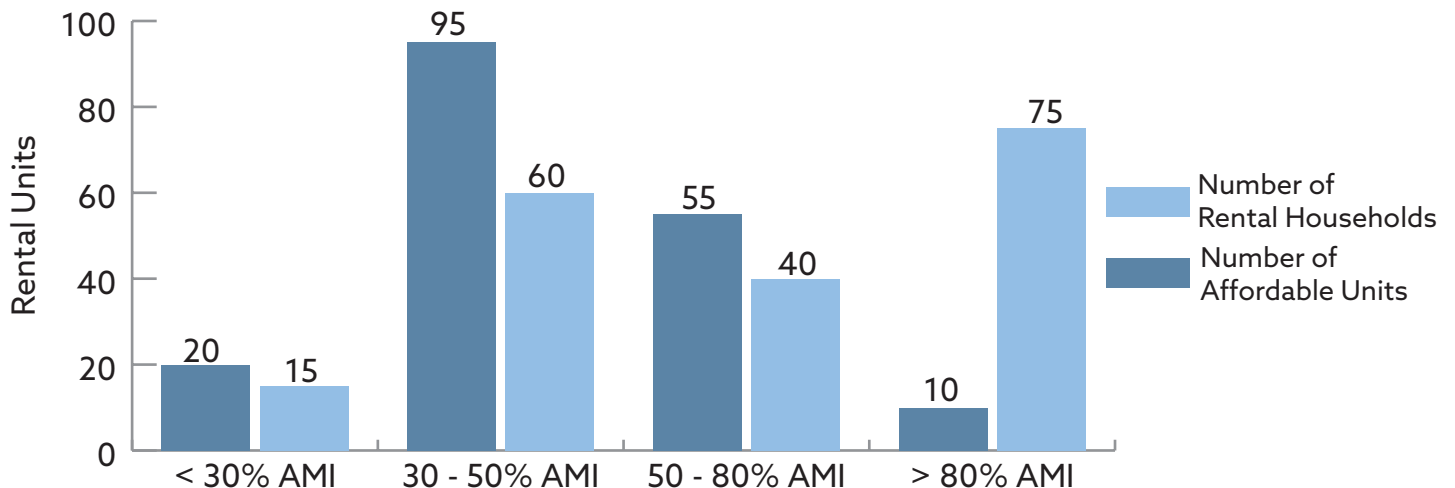
Source: 2015-2019 ACS 5-year estimates.

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

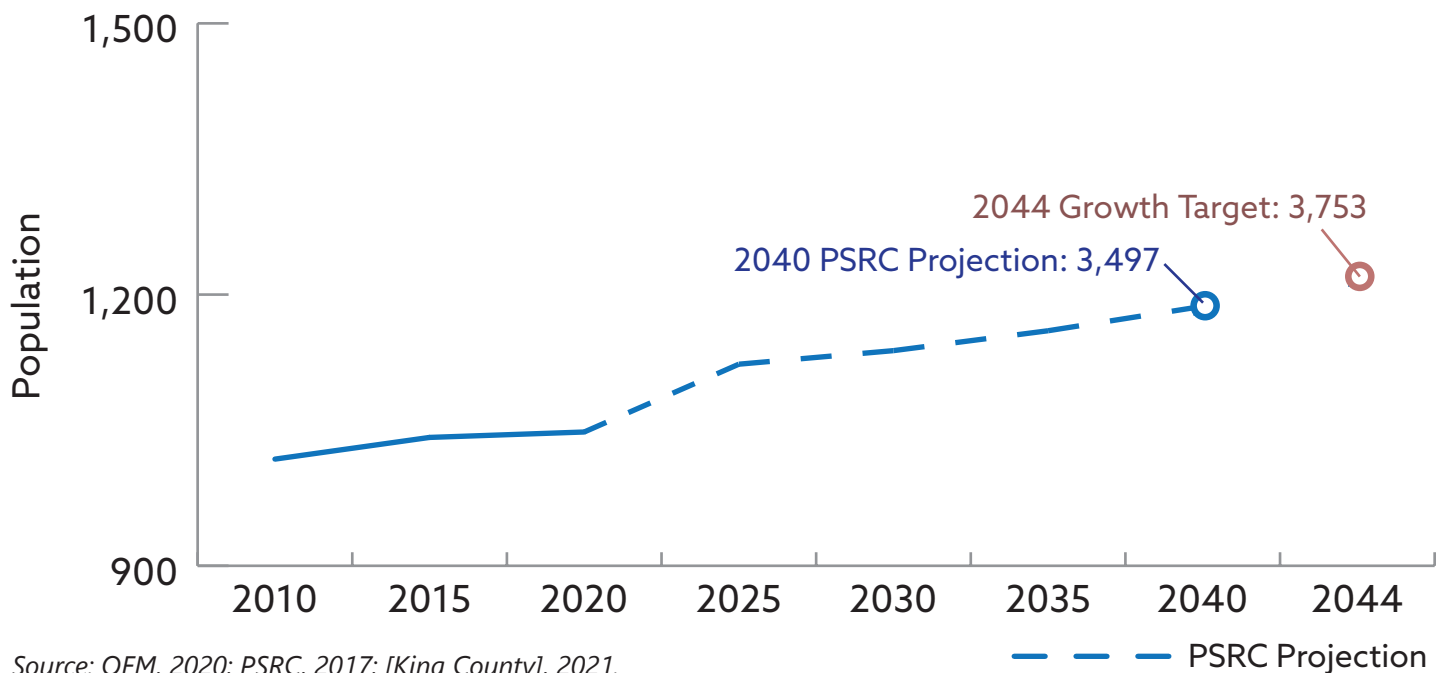
4.1 HOUSING NEEDED TO ACCOMMODATE FUTURE GROWTH

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 3,497. 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.

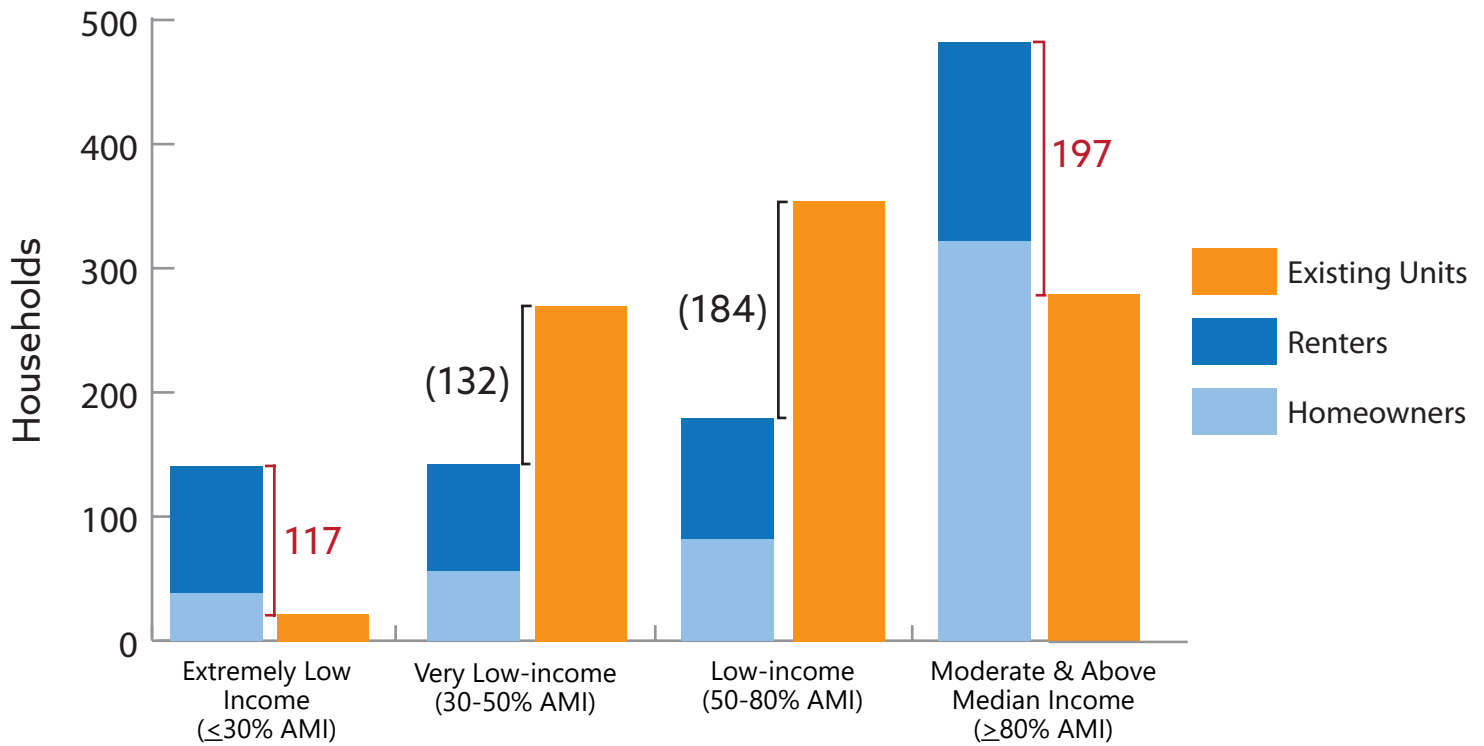
COUNTYWIDE NEED FOR KING COUNTY IN 2044		
INCOME CATEGORY	HOUSEHOLD INCOME	SHARE OF TOTAL UNITS
Extremely Low-Income	30% and below AMI	15%
Very Low-Income	31 - 50% of AMI	15%
Low-Income	51 - 80% of AMI	19%
Moderate Income and above	>80% of AMI	51%

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).

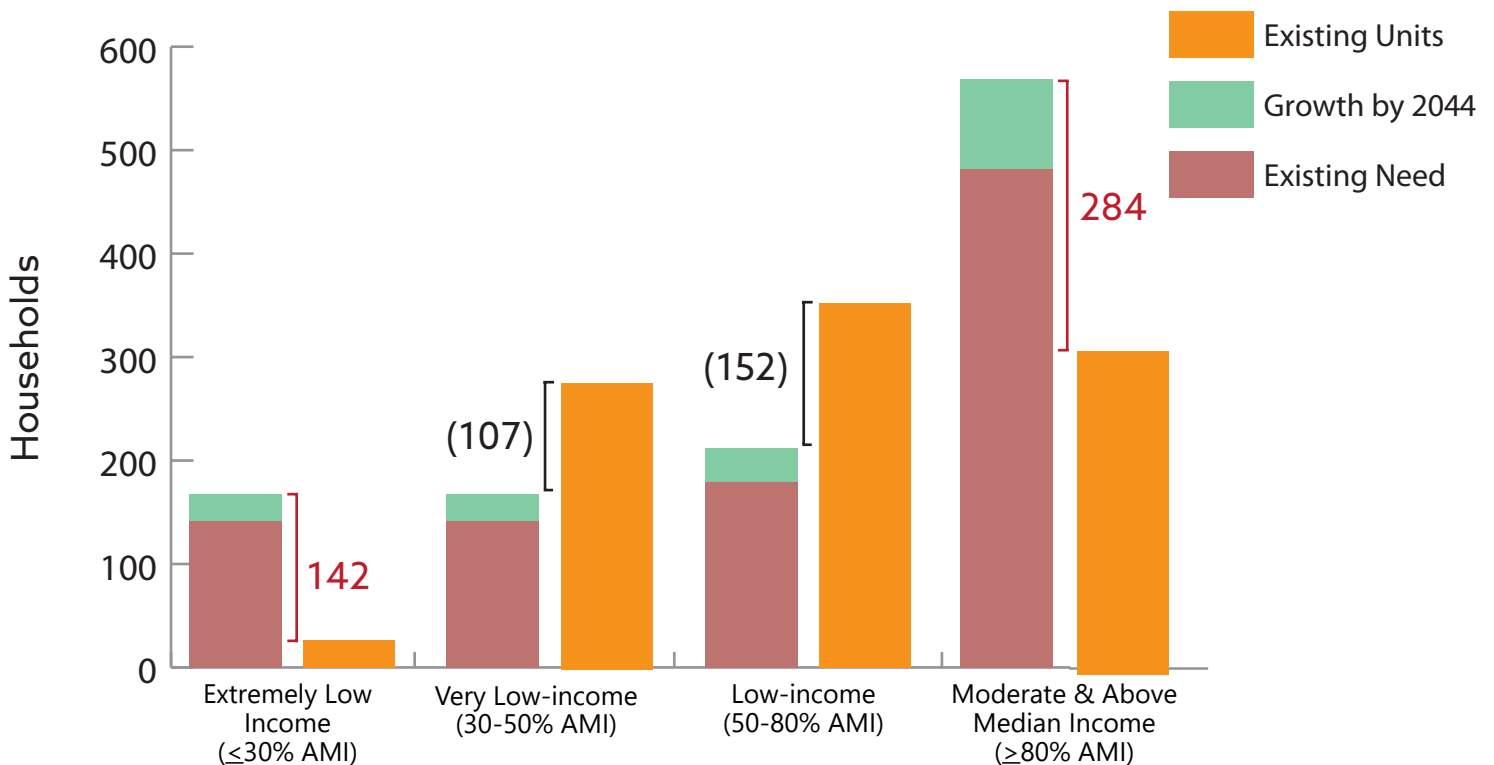
The widening gap for the moderate and above median income range will likely be filled by market forces. This will hopefully have a positive effect and reduce pressure on more moderately priced units, as long as displacement and the loss of existing affordable units are avoided, which may require city 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	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
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.

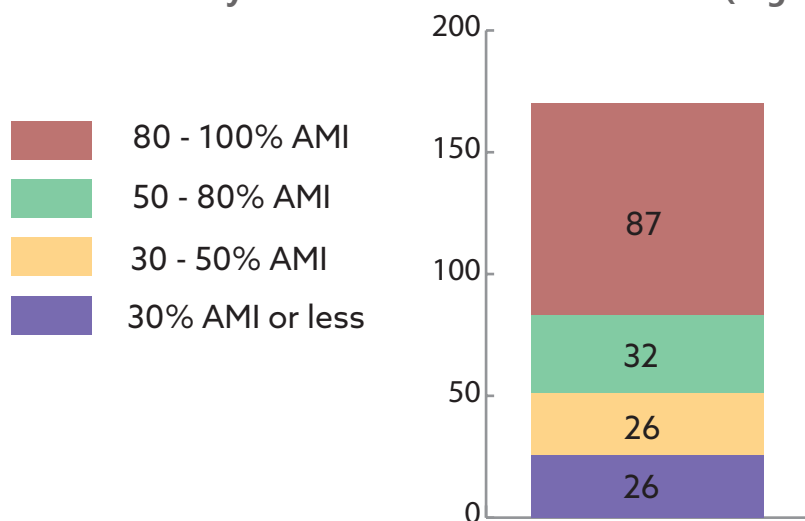
About 23% of the total units needed are ownership opportunities in the moderate income and above range, and 16% of the total units needed are rental opportunities in the extremely low-income range. Special attention will be needed to fill the gap in rental units for these households through the provision 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)



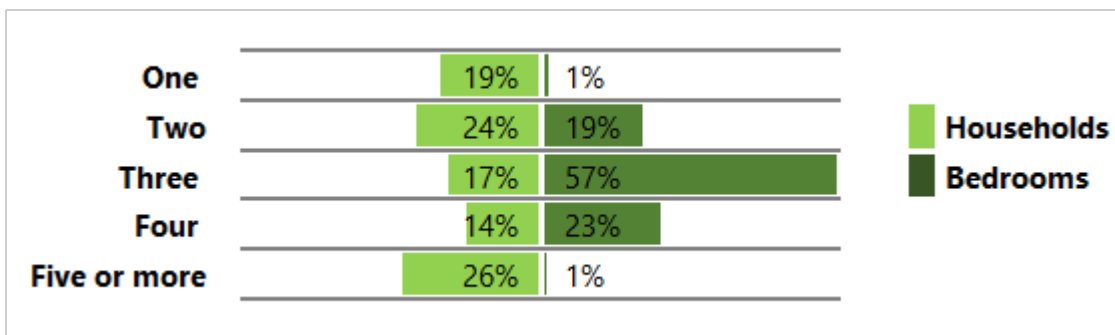
Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [King County], 2021.

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	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME	ALL COST-BURDENED HOUSEHOLDS
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(80-100% AMI)	(>100% AMI)	
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

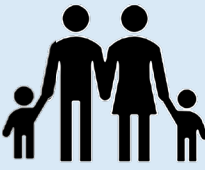







As a last glimpse at overall affordability of Algona and how different household types may be experiencing financial difficulties, *Exhibit 45: HUD Location Affordability Index (Algona)* shows the results of the Location Affordability Index (LAI) for the city. The LAI was developed by HUD and the US 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 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 in 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 a 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 serve 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 which 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, collect traffic from the system of local access roads and convey 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 the people are spending 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, toxics, and sediment;
2. Minimize adverse impacts to surface water and ground water 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 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 evaluate 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 which 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 for "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.

Cost-burdened household

A household that spends more than 30 percent of its gross income on housing costs.

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 which 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. Park 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 paying more than 30 percent of their income for 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 shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

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 come into contact with.

Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits.

EPF

See definition for "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 full potential. Those who identify as impoverished, a racial or ethnic group, and historically marginalized communities are engaged in decision making processes, planning, and policy making.

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 for "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 area 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 included but not limited to excavation with heavy equipment, tree removal, and geotechnical analysis.

Groundwater

Ground water in a saturated zone is separated from the underlying main body of ground water 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 a number of 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 for “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.

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, premilled 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 for “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 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, in accordance with 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, 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 range 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 to 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 prior to 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 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 found 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 occurring 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 provides

playground area and open space. 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, 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 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. 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 elements 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 for "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 that 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 purposes of enjoyment and physical exercise.

Residential Use

A land use term which 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 for "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 for "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 in order 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, ground water, 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 prior to 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 for "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. 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.

Transitional Housing

Programs which 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 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 for "Urban Growth Area".

Undergrounding

The construction or relocation of electrical wires, telephone wires, and similar facilities 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, 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.

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 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 a number of 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 for the purpose of withdrawing or injecting water or other liquids.

Wetland

An area inundated or saturated by ground water 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 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 of which has a set of regulations for new development that differs from other zones.

Zoning Map

A visual layout of land use classifications within the city.

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 review, 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 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 considered to be 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 do not have the ability to 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. In the next section, *Conditions and Trends*, components of the natural environment and each recognized type of critical area are described.

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 feet¹. 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.

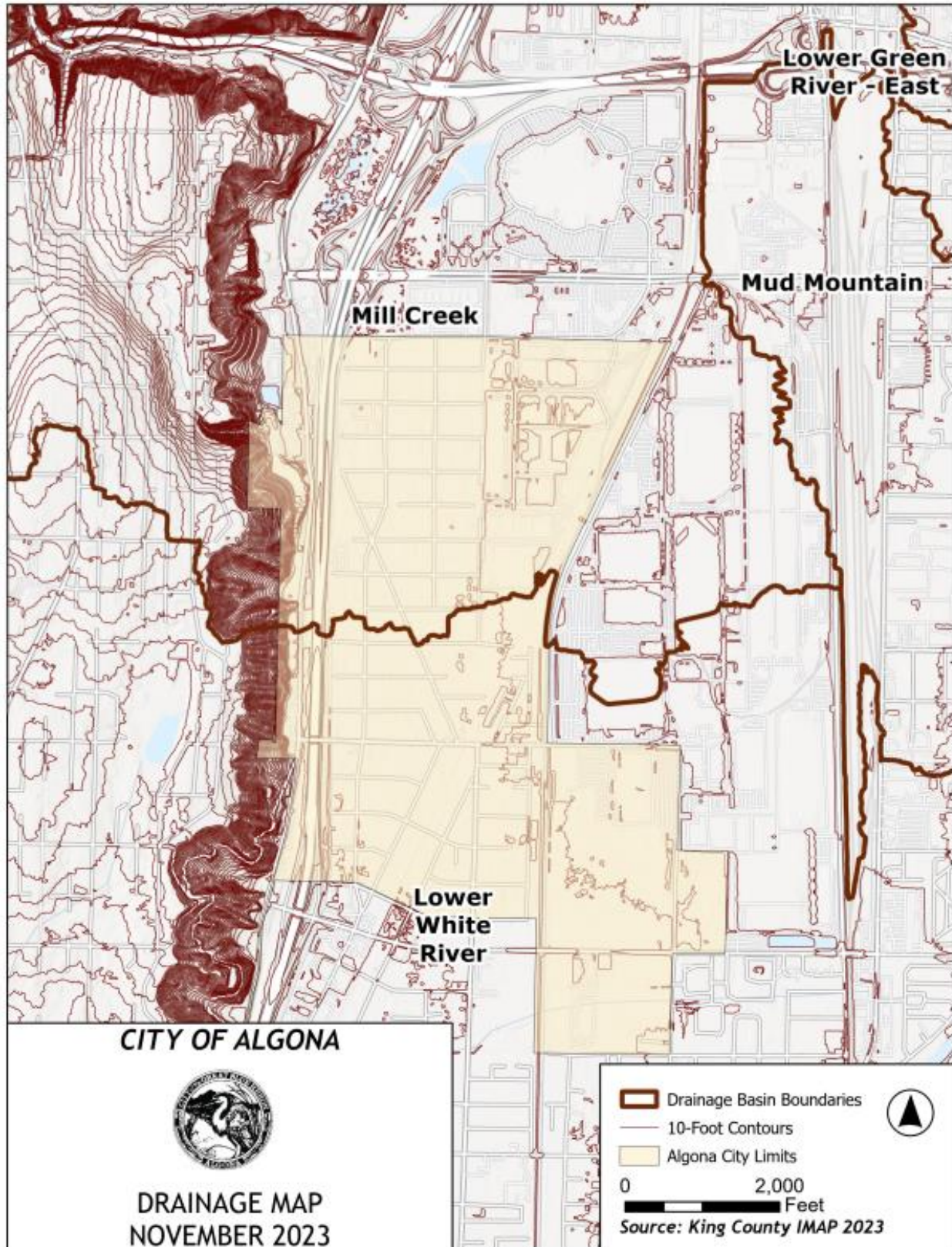


Field observations note that wetlands are located along trails and walking paths in Algona. While these areas have not gone through critical areas verification, the City works with developers and consultants to confirm the viability and rating of potential wetlands prior to any new construction.

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 with respect to shrink-swell potential all play a significant role in 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 great 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 Types²

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.

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



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.

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-inches³.

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 endangered 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

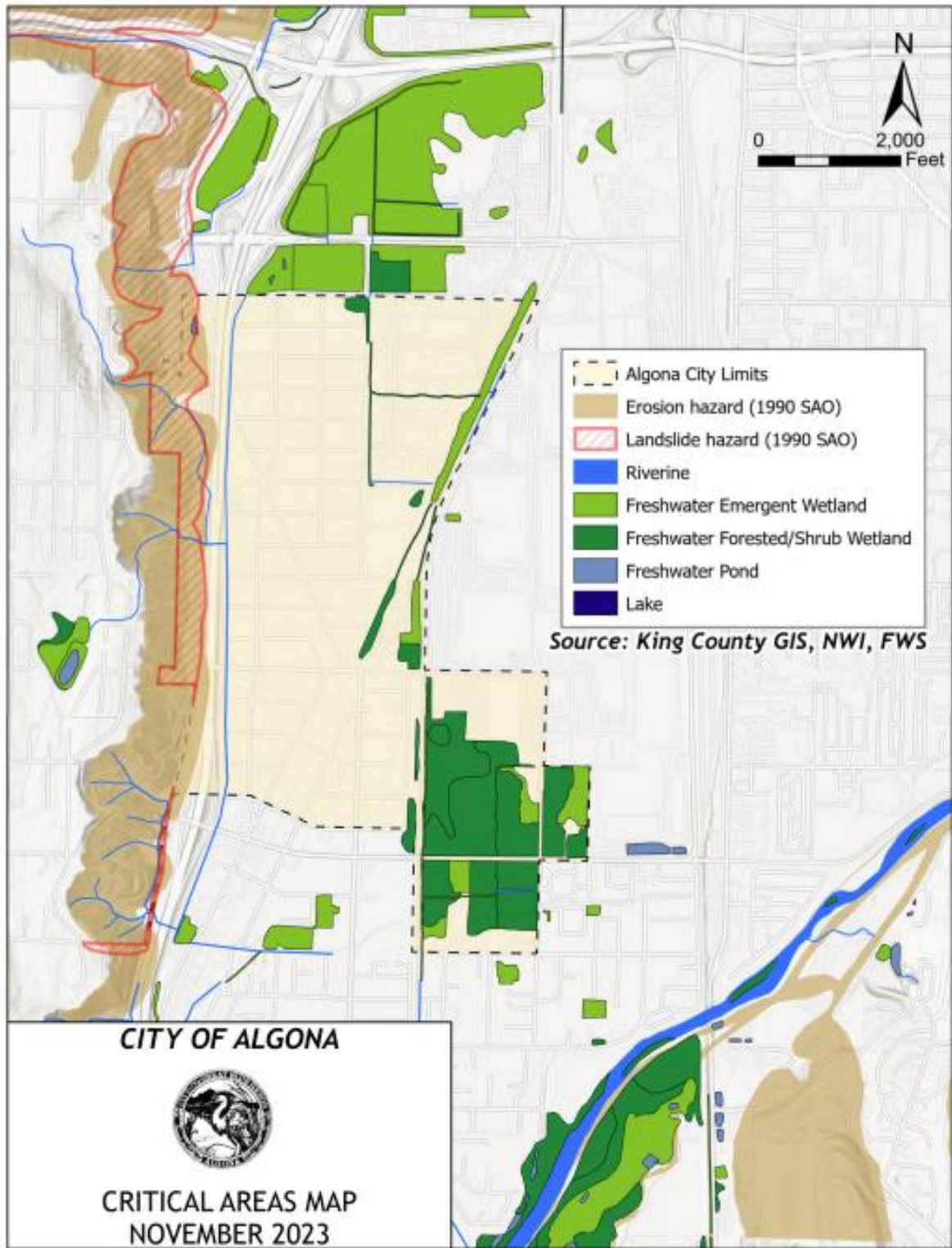
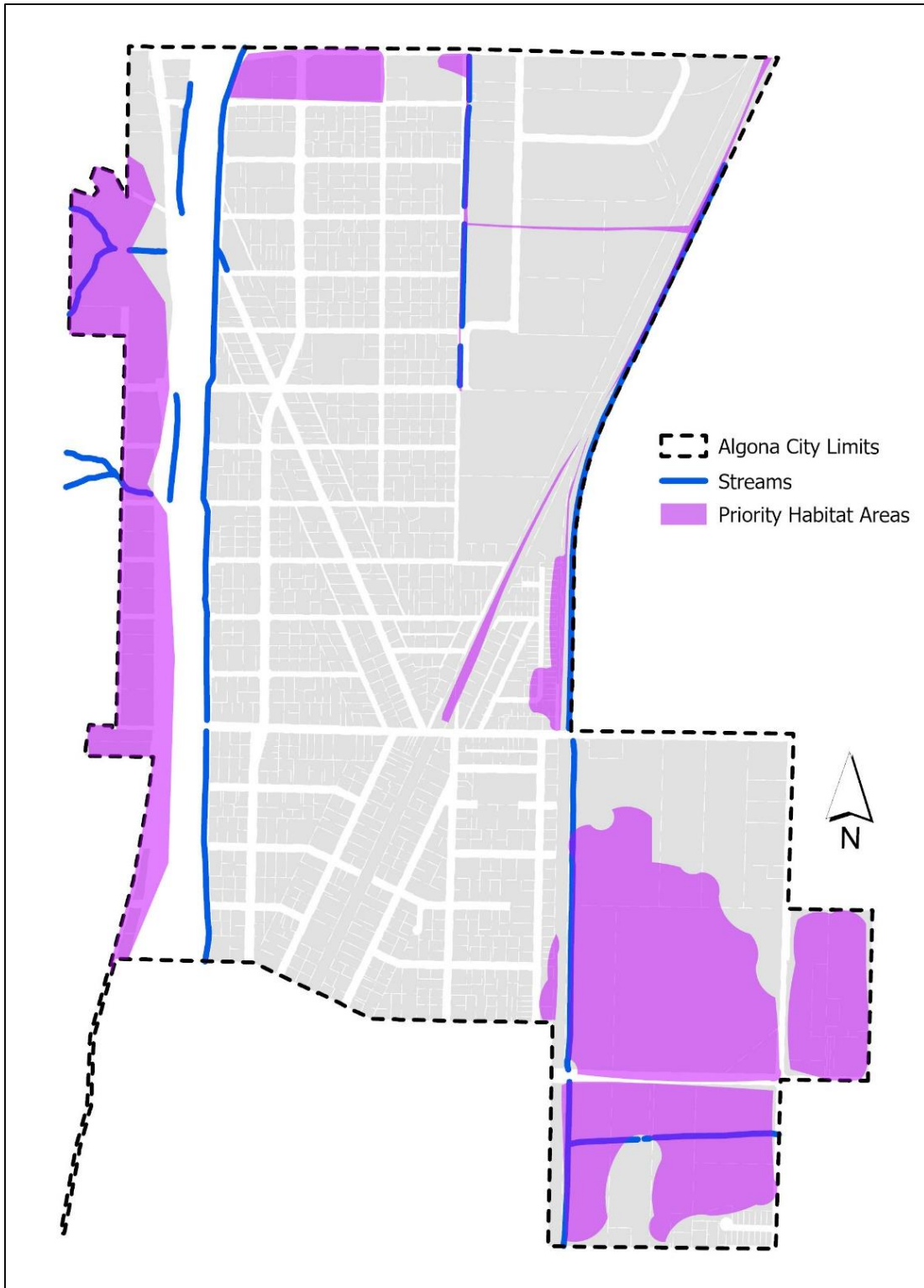


Figure 4: Priority Habitats in Algona⁴



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 as a whole 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, 2021⁵, 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 in the near future, 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.



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 (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-1.4

Locate development and supportive infrastructure in a manner that minimizes impacts to 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 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 takes into account 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 on a periodic basis; 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 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.

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, 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.

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 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 sea water by siting and planning for 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.



Periodic Update Checklist for Fully-Planning Cities

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](#).

City

Staff contact, phone + email

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:

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Senior Planner
Growth Management Services
WA Department of Commerce
509.407.7955
Suzanne.Austin@commerce.wa.gov

Or, [your assigned regional planner](#)

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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	
<p>Notice: 2021-2022 legislation ESSB 5593 includes changes to RCW 36.70A.130 regarding UGA size, patterns of development, suitability and infrastructure.</p> <p>Coordinate these efforts with your county.</p>	<p>Yes Goal LU-1 Policies LUP-1.1 to 1.5 LU-9.1 LUP-3.2 LU-6.1</p>	<p>Yes</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p> <p>Coordinate these efforts with your county.</p>	<p>Yes Goal LU-9 LU-9.1 LUP-2.3</p>	<p>Yes</p>	<p><u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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).</p>	<p>Yes Chapter 2 Figure: 2-1</p>	<p>Yes</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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).</p> <p>Additional resources: Commerce’s Climate guidance, Transportation Efficient Communities’ guidance, and the WA Department of Health Washington State Plan for Healthy Communities</p>	<p>No</p>	<p>Yes</p>	<p>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 <i>Land Use Elemental</i> chapter.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

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: <input type="checkbox"/> 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) <ul style="list-style-type: none"> 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 <i>and</i> 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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

<p>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</p>	<p>Yes UT-1.2 Figure 2.8 Capital Improvement and Transportation Improvement Plan</p>	<p>No</p>	<p>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.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
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	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, Item B.
<p>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</p>	<p>Yes Chapter 8</p>	<p>No</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p> <p>Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455</p>	<p>No</p>	<p>No</p>	<p>There are no airports within or adjacent to the City of Algona.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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)</p> <p>Note: RCW 90.56.010(27) defines waters of the state.</p> <p>Additional resources: Commerce's climate guidance, Protect Puget Sound Watersheds, Building Cities in the Rain, Ecology Stormwater Manuals, Puget Sound Partnership Action Agenda</p>	<p>Yes UT-4.1 Chapter 6</p>	<p>Yes</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, Item B.
<p>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.</p> <p>RCW 36.70A.030(6), RCW 36.70A.172, WAC 365-190-080. Best Available Science: see WAC 365-195-900 through -925</p>	Yes Goal NE-1 NE-1.1	No		Completed: <input type="checkbox"/> Date:
<p>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</p>	No	No		Completed: <input type="checkbox"/> Date:
<p>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</p>	No	No	There are no military bases in Algona.	Completed: <input type="checkbox"/> Date:
<p>n. New section RCW 36.70A.142 (2022), HB 1799: Development regulations newly developed, updated, or amended <i>after January 1, 2025</i> 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.</p>	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: <input type="checkbox"/> Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
<p>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.</p>	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: <input type="checkbox"/> Date:
<p>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</p>	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: <input type="checkbox"/> Date:

Housing Element

New 2021 and 2022 legislation substantially amended the housing-related provisions of the Growth Management Act (GMA), [RCW 36.70A.070\(2\)\(b\)](#). 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	
<p>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.</p>	NA	NA	NA	
<p>a. Goals, policies and objectives for:</p> <ul style="list-style-type: none"> 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 <p>Notice: These items were separately listed in the previous version of the checklist. No content was changed.</p>	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: <input type="checkbox"/> Date:
<p>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)</p>	Yes HU-2.4	No	This is completed as part of the City’s housing needs assessment.	Completed: <input type="checkbox"/> Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, Item B.
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. <u>It is recommended that goals and policies provided in the comprehensive plan be updated to include ADUs and their proximity to employment locations.</u>	Completed: <input type="checkbox"/> 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. <u>It is recommended that inventory and projection data is included in the housing element.</u>	Completed: <input type="checkbox"/> Date:
e. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: <ul style="list-style-type: none"> • 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. <u>It is recommended that capacity information is added to the housing element.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
<p>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</p> <p>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</p> <p>See also: Support Materials for Racially Disparate Impacts, Exclusion and Displacement Work</p>	<p>No</p>	<p>Yes</p>	<p>RCW 36.70.070(e) requires the city to evaluate how zoning may have a discriminatory impact on the community, disinvestment, and infrastructure availability.</p> <p><u>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.</u> This is recommended to facilitate community consensus in understanding local responsibility to a regional and national planning issue.</p> <p>Commerce has provided guidance to aid planners on evaluating historic racially disparate impacts to communities.</p>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>

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: <input type="checkbox"/> 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: <input type="checkbox"/> 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. <u>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.</u>	Completed: <input type="checkbox"/> 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. <u>Per RCW 36.70A.070(3)(c), it is recommended that this policy and map be updated and located in the Capital Facilities Element.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> 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.	
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	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, Item B.
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. <u>Per RCW 36.70A.070(3)(e), it is recommended that this policy be updated and moved to the Capital Facilities Element.</u>	Completed: <input type="checkbox"/> 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. <u>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.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:
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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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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. <u>Per RCW 36.70A.070.(6)(a)(iv)(A), it is recommended that this is updated and located in the Transportation Element.</u>	Completed: <input type="checkbox"/> 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. <u>Per RCW 36.70A.070.(6)(a)(iv)(A), it is recommended that this is updated and located</u>	Completed: <input type="checkbox"/> 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. <u>Per RCW 36.70A.070(6)(a)(iv)(C), it is recommended that this is updated and located in the Transportation Element.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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	
<p>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</p>	No	Yes	<p>The comprehensive plan does not include policies regarding the collaboration and participation of tribes in the planning process.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>
<p>b. <i>Port elements</i>, 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</p>	No	No	<p>There are no ports in Algona.</p>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>
<p>c. <i>Urban Growth Areas</i>: 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)</p>	No	Yes	<p>The comprehensive plan does not include policies regarding the coordinated planning efforts for any areas planned for urban growth with applicable tribes.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>

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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

Future required elements: pending state funding

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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	
<p>Economic Development</p> <p>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</p>	Yes		Completed: <input type="checkbox"/> Date:
<p>Parks and Recreation</p> <p>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</p> <p>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.</p>	Yes		Completed: <input type="checkbox"/> 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: <input type="checkbox"/> Date:
Conservation	No		Completed: <input type="checkbox"/> Date:
Recreation	No	The City does not have funding in the foreseeable future to host an recreation program with classes and services.	Completed: <input type="checkbox"/> Date:
Solar Energy	No	This is likely to be updated in 2029.	Completed: <input type="checkbox"/> Date:

Consistency is required by the GMA

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	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: <input type="checkbox"/> 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. <u>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.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> 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. <u>It is recommended that the comprehensive plan include a policy that ensures public participation in the comprehensive planning process.</u>	Completed: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

<p>included in the comprehensive plan:</p> <ul style="list-style-type: none"> 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) 			<p>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.</p> <p><u>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.</u></p>	
	<p>In Current Plan? Yes/No If yes, cite section</p>	<p>Changes needed to meet current statute? Yes/No</p>	<p>Notes</p>	
<p>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.</p>	<p>No</p>	<p>Yes</p>	<p>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.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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 36.70A.370. For further guidance see the 2018 Advisory Memo on the Unconstitutional Taking</p>	<p>No</p>	<p>Yes</p>	<p>There is no language in the comprehensive plan pertaining to preserving property rights. <u>It is recommended that a policy is added to affirm the rights of private property owners.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>

<p>of Private Property</p>				
<p>e. Encourage the involvement of citizens in the planning process, <u>including the participation of vulnerable populations and overburdened communities</u>, and ensure coordination between communities and jurisdictions to reconcile conflicts. HB 1181 (2023) revised RCW 36.70A.020 <i>Planning Goals</i> for inclusion of vulnerable populations and overburdened communities. RCW 36.70A.035 <i>Public Participation</i> was not amended under HB 1181.</p>	<p>No</p>	<p>Yes</p>	<p>Specialized efforts were made under the 2024 plan to include more vulnerable communities.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

Section II: Development Regulations

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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	
<p>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.</p>				
<p>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)</p>				Completed: <input type="checkbox"/> Date:
<p>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)</p> <p>"permanent supportive housing" is defined in RCW 36.70A.030; "transitional housing" is defined in RCW 84.36.043(2)(c)</p>	No	Yes	<p>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.</p> <p><u>It is recommended that the City update the Code to allow permanent supportive housing or</u></p>	Completed: <input type="checkbox"/> Date:

			<p><u>transitional housing in all residential zones and commercial zones.</u></p>	
	<p>In Current Regs? Yes/No If yes, cite section</p>	<p>Changes needed to meet current statute? Yes/No</p>	<p>Notes</p>	
<p>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)</p> <p>“emergency housing” is defined in RCW 84.36.043(2)(b)</p>	<p>No</p>	<p>Yes</p>	<p>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.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p>	<p>No</p>	<p>Yes</p>	<p>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 <i>one family</i>” 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.”</p> <p><u>It is recommended that the City update the Code to define “household” as defined in RCW 84.14.010.7 for consistency.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>e. Limitations on the amount of parking local governments can require for low-income, senior, disabled and market-rate housing units located</p>		<p>Yes</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

<p>near high-quality transit service. RCW 36.70A.620 amended in 2020 and RCW 36.70A.600 amended in 2019</p>	<p>No</p>	<p>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.</p> <p><u>RCW 36.70A.620(1)</u> 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 <u>within a quarter mile of a transit stop that receives transit services at least two times per hour for twelve hours</u>. 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. <u>It is recommended the code is updated to capture the required parking limitation.</u></p> <p><u>RCW 36.70A.620(2)</u> requires senior specific housing units to not have a minimum parking requirement for residents if the units are located <u>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</u>. The City does not have transit that trigger this requirement.</p> <p><u>RCW 36.70A.620(3)</u> requires market rate multifamily housing units to provide 0.75 parking spaces per unit if the unit is <u>within a</u></p>	
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			<u>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.</u>	
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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

<p>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</p>	<p>Yes. AMC 22.48.040</p>	<p>No</p>	<p>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.</p> <p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
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	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, Item B.
<p>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</p> <p>See also RCW 36.70A.545 and WAC 365-196-410(2)(e)(i)</p> <p>“affordable housing” is defined in RCW 84.14.010</p> <p>Review RCW 36.70A.620 amended in 2020, for minimum residential parking requirements.</p>	No	No	RCW 36.70A.540 is only applicable if the City adopts an affordable housing incentive program.	Completed: <input type="checkbox"/> Date:
<p>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</p>	No	No	Cities are not required to comply with RCW 36.01.290 . It is only applicable to counties.	Completed: <input type="checkbox"/> Date:
<p>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.</p>	No	No	There are no aviation airports in Algona.	Completed: <input type="checkbox"/> Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	Section 7, ItemB.
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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:
d. Designate mineral lands and associated regulations as required by RCW 36.70A.131 and 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: <input type="checkbox"/> 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 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	
<p>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.</p> <p>Visit Commerce’s Behavioral Health Facilities Program page for information on establishing or expanding new capacity for behavioral health EPFs.</p> <p>Note: RCW 36.70A.200 amended by SB 5536 to include EPFs for opioid treatment programs</p>				<p>Completed: <input type="checkbox"/></p> <p>Date:</p>

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 <i>comprehensive plan</i> . <u>It is recommended that the Code is updated to define comprehensive plan.</u>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>
<p>b. Written findings to approve subdivisions establish adequacy of public facilities. RCW 58.17.110 amended in 2018</p> <ul style="list-style-type: none"> 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	<p>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.</p> <p><u>Should the TIF program be adopted, it is recommended that the City update the municipal code to reflect this change.</u></p>	<p>Completed: <input type="checkbox"/></p> <p>Date:</p>

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	
<p>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).</p> <p>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.</p>	Yes. AMC 19.20.130	No		<p>Completed: <input type="checkbox"/></p> <p>Date:</p>
<p>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</p>				<p>Completed: <input type="checkbox"/></p> <p>Date:</p>

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
<p>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.</p> <p>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.</p> <p>Additional Resources: Federal Grants to Protect Puget Sound Watersheds, Building Cities in the Rain, Ecology Stormwater Manuals, Puget Sound Partnership Action Agenda</p>	<p>Yes AMC 13.46.090 AMC 22.60.030</p>	<p>Yes</p>	<p>AMC 13.46.090A adopts the 2019 DOE. Section 13.46.120 (BMPs) adopts the most current DOE SWMMWW manual.</p> <p>I suggest referencing the most current manual in section 13.46.090 as well.</p> <p>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.</p> <p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p>	<p>No</p>	<p>No</p>	<p>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. <u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>

Organic Materials Management Facilities

Section 7, Item B.

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	
<p>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).</p> <p>See also RCW 36.70.330. For applicability, see RCW 70A.205.540.</p>				Completed: <input type="checkbox"/> 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.

<p>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.</p> <p>WAC 365-196-850 provides guidance on how impact fees should be implemented and spent.</p>				Completed: <input type="checkbox"/> Date:
<p>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</p>	No	Yes	<p>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.</p>	Completed: <input type="checkbox"/> Date:

			<p>The city is currently working on a transportation impact fee program.</p> <p><u>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).</u></p> <p><u>In general, it is recommended that the Code is revised to adopt and maintain an impact fee deferral system.</u></p>	
c. If adopted, limitations on impact fees for early learning facilities <u>RCW 82.02.060 amended in 2021</u>				Completed: <input type="checkbox"/> 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 <u>RCW 82.02.060 amended in 2023</u> . See also definition change in <u>RCW 82.02.090(1)(b) amended in 2018</u>	No	Yes	<p>RCW 82.02.060(4) allows the City to provide exemption from impact fees for low-income housing or early learning facilities.</p> <p><u>It is recommended that the Code be revised to adopt limitations or exemptions to early learning facilities.</u></p>	Completed: <input type="checkbox"/> 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. <u>RCW 36.70A.681 new in 2023 by HB 1337</u>				Completed: <input type="checkbox"/> 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: <input type="checkbox"/> 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	Section 7, Item B.
<p>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</p> <p>Levels of service can be established for automobiles, pedestrians and bicycles. See WAC 365-196-840(3) on establishing an appropriate level of service.</p>				Completed: <input type="checkbox"/> Date:
<p>c. Highways of statewide significance (HSS) are exempt from the concurrency ordinance. RCW 36.70A.070(6)(a)(iii)(C)</p>	No	No	The city in operation does not conduct concurrency evaluations of highways of statewide significance.	Completed: <input type="checkbox"/> Date:
<p>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.</p>	No	No	<p>RCW 36.70A.070(6)(a)(vi) requires transportation demand management (TDM) strategies to be within the adopted comprehensive plan.</p> <p>There are no TDM strategies or methodologies adopted within the code. The RCW does not require TDM to be regulated by the code.</p>	Completed: <input type="checkbox"/> Date:
<p>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.</p>	Yes AMC 16.16	No	It should be noted that RCW 70.94.527 was recodified in 2020 as RCW 70A.15.4020 .	Completed: <input type="checkbox"/> Date:

Tribal Participation in Planning new in 2022 (see [HB 1717](#))

Section 7, Item B.

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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <input type="checkbox"/> Date:

			<p>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.</p>	
<p>d. Regulations include procedures to identify, preserve, and/or monitor historical or archaeological resources. RCW 36.70A.020(13), WAC 365-196-450</p>	<p>No</p>	<p>No</p>	<p>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.</p> <p>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.</p> <p><u>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.</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
	<p>In Current Regs? Yes/No</p>	<p>Changes needed to meet current statute?</p>	<p>Notes</p>	

	If yes, cite section	Yes/No		
<p>e. Other development regulations needed to implement comprehensive plan policies such as energy, sustainability or design are adopted. WAC 365-196-445</p>	<p>Yes, AMC 16.18,</p>	<p>No</p>	<p>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 <u>therefor no action is required</u>, it is worth noting many of the recommended optional elements are manifested as sections in the Critical Areas divisions of the Algona Municipal Code.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>f. Design guidelines for new development are clear and easy to understand; administration procedures are clear and defensible</p>	<p>Yes, AMC 22.82</p>	<p>No</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p>				<p>Completed: <input type="checkbox"/> Date:</p>

Project Review Procedures

In 2023, [SB 5290](#) substantially amended local permit review processes. Codification and additional resources from Commerce are forthcoming.

<p>Project review processes integrate permit and environmental review. RCW 36.70A.470, RCW 36.70B and RCW 43.21C.</p> <p>Also: WAC 365-196-845, WAC 197-11(SEPA Rules), WAC 365-197 (Project Consistency Rule, Commerce, 2001) and Ecology SEPA Handbook.</p> <p>Integrated permit and environmental review procedures for:</p> <ul style="list-style-type: none"> • 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 	<p>Yes, AMC 14.04.120</p>	<p>No</p>	<p>Title 14.04.120 defines environmental review within permit processing in Algona. This requires consolidated review related to any permit application.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
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Plan & Regulation Amendments

If procedures governing comprehensive plan amendments are part of the code, then assure the following are true:

	<p>In Current Regs? Yes/No If yes, cite section</p>	<p>Changes needed to meet current statute? Yes/No</p>	<p>Notes</p>	
<p>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)</p>	<p>Yes, AMC 14.08.040</p>	<p>No</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>b. Regulations define <i>emergency</i> for an emergency plan amendment. RCW 36.70A.130(2)(b) and WAC 365-196-640(4)</p>	<p>Yes, AMC 14.08.100</p>	<p>No</p>	<p>AMC explicitly defines an emergency as, “an issue of communitywide significance that promotes the public health, safety, and general welfare.”</p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>c. Regulations include a docketing process for requesting and considering plan amendments.</p>	<p>Yes, AMC 14.08.040</p>	<p>No</p>	<p>AMC gives a process for docketing amendments.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

<p>RCW 36.70A.130(2), RCW 36.70A.470, and WAC 365-196-640(6)</p>				
<p>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.</p>	<p>Yes, AMC 14.08.070</p>	<p>Yes</p>	<p>AMC 14.08.070 describes notice requirements for City hearing procedures.</p> <p><u>It is recommended language be added to AMC 14.08.070 to more fully encompass the recommendations given in RCW 36.70A.035</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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</p>	<p>No</p>	<p>Yes</p>	<p>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.</p> <p><u>It is recommended establishing such a process</u></p>	<p>Completed: <input type="checkbox"/> Date:</p>
<p>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).</p>	<p>Yes, AMC 9, 8.26.060, 13.46.360, 15.22.310, 19.28.010, 22.76, 16.18A.350</p>	<p>No</p>	<p>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.</p>	<p>Completed: <input type="checkbox"/> Date:</p>

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: <input type="checkbox"/> 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: <ul style="list-style-type: none"> • 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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: <ul style="list-style-type: none"> • 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: <input type="checkbox"/> 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: <input type="checkbox"/> 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 <u>not</u> 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.

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Clyde Hill Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Gap/Partial Gap	Recommended Actions for 2015 Policies	2024 Section 7, Item C.
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.	<p>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.</p> <p>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.</p> <p>PF-3 - Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.</p> <p>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.</p> <p>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</p>	<p>LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan.</p> <p>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.</p> <p>GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities.</p> <p>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.</p> <p>TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.</p> <p>TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.</p> <p>UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.</p> <p>UT-3.2: Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.</p> <p>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.</p> <p>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</p>	Gap	The city should edit coordination policies to account for coordination with local tribes.	<p>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.</p> <p>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.</p> <p>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.</p> <p>TR-7.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.</p>

<p>MPP-RC-2</p>	<p><u>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.</u></p>	<p>EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.</p> <p>EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>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.</p> <p>PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>ED-6.4 Provide prompt access to information and data relevant to economic activity.</p> <p>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.</p> <p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <ol style="list-style-type: none"> 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. <p>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:</p> <ol style="list-style-type: none"> 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 	<p>GAP</p>	<p>The city should add language to most of their elements to prioritize investment/improvements for access to services and amenities to historically underserved communities.</p> <p>Each of the King County policies highlights a different area that the city should pay greater attention to.</p>	<p>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.</p> <p>HU-5.4 Adopt and enforce ordinances directed at prohibiting housing discrimination.</p> <p>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.</p> <p>Goal UT-7 Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.</p> <p>Goal CF-5 Consider climate change, economic, equity,</p>

			essential public facilities.			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	<u>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.</u>	<p>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.</p> <p>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.</p> <p>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 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.</p> <p>H-23 Adopt and implement programs and policies that ensure healthy and safe homes.</p>	<p>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.</p> <p>TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>NE 1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals</p>	Partial gap	<p>Add a policy that addresses environmental hazards (beyond just air pollution), focusing on environmental disparities felt within the community.</p> <p>The city should add a policy which seeks to improve health outcomes for residents.</p> <p>The city should consider adding a policy designed to benchmark and monitor progress towards RGS goals.</p>	<p>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.</p> <p>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.</p>

<p>MPP-RC-4</p>	<p><u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p>	<p>Gap</p>	<p>The city should add a policy which requires future comp plans to be coordinated with adjacent and affected jurisdictions.</p> <p>The city should coordinate environmental planning with surrounding jurisdictions (including tribes)</p> <p>The city should add a policy to make sure services and programs are equitably available for different cultural and linguistic groups.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>MPP-RC-7</p>	<p>Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers <u>and manufacturing/industrial centers</u>, 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.</p>	<p>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.</p>	<p>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.</p> <p>LU-7.2 Protect industrial land from encroachment by incompatible uses such as housing.</p> <p>LU-7.3 Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.</p> <p>LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity.</p> <p>LU-7.5 Mitigate negative impacts of noise, light, glare, dust and other effects when considering the development of an industrial use.</p> <p>LU-7.6 Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development.</p> <p>LU-7.7 Protect existing industry from possible future land</p>	<p>No Gap</p>		<p>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.</p> <p>Goal LUP-7 Encourage industrial development that</p>

			use conflicts. LU-7.8 Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.			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 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 regional centers.	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 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.	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. 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 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 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; b). Adopting complementary land use regulations; c). Fostering welcoming communities, including people with behavioral health needs; d). Adopting supportive policies; and e). 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	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	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

		<p>operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current System.</p> <p>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.</p> <p>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.</p>	<p>adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project.</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p> <p>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).</p> <p>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.</p> <p>TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.</p> <p>CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues.</p>			<p>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.</p> <p>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.</p>
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<p>MPP-RC-10</p>	<p>Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.</p>	<p>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 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-4.4 Pursue state and federal funding for housing assistance</p> <p>ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.</p> <p>CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues.</p> <p>TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.</p> <p>TR-9.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.</p>	<p>The city has no immediately available land to annex.</p> <p>Partial Gap</p>	<p>The city should consider adding policies to seek more forms of funding to support the transit system.</p>	<p>HU-4.7 Waive, reduce, or defer fees and charges for extremely low-income housing projects to incentivize affordable housing.</p> <p>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.</p>
<p>MPP-RC-11</p>	<p>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.</p>	<p>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.</p> <p>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.</p>	<p>-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-4.4 Pursue state and federal funding for housing assistance.</p> <p>CF-3.2 Aggressively seek grants, private funding or other alternatives to augment local revenues.</p> <p>LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan.</p> <p>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.</p> <p>GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities.</p> <p>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:</p>	<p>Partial Gap</p>	<p>The city could consider explicitly calling out monitoring water quality, biological conditions, and other monitoring efforts for multijurisdictional coordination.</p>	<p>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.</p> <p>CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.</p> <p>HU-3.6 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-4.4 Collaborate with King County and other local</p>

			<ul style="list-style-type: none"> • 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. <p>TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.</p> <p>TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.</p> <p>UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.</p>			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	<u>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.</u>	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.	<p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-4.4 Pursue state and federal funding for housing assistance.</p>	Partial Gap	The city could consider adding policy to support legislation to meet county resident's needs.	<p>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.</p> <p>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.</p>
MPP-RC-15	<u>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally</u>	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.	<p>NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements:</p> <ol style="list-style-type: none"> 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 	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

	<p><u>recognized tribes, federal and state agencies, utilities, and other partners.</u></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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</p>			<p>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.</p> <p>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.</p> <p>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.</p>
<p>RC-Action-7 (Regional and Local)</p>	<p>Funding Sources: PSRC, together with its member jurisdictions, will 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.</p>	<p>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.</p> <p>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.</p>	<p>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 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:</p> <ul style="list-style-type: none"> Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. Updated Coordinated Transit/Human Services Plan 	<p>No Gap</p>		<p>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.</p> <p>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-</p>

			<p>addressing special needs populations (elderly, disabled, etc.).</p> <ul style="list-style-type: none"> • Updated Regional Transportation Demand Management Action Plan. • Updated Transportation 2040 financial strategy. • Coordination with planned METRO transit services • Coordination with Sound Transit planning. <p>TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.</p> <p>TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.</p>			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Regional Growth Strategies Goal	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant	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.	<p>HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.</p> <p>UT-3.4: Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of</p>	No Gap	These policies seem to support Algona's role in the county's growth strategy.	<p>LUP-1.3 Create a variety of high-quality places to live, work, shop and recreate.</p> <p>LUP-2.1 Review development regulations to remove</p>

	<p>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.</p>		<p>utility service in other jurisdictions is not negatively affected.</p> <p>LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands.</p> <p>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.</p> <p>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.</p>			<p>unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection.</p> <p>LUP-2.4 Commercial and industrial development should complement the small-town character of Algona.</p> <p>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.</p>
<p>MPP-RGS-6</p>	<p>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.</p>	<p>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.</p> <p>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</p>	<p>LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses.</p> <p>LUP-1.3 Create a variety of high quality places to live, work, shop and recreate.</p> <p>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</p> <p>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</p> <p>LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision</p>	<p>No Gap</p>		<p>LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses.</p> <p>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</p>

		<p>Growth Area by using methods such as:</p> <p>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;</p> <p>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</p> <p>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</p> <p>d) Optimizing the use of existing capacity for housing and employment;</p> <p>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p> <p>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</p>	<p>and development is consistent with this plan.</p> <p>LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 			<p>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.</p> <p>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.</p> <p>LUP-4.1 Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.</p> <p>LUP-4.2 Allow clustering of residential units to preserve open space and reduce surface water run-off.</p> <p>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.</p> <p>LUP-5.2 Encourage a variety of affordable housing types in addition to single-family homes, such as triplex, fourplex, and cottage housing.</p>
MPP-RGS-8	<p>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</p>	<p>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.</p> <p>DP-32 - Designate regional growth centers in the Countywide Planning Policies where city nominated locations meet the criteria in</p>	<p>Not Applicable</p>	<p>No Gap</p>		<p>NA</p>

	public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and 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 care 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 consider 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 assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.
MPP-En-3	Maintain and, where	EN-3 - Ensure public and private projects incorporate locally	NE-1.1 Ensure that codes, when updated, contain Best	No Gaps		TR-1.3 Prioritize funding

	<p>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.</p>	<p>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.</p> <p>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.</p>	<p>Available Science and Best Management Practices (BMP) covering the following environmental elements:</p> <ol style="list-style-type: none"> 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards <p>NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals.</p> <p>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.</p> <p>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.</p> <p>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.</p>			<p>transportation investments that support growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p>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.</p> <p>TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>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.</p> <p>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.</p> <p>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</p>
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						<p>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.</p> <p>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.</p> <p>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).</p>
MPP-En-4	<p>Ensure that all residents of the region, regardless of <u>race, social, or economic status, have clean air, clean water, and other elements of live in a healthy environment, with minimal exposure to pollution.</u></p>	<p>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.</p>	<p>LUP-1.3 Create a variety of high-quality places to live, work, shop and recreate.</p> <p>LU-7.2 Protect industrial land from encroachment by incompatible uses such as housing.</p> <p>LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity.</p> <p>LU-7.8 Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.</p>	Partial Gap	<p>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.</p>	<p>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</p>

						<p>infrastructure maintenance should be improved and maintained.</p> <p>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.</p> <p>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.</p> <p>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.</p>
MPP-En-8	<p><u>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</u></p>	<p>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.</p>		Gap	<p>The city should add language which addresses disproportionate environmental impacts on different groups.</p>	<p>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</p>

						<p>amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and civic services.</p> <p>HU-5.1 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.</p> <p>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.</p> <p>HU-5.4 Adopt and enforce ordinances directed at prohibiting housing discrimination.</p> <p>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</p>
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						disproportionately affected by noise, air pollution, other environmental pollutants.
MPP-En-9	<u>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</u>	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	<u>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.</u>	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	<u>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</u>	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 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	Partial Gap	The city should add a policy that seeks to provide recreation opportunities within walking distance of residents, especially historically underserved ones.	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.

			<p>capacity deficits.</p> <p>c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.</p> <p>d. Conform to future land uses as shown on the future land use map of the Land Use Element.</p> <p>e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.</p> <p>f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.</p> <p>g. Affect State agencies' facilities plans and siting of essential public facilities.</p>			
MPP-En-18	<p><u>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.</u></p>	<p>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.</p> <p>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.</p>	<p>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:</p> <ol style="list-style-type: none"> 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.	<p>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.</p> <p>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.</p>
En-Action-4 (Local)	<p><u>Local Open Space 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</u></p>	<p>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.</p> <p>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</p>		Gap	The city should add language which recognizes and addresses the historically disproportionate impacts of parks planning. The city should seek to reduce and mitigate racially disparate environmental impacts.	<p>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</p>

	<p><u>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.</u></p>	<p>adapt to a changing environment.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>				<p>inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Climate Change Goal</p>	<p><u>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</u></p>			<p>GAP</p>	<p>The city should revise current NE goals to include and address Climate Change. Full compliance with HB 1181 is due in 2029.</p>	<p>GOAL NE-7 Support countywide coordination of land use patterns and promotion of transportation systems that provide practical alternatives to single-occupancy vehicles. Improve</p>

	<p>1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.</p>					<p>energy efficiency through the development of new infrastructure as well as the maintenance and updating of existing infrastructure.</p> <p>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.</p>
<p>MPP-CC-1</p>	<p>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 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.</p>	<p>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.</p>	<p>TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals.</p>	<p>Partial Gap</p>	<p>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.</p>	<p>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.</p> <p>NE-7.3 Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.</p> <p>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.</p> <p>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,</p>

						<p>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.</p> <p>NE-7.6 Support the production and storage of clean renewable energy.</p> <p>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.</p>
MPP-CC-2	<p>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.</p>	<p>EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>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;</p> <p>b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>c). Incorporating energy-saving strategies in infrastructure planning</p>	<p>UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>ED-1.5 Encourage energy conservation and energy efficiency through the building code.</p> <p>UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.</p> <p>UT-2.4: The City should strive for a 20 percent reduction of</p>	Partial Gap	<p>The city could add retrofitting existing buildings as an ED or UT policy. Full compliance with HB 1181 is due in 2029.</p>	<p>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</p>

		<p>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.</p>	<p>electric energy in the City's own facilities.</p>			<p>development. 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 green building methods in the retrofit of existing buildings.</p>
<p>MPP-CC-3</p>	<p>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, <u>electrifying the transportation system</u>, and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>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</p>	<p>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 program.</p>	<p>No Gap</p>	<p>Full compliance with HB 1181 is due in 2029.</p>	<p>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.</p>

		<p>f). Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>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.</p> <p>EN-33 Support the production and storage of clean renewable energy.</p> <p>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.</p>	<p>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.</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system.</p> <p>TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 			
MPP-CC-6	<p><u>Address impacts to vulnerable populations and areas that have been disproportionately affected</u></p>	<p>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</p>		Gap	<p>The city should add language which recognizes and addresses the</p>	<p>NE-2.6 Ensure all residents of the region regardless of race, social, or economic status</p>

	<p><u>by climate change.</u></p>	<p>existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>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.</p>			<p>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.</p>	<p>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.</p> <p>GOAL HU-5 (new)</p> <p>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.</p> <p>HU-5.1 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.</p> <p>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</p>
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MPP-CC-9	Identify and address the impacts of climate change on the region's hydrological systems.	<p>EN-32 - Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p> <p>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.</p>	<p>NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements:</p> <ol style="list-style-type: none"> 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards <p>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).</p> <p>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.</p> <p>ED-2.1 Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.</p>	Partial Gap	The city should add policy language which recognizes the likely impacts of climate change on water availability. Full compliance with HB 1181 is due in 2029.	<p>NE-4.1 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p>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.</p> <p>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.</p> <p>NE-4.4 Establish a multi-</p>

						<p>jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.</p> <p>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.</p> <p>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.</p>
MPP-CC-10	<p><u>Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.</u></p>	<p>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.</p> <p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <ol style="list-style-type: none"> Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. Elimination of public hazards. Elimination of capacity deficits. Financial feasibility. Site needs based on projected growth patterns. New development and redevelopment. Plans of state agencies. Budget impact. 	Partial Gap	<p>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.</p>	<p>CF-7.07 Consider disproportionate impacts on communities when siting new capital facilities.</p> <p>CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites.</p> <p>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.</p>
MPP-CC-11	<p><u>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</u></p>	<p>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.</p> <p>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</p>	<p>LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services.</p> <p>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</p> <p>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.</p> <p>GOAL HU-3 The City of Algona should undertake actions</p>	Partial Gap	<p>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.</p>	<p>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.</p>

		<p>statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p>	<p>that promote residential development at densities that will allow pedestrian access to commercial areas, employment and park or recreational areas.</p>			<p>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.</p> <p>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.</p> <p>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</p>
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						<p>techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>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.</p> <p>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.</p> <p>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.</p>
MPP-CC-12	<p><u>Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.</u></p>	<p>EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>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;</p> <p>b). Facilitating modes of travel other than single-occupancy vehicles</p>	<p>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.</p> <p>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.</p>	No Gap	<p>The city could add climate change goals as a reason to enact these transportation policies, but this does not seem necessary. Full</p>	<p>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</p>

		<p>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.</p> <p>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.</p> <p>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.</p>	<p>TR-5.2 The City should implement a sidewalk maintenance program.</p> <p>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.</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system.</p> <p>TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>compliance with HB 1181 is due in 2029.</p>	<p>extensions.</p> <p>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.</p> <p>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 green building methods in the retrofit of existing buildings.</p> <p>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</p>
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						emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.
CC-Action-3 (Local)	<p><u>Policies and Actions to Address Climate Change:</u> 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 transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>ED-1.5 Encourage energy conservation and energy efficiency through the building code.</p> <p>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.</p> <p>UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.</p> <p>UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>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.</p> <p>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: <ul style="list-style-type: none"> • 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. </p> <p>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.</p> <p>TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p>	Partial Gap	<p>The city should encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</p> <p>The city should add policy to encourage further climate action, mitigation, and resilience.</p> <p>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 2029.</p>	<p>UT-2.5: The City should encourage the use of emerging technologies that promote environmental sustainability.</p> <p>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.</p> <p>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.</p> <p>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.</p>

		<p>also develop city-specific emissions inventories and data, in partnership with cities.</p>				
<p>CC-Action-4 (Local)</p>	<p><u>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 vulnerable populations.</u></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements:</p> <ol style="list-style-type: none"> 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards <p>LU-8.3 Explore the possibility of linking new and existing passive open spaces areas to create a network of active green spaces.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p>	<p>Partial Gap</p>	<p>The city should add policy to prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>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.</p> <p>The city should add policy addressing equity issues in green infrastructure and mitigation practices. Full compliance with HB 1181 is due in 2029.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

						<p>inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>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</p> <p>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.</p> <p>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.</p> <p>CF-7.09 Prioritize historically disadvantaged communities when siting green infrastructure.</p>
Development Patterns Goal	The region will focus growth within already urbanized areas to create healthy, walkable, compact, and equitable transit-oriented communities that maintain unique local character and	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.	<p>HU-5.1 Services for new housing development shall be in place concurrently with the occupancy of the structures.</p> <p>HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.</p> <p>ED-1.5 Encourage energy conservation and energy efficiency through the building code.</p>	No Gap		<p>LUP-2.4 Commercial and industrial development should complement the small-town character of Algona.</p> <p>LUP-2.5 Focus housing growth in the Urban Growth</p>

	<p><u>local culture while conserving rural areas and creating and preserving open space and natural areas. Centers will continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region.</u></p>		<p>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 existing passive open spaces areas to create a network of active green spaces.</p>			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>LUP-3.5 Promote a mix of housing, employment, and services at densities sufficient</p>
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						<p>to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>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.</p>
MPP-DP-2	<p><u>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.</u></p>	<p>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.</p>		Gap	<p>The city should add policy to address equity and disparities in development patterns.</p>	<p>LUP-3.5 (new)</p> <p>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.</p>

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.	<p>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.</p> <p>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.</p> <p>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.</p>	<p>LUP-1.1 Plan for a balanced mix of land uses based on land availability and the capacity to provide public services.</p> <p>LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses.</p> <p>GOAL LU-4 Attain a wide range of residential patterns, densities, and housing types throughout the City.</p> <p>LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes.</p> <p>LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan.</p> <p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p>	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	<u>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</u>	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	<p>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.</p> <p>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.</p>
MPP-DP-8	<u>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.</u>	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

						<p>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.</p> <p>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.</p> <p>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.</p>
MPP-DP-12	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	<p>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.</p> <p>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</p>	<p>GOAL TR-4 Provide a variety of transportation services for citizens and business.</p> <p>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.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p>	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

		<p>use to promote health and well-being.</p>	<p>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</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 			<p>densities.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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						displacement of historically marginalized residents.
MPP-DP-13	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	<p>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:</p> <ul style="list-style-type: none"> 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; 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. <p>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.</p> <p>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.</p>	<p>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</p> <p>ED-1.5 Encourage energy conservation and energy efficiency through the building code.</p> <p>UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>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</p> <p>HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.</p>	Partial Gap	<p>The city should add policy outlining annexation procedures or priorities.</p> <p>The city should add a policy that allows natural boundaries to help determine the placement of infrastructure.</p>	<p>UT-3.1 Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.</p> <p>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:</p> <ul style="list-style-type: none"> 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

						<p>measurable objectives, when public facilities are developer-provided.</p> <p>f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.</p> <p>g. Affect State agencies' facilities plans and siting of essential public facilities.</p> <p>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.</p>
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.	<p>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.</p> <p>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:</p> <p>a). Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</p> <p>b). Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</p> <p>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;</p>	<p>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</p> <p>HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.</p> <p>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.</p> <p>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.</p> <p>PR-1.3 Include natural areas such as wetlands,</p>	Partial Gap	<p>The city could add a policy which outlines or otherwise indicates funding to protect lands that provide ecosystem functions.</p> <p>Additionally, the city still needs to bring an equity lens to their environmental policies.</p>	<p>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.</p> <p>NE-4.2 Support and incentivize environmental stewardship on private and</p>

		<p>d). Preservation of ecologically sensitive, scenic, or cultural resources; e). Urban green space, habitats, and ecosystems; Forest resources; and f). Food production potential.</p>	<p>streams, and wildlife habitat into the park design and identified with interpretive signage to foster understanding of the natural environment.</p> <p>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:</p> <ol style="list-style-type: none"> 1. Wetlands 2. Critical Aquifer Recharge Areas 3. Habitat Conservation Areas 4. Frequently flooded areas 5. Geohazards ct critical areas and habitat. 			<p>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.</p> <p>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.</p>
<p>MPP-DP-16</p>	<p>Incorporate provisions addressing <u>Address and integrate</u> health and well-being into appropriate regional, countywide, and local planning <u>practices</u> and decision-making processes.</p>	<p>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.</p>	<p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <ol style="list-style-type: none"> 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. <p>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:</p> <ol style="list-style-type: none"> 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. 	<p>Partial Gap</p>	<p>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</p>	<p>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.</p> <p>NE-2.6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy</p>

			<p>f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.</p> <p>g. Affect State agencies' facilities plans and siting of essential public facilities</p>			<p>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.</p>
<p>MPP-DP-18</p>	<p><u>Address existing health disparities and improve health outcomes in all communities.</u></p>	<p>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.</p>	<p>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:</p> <p>a. Contribute to a condition of public hazards.</p> <p>b. Exacerbate any existing condition of public facility capacity deficits.</p> <p>c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.</p> <p>d. Conform to future land uses as shown on the future land use map of the Land Use Element.</p> <p>e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.</p> <p>f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.</p> <p>g. Affect State agencies' facilities plans and siting of essential public facilities</p> <p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <p>a. Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth.</p> <p>b. Elimination of public hazards.</p> <p>c. Elimination of capacity deficits.</p> <p>d. Financial feasibility.</p> <p>e. Site needs based on projected growth patterns.</p> <p>f. New development and redevelopment.</p> <p>g. Plans of state agencies.</p> <p>h. Budget impact.</p>	<p>Partial Gap</p>	<p>The city should adopt policy to improve health outcomes and address health disparities.</p>	<p>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.</p> <p>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</p>

<p>MPP-DP-19</p>	<p>Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>Policies:</p> <p>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.</p> <p>TR-5.2 The City should implement a sidewalk maintenance program.</p> <p>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.</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system.</p> <p>TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.</p> <p>TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and</p>	<p>Partial Gap</p>	<p>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</p>	<p>environment.</p> <p>GOAL LU-3 Promote healthy, connected, walkable, and equitable communities.</p> <p>LUP-3.6 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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			<p>transportation improvements as these are relevant to Algona:</p> <ul style="list-style-type: none"> • 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. 			
<p>MPP-DP-22</p>	<p><u>Plan for densities that maximize benefits of transit investments in high- capacity transit station areas that are expected to attract significant new population or employment growth.</u></p>	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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; Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; Optimizing the use of existing capacity for housing and employment; Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and Coordinating plans for land use, transportation, schools, capital facilities and services. 	<p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses.</p> <p>LUP-1.3 Create a variety of high quality places to live, work, shop and recreate.</p> <p>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</p> <p>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</p> <p>LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 	<p>No Gap</p>	<p>The city could be more explicit about creating a land use pattern that maximizes the benefit of transit investments.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>HU-1.6 Work with local transit providers to develop</p>

			<p>Action Plan.</p> <ul style="list-style-type: none"> Updated Transportation 2040 financial strategy. Coordination with planned METRO transit services. Coordination with Sound Transit planning. 			<p>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.</p>
<p>MPP-DP-25</p>	<p>Support the development of centers within all jurisdictions, including <u>high-capacity transit station areas and countywide and local centers.</u> <u>town centers and activity nodes.</u></p>	<p>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.</p> <p>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.</p>	<p>LUP-1.2 Implement ordinances to achieve compatible and attractive new residential, commercial and industrial uses.</p> <p>LUP-1.3 Create a variety of high quality places to live, work, shop and recreate.</p> <p>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</p> <p>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</p> <p>LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> Updated Transportation 2040 financial strategy. Coordination with planned METRO transit services. Coordination with Sound Transit planning. 	<p>No Gap</p>	<p>The same gap as above. Algona does not have high-capacity transit station.</p>	<p>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.</p> <p>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.</p> <p>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 feasibility of offering</p>

						incentivizes for multifamily development, such as parking reductions for units affordable within a quarter mile of existing stations.
MPP-DP-51	<u>Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</u>	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.	<p>DP-30 - Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> 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. <p>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) Transferring an accommodating unincorporated area housing and employment targets as annexations occur</p>	<p>LUP-1.3 Create a variety of high quality places to live, work, shop and recreate.</p> <p>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</p> <p>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</p> <p>LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single- family residential lands.</p> <p>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.</p> <p>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</p>	Partial Gap	The city should adopt policy which addresses land annexation priorities and procedures.	<p>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.</p> <p>UT-1.4 Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.</p> <p>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.</p> <p>CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.</p> <p>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</p>

						mutual concern and benefit.
DP-Action-7 (Local)	<p><u>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.</u></p>	<p>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.</p>	<p>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.</p>	Partial Gap	<p>The city should create policy which explicitly encourages infill development.</p> <p>The city should create policy which outlines equitable community engagement</p> <p>The city should create a policy which outlines strategies for cleaning up brownfields and other contaminated sites.</p>	<p>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.</p> <p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <ol style="list-style-type: none"> 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. 5. Site needs based on projected growth patterns. 6. New development and redevelopment. 7. Plans of state agencies. 8. Budget impact. <p>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)</p> <p>HU-4.6 Identify, inventory, and promote use of surplus</p>

						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 preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.	<p>Overarching Goal: Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:</p> <ul style="list-style-type: none"> • 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. 	<p>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.</p> <p>GOAL HU-2 Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Algona.</p>	No Gap		<p>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.</p> <p>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.</p> <p>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.</p>
MPP-H-1	Plan for housing supply, forms and densities to	DP-12 - GMPC shall allocate <u>housing</u> residential and employment	HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona.	Partial Gap	The city should adopt	GOAL HU-1 Provide sufficient

<p><u>meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</u></p>	<p>growth to each city and urban unincorporated area in the county. This allocation is predicated on:</p> <p>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;</p> <p>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;</p> <p>c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems;</p> <p>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;</p> <p>e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county;</p> <p>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;</p> <p>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</p> <p>h) <u>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.</u></p> <p>DP-13 The Growth Management Planning Council shall:</p> <p>a) Update housing and employment growth targets <u>and housing needs</u> periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;</p> <p>b) Adopt housing and employment growth targets <u>and housing needs</u> in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;</p>	<p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing.</p> <p>HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.</p> <p>HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.</p> <p>HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents.</p> <p>HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>GOAL LU-9 Coordinate growth and development with adjacent jurisdictions. Policies:</p> <p>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.</p>		<p>policy which references the state or county housing growth targets, the regional growth strategy, and county jobs targets.</p> <p>The city should add policy to ensure housing and employment opportunities are provided in a socially equitable manner.</p> <p>The city should adopt the growth target handed down by the county, perhaps under LU Goal 9</p>	<p>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.</p> <p>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.</p> <p>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.</p>
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		<p>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;</p> <p>d) Ensure that each jurisdiction’s growth targets <u>and housing need</u> are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets <u>and housing needs</u> are determined;</p> <p>e) Ensure that each jurisdiction’s growth targets allow it to meet the need for <u>housing affordable housing for</u> to households with moderate-, low-, very low-, and extremely low-incomes; low-, very low-, and extremely low-incomes</p> <p>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. <u>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.</u></p> <p>DP- 14 All jurisdictions shall accommodate housing and employment by:</p> <p>a) <u>Using the adopted growth targets as the land use assumption for their comprehensive plan;</u></p> <p>b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable;</p> <p>c) Ensuring adopted comprehensive plans and zoning regulations provide <u>sufficient capacity at appropriate densities</u> for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets, <u>allocated housing needs</u>, and is consistent with the desired growth pattern described in VISION 2050;</p> <p>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</p> <p>e) Transferring and accommodating unincorporated area housing and employment targets <u>and housing need</u> as annexations occur.</p>				
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.	<p>H-1 - Plan for and accommodate the jurisdiction’s allocated share of <u>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.</u> Projected <u>countywide and jurisdictional net new housing needed to reach projected future need for the planning period is shown in Table H-1.</u> All comprehensive plans in King County combine to address the</p>	<p>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:</p> <p>HU-1.1 Encourage the use of affordable housing</p>	Partial Gap	The city should adopt policy to accommodate the development of emergency housing, emergency shelters, and permanent supportive	HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those <u>at or below 60 percent</u>

		<p>countywide need for housing affordable to households with low-, very low-, and extremely low incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. 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</p> <p>Table H-1 provides additional context on the countywide need for housing.² [Table H-1: King County Affordable Housing Need]</p> <p>[Table H-1: King Countywide⁵ and Jurisdictional Housing Needs 2019-2044]</p> <p>⁵The 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. ⁷Data 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. ⁸Beaux 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. ⁹This includes all Potential Annexation Areas within the High Capacity Transit Communities and Urban Unincorporated King County regional geographies.</p> <p>H-231 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.</p>	<p>techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.</p> <p>GOAL HU-2 Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Algona.</p> <p>HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona.</p> <p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p> <p>HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing.</p> <p>HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.</p> <p>HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.</p> <p>HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents.</p> <p>HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods.</p>		<p>housing</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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						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 <u>while recognizing historic inequities in access to homeownership opportunities for communities of color.</u>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.</p> <p>HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.</p> <p>HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents.</p> <p>HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods.</p> <p>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.</p>	Partial Gap	<p>The city should adopt policies to document the history of racially exclusive and discriminatory land use and housing practices.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>HU-5.6 Conduct a Racial Equity Analysis consistent with the requirements outlined in RCW 36.070A.070(2)(e) to identify</p>

						<p>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.</p> <p>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.</p> <p>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.</p>
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	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:	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,

<p>proximity to work that is accessible to job centers and attainable to workers at anticipated wages.</p>			<p>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.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.</p> <p>HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona.</p> <p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.</p>			<p>while balancing the need to address disinvestment in historically disinvested neighborhoods.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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</p>
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						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 <u>at densities to maximize the benefits of transit investments</u> , including affordable units, in <u>growth centers and station areas</u> throughout the region.	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-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.	Gap	The city should add policy which encourages a range of housing choices close to and in a way that maximized the benefits of transit.	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.
MPP-H-8	Promote the <u>development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</u>	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 <u>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.</u> Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and	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 1 st 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

	<p>housing needs.</p>				<p>development incentives, and in future development within the City.</p> <p>HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those <u>at or below 60 percent of the area median income for at least fifty years</u> to be located in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing.</p> <p>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.</p> <p>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.</p>
<p>MPP-H-10</p>	<p>Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.</p>	<p>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.</p>	<p>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.</p>	<p>No Gap</p>	<p>HU-2.5 Improve the ability of different group home types to be located in appropriate residential neighborhoods through streamlining the group home licensing process, including a straightforward permit process, development of a tip sheet, and training for permitting staff.</p>

						<p>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.</p>
<p>MPP-H-12</p>	<p><u>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.</u></p>	<p>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.</p> <p><u>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.</u></p>	<p>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.</p> <p>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.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.</p> <p>GOAL HU-4 Encourage rehabilitation of older housing and infrastructure and preserving existing housing units.</p> <p>HU-4.1 Encourage property owners to retain and rehabilitate existing older residential stock.</p> <p>HU-4.2 Encourage rehabilitation of older commercial buildings.</p> <p>HU-4.3 Encourage improvements of streets and sidewalks on both sides of rights-of-way.</p> <p>HU-4.4 Pursue state and federal funding for housing assistance.</p>	<p>Partial Gap</p>	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>HU-5.7 Use measures to track implementation and performance to ensure policies are working as</p>

						intended to meet identified affordable housing needs and address racially disparate outcomes, exclusion, displacement, and displacement risk.
H-Action-4 (Local)	<p><u>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.</u></p>	<p>H-34 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:</p> <ul style="list-style-type: none"> 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 <u>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:</u> <ul style="list-style-type: none"> 1. <u>Permanent housing needs, which includes units for moderate-, low-, very low-, and extremely low-income households and permanent supportive housing</u> 2. <u>Emergency housing needs, which includes emergency housing and emergency shelters;</u> a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and area median <u>income AMI-limit</u> (for income-restricted units); b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; c) <u>Percentage and geographic distribution of residential land zoned for moderate- and high-density housing and accessory dwelling units in the jurisdiction;</u> 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: 	NA	Partial Gap	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>HU-4.3 Adopt density bonus</p>

		<ul style="list-style-type: none"> a. Income (median and by <u>area median income</u> AMI bracket) b. Tenure (renter or homeowner) c. Size d. Housing cost burden and severe housing cost burden; f) Current population characteristics: <ul style="list-style-type: none"> 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 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. <p>H-5- Evaluate the effectiveness of existing housing policies and strategies to meet <u>the jurisdiction's housing needs</u>. a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting <u>housing</u> the countywide needs and eliminating racial and other disparities in access to housing and neighborhoods of choice.</p>				<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>HU-4.7 Waive, reduce, or defer fees and charges for extremely low-income</p>
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						<p>housing projects to incentivize affordable housing.</p> <p>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.</p> <p>HU-4.9 Collaborate with housing and subsidized housing developers to identify development barriers in Algona to housing.</p>
<p>H-Action-5 (Local)</p>	<p><u>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.</u></p>	<p>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:</p> <p>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</p> <p>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;</p> <p>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</p> <p>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.</p>	<p>GOAL LU-5 Encourage affordable housing and home ownership opportunities.</p> <p>Policies:</p> <p>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.</p> <p>LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes.</p> <p>LU-5.3 Encourage and support efforts to increase home ownership. LU-5.4 Provide for modular housing.</p> <p>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.</p> <p>HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</p> <p>HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.</p> <p>HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona.</p> <p>HU-2.2 Balance the housing needs of the entire community when determining development regulations.</p> <p>HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.</p> <p>HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing.</p>	<p>No Gap</p>		<p>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.</p> <p>HU-2.1 Evaluate the adoption of zoning regulations that would allow multi-family residential developments that are income-restricted to those <u>at or below 60 percent of the area median income for at least fifty years</u> to be located in zoning districts other than multifamily residential. Development incentives should be prioritized to encourage higher-density Housing, including middle housing.</p> <p>HU-2.3 Focus multi-family and higher density along the</p>

			<p>HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.</p>			<p>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.</p> <p>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.</p> <p>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.</p> <p>HU-4.7 Waive, reduce, or defer fees and charges for extremely low-income housing projects to incentivize affordable housing.</p> <p>HU-4.8 Implement strategies that reduce barriers to development of affordable manufactured units at market rate values. Review the</p>
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						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 <u>has</u> a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people <u>and their health</u> , 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 <u>recruit</u> , retain, expand, or diversify the region’s businesses, <u>targeted</u> - Target recruitment activities towards businesses that provide <u>family living</u> -wage jobs.	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: 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.	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 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

			<p>ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.</p> <p>ED-1.5 Encourage energy conservation and energy efficiency through the building code.</p> <p>ED-1.6 Foster a regulatory framework that provides incentives to encourage appropriate economic development.</p> <p>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.</p>			<p>existing industrial lands.</p>
<p>MPP-Ec-8</p>	<p>Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.</p>	<p>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.</p>		<p>Gap</p>	<p>The city should add policy to encourage entities in the city (private, public, and non-profit) to incorporate environmental stewardship into their practices.</p>	<p>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.</p> <p>LUP-3.6 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p> <p>LUP-7.5 Mitigate negative impacts of noise, light, glare, dust and other effects when considering the development of an industrial use.</p> <p>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.</p> <p>NE-2.2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local</p>

						<p>jurisdictions, tribes, and other stakeholders.</p> <p>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.</p> <p>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.</p>
MPP-Ec-9	Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family living-wage jobs for the region's residents.	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.	<p>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.</p> <p>ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City.</p> <p>ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.</p>	Partial Gap	The city should highlight creating middle or livable wages (especially in historically disadvantaged communities as a priority.	<p>LUP-6.8 Promote commercial or industrial land uses that generate living wage job opportunities.</p> <p>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.</p>
MPP-Ec-12	<u>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.</u>	<p>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.</p> <p>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.</p> <p>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.</p>	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.	<p>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.</p> <p>LUP-6.6 Develop a local business association with</p>

					<p>local business owners to understand development barriers to small businesses and ensure that existing businesses are included in relevant zoning decisions.</p> <p>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.</p>
<p>MPP-Ec-13</p>	<p>Address unique obstacles and special needs as well as recognize the special assets of 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.</p>	<p>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.</p>	<p>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.</p>	<p>Partial Gap</p>	<p>The city should add a policy to prioritize economic development opportunities for marginalized communities.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

						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 areas <u>with low and very low access to opportunity to improve access to create economic opportunity for current and future residents of these areas.</u>	<p>EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.</p> <p>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.</p>	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 marginalized communities.	<p>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.</p> <p>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.</p> <p>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.</p>
MPP-Ec-15	Support <u>and recognize</u> the contributions of the region's culturally and ethnically diverse communities <u>and Native Tribes, including</u> 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.	<p>ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City.</p> <p>ED-1.3 Work with King County to ensure that economic development strategies are carried out consistently.</p> <p>ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.</p>	Partial Gap	The city should add a policy to prioritize economic development opportunities for marginalized communities.	<p>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.</p> <p>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</p>

						relevant zoning decisions.
MPP-Ec-16	Ensure that economic development sustains and respects the region's <u>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.</u>	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 identity	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. 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.	<p>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.</p> <p>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.</p> <p>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.</p>
Transportation Goal	The region will have <u>has</u> a safe, cleaner, integrated, sustainable, equitable, affordable, safe and highly efficient multimodal transportation system, <u>with specific emphasis on an integrated regional transit network</u> that supports the regional growth strategy and promotes <u>vitality of the</u>	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.	<p>GOAL TR-4 Provide a variety of transportation services for citizens and business.</p> <p>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.</p> <p>GOAL TR-7 Create balance between future growth and the transportation systems that serve it.</p> <p>GOAL TR-9 Encourage alternatives to auto travel.</p>	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.

	economy, environment and health economic and environmental vitality, and better public health.					<p>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.</p> <p>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.</p> <p>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 no- incomes, and people with special transportation needs.</p>
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.	<p>TR-7.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.</p> <p>GOAL TR-8 Maintain a reasonable and affordable level of service for roads.</p> <p>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.</p>	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.	<p>TR-5.2 The City should implement a sidewalk maintenance program.</p> <p>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.</p> <p>TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.</p>	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

					<p>consistent LOS is provided.</p> <p>CF-3.1 Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.</p> <p>CF-3.2 Aggressively seek grants, private funding, or other alternatives to augment local revenues.</p> <p>CF-3.3 Ensure consistency of capital planning with other policies of this Plan.</p> <p>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.</p> <p>CF-3.5 Focus capital facility decisions on those projects that will achieve the goals of this Plan.</p> <p>CF-3.6 Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.</p>
MPP-T-4	<p>Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious disabling injuries.</p>	<p>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.</p>	<p>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</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p>	No Gap	<p>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.</p> <p>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</p>

						<p>property access.</p> <p>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.</p> <p>TR-3.1 The City should correct specific high accident intersections on both the arterial and collector system.</p> <p>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.</p>
MPP-T-5	Develop a transportation system that minimizes negative impacts to, <u>and promotes</u> , human health.	<p>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.</p> <p>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.</p>	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		<p>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.</p>
MPP-T-6	Promote Pursue <u>Pursue alternative</u> transportation financing methods, such as user fees, tolls, and <u>other pricing mechanisms to manage and fund the,</u> that sustain maintenance, <u>improvement,</u> preservation, and operation of <u>the transportation system facilities and reflect the</u>	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.	<p>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:</p> <ul style="list-style-type: none"> • 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. 	No Gap		<p>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.</p> <p>TR-6.3 Examine creating a Transportation Benefit District for the purpose of providing regional</p>

	costs imposed by users.		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			transportation through cooperation with regional transit systems. CF-2.1 Coordinate land use decisions and financial 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	<u>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.</u>	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 <u>consistent with the Regional Growth Strategy to and within the urban growth</u>	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 benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the	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. TR-7.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate	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 Growth Strategy, VISION 2050, and the Countywide Planning Policies.

	<p>area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.</p>	<p>environmental impacts of transportation.</p>	<p>public or private financing for transportation facilities in order to ensure that a consistent LOS is provided.</p> <p>TR-7.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element.</p> <p>TR-7.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.</p> <p>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.</p> <p>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.</p> <p>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.</p>			<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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. d. Updated Transportation 2050 financial strategy. e. Coordination with planned METRO transit services. f. Coordination with Sound Transit planning.
MPP-T-9	Implement	T-8 - Implement transportation programs and projects that address		Gap	The city should add	TR-4.1 Implement

	transportation programs and projects that <u>provide access to opportunities while preventing or mitigating in ways that prevent or minimize</u> negative impacts to <u>people of color, people with low-income, minority, and people with special transportation needs</u> populations.	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.			policies which seek to improve transportation access while minimizing negative impacts for minority groups.	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, <u>seniors the elderly, youth the young, and people with low-incomes</u> 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: <ul style="list-style-type: none"> 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 	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 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.	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

			<p>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.</p> <p>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). .</p>			<p>education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.</p> <p>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.</p>
MPP-T-13	<p>Increase the proportion of trips made by transportation modes that are alternatives to driving alone, <u>especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</u></p>	<p>T-3 - Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p>	<p>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.</p> <p>TR-9.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules</p> <p>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.</p>	No Gap		<p>TR-8.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>TR-8.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.</p> <p>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.</p>
MPP-T-15	<p>Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and</p>	<p>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.</p>	<p>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).</p>	Partial Gap	<p>The city should add policy to support transit in denser areas, and promote transit-oriented densities and development.</p>	<p>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</p>

	development.					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 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	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.	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.

	climate and natural environment.		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.			
MPP-T-30	<u>Provide infrastructure sufficient to support widespread electrification of the transportation system.</u>	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.		Gap	The city should add a policy to prepare for widespread electrification of the transportation system.	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-31	<u>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.</u>	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	<u>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.</u>	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.

<p>Public Services Goal</p>	<p>The region will support development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.</p>	<p>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.</p>	<p>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.</p>	<p>No Gap</p>		<p>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</p>
<p>MPP-PS-1</p>	<p>Protect and enhance the environment and public health and safety when providing services and facilities.</p>	<p>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. 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.</p>	<p>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 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</p>	<p>Partial Gap</p>	<p>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 environments in transportation facilities.</p>	<p>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-5.6 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-</p>

			<p>safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected</p> <p>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.</p> <p>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.</p> <p>TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.</p> <p>NE 1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals</p> <p>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.</p> <p>TR-5.4 The City should strive to include bike lanes in new road improvements.</p> <p>CF-1.2 Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:</p> <ol style="list-style-type: none"> Whether the project is needed to correct existing deficiencies, to replace aging facilities or to provide facilities needed for future growth. Elimination of public hazards. Elimination of capacity deficits. Financial feasibility. Site needs based on projected growth patterns. New development and redevelopment. Plans of state agencies. Budget impact. 			<p>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.</p> <p>NE-1.10 Ensure that new development, open space protection efforts, and mitigation projects support the <u>State's streamflow restoration law</u>. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted regional watershed plans.</p>
MPP-PS-2	<p><u>Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</u></p>	<p>PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>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.</p>	Policy Gap	<p>The city should add policy to increase equitable access to public services.</p>	<p>UT-7.2 Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.</p> <p>UT-7.3 Ensure that all community members have equitable access to public services.</p>
MPP-PS-3	<p>Time and phase services and facilities to guide growth and development in a manner that supports the <u>Regional Growth Strategy vision</u>.</p>	<p>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.</p>	<p>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</p> <p>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.</p> <p>LU-9.1 Coordinate the review and approval of development</p>	No Gap		<p>CF-1.1 Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.</p> <p>CF-1.3 Reassess policies,</p>

			<p>proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area. GOAL TR-7 Create 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.</p> <p>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.</p>			<p>plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.</p> <p>CF-2.1 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.</p>
MPP-PS-4	Promote demand management and the conservation of services and facilities prior to developing new facilities.	<p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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. 	<p>ED-1.5 Encourage energy conservation and energy efficiency through the building code</p> <p>GOAL UT-2: Encourage Energy Conservation and Conversion. Policies:</p> <p>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.</p> <p>UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.</p> <p>UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.</p> <p>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.</p>	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.	<p>CF- 4.3 Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities.</p> <p>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.</p> <p>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.</p>
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	<p>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.</p> <p>PF-11 - Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks,</p>	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	<p>availability. Promote the use of renewable energy resources to meet the region's energy needs.</p>	<p>schools, and golf courses. 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.</p>	<p>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.</p>	No Gap		<p>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 encourage the use of emerging technologies that promote environmental sustainability.</p>
MPP-PS-14	<p>Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.</p>	<p>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.</p>	<p>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.</p>	No Gap		<p>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.</p>

						<p>UT-2.2 Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>UT-2.4 The City should strive for a 20 percent reduction of electric energy in the City's own facilities.</p>
MPP-PS-15	<p><u>Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</u></p>	<p>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.</p>	<p>UT-2.2: Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.</p> <p>UT-2.3: Consider converting the City's vehicle fleet to alternative fuels.</p> <p>UT-2.4: The City should strive for a 20 percent reduction of electric energy in the City's own facilities.</p>	No gap	<p>The city could consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.</p>	<p>UT-5.2 Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.</p> <p>UT-6.3 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</p>
MPP-PS-17	<p>Coordinate, design, and plan for public safety services and programs, <u>including emergency management. These efforts may be interjurisdictional.</u></p>	<p>PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	Partial Gap	<p>The city should add a policy supporting coordinated planning for public safety services in partnership with neighboring jurisdictions and frontline communities.</p>	<p>UT-3.5 Coordinate disaster response planning for quick utility system recovery (MPP-PS-19)</p> <p>CF-4.6: Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.</p>
MPP-PS-19	<p><u>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.</u></p>	<p>PF-27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.</p>		Gap	<p>The city should add a policy which promotes a resilient public facility system to prepare for natural disasters and other emergencies</p>	<p>UT-1.5 Encourage system design practices intended to minimize the number and duration of interruptions to customer service.</p> <p>UT-3.5 Coordinate disaster response planning for quick utility system recovery (MPP-PS-19)</p> <p>UT-5.3 Support efforts to increase the resiliency of utility by preparing for disasters and other impacts</p>
MPP-PS-20	<p><u>Consider climate change, economic, and health impacts when siting and</u></p>	<p>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.</p>	<p>UT-1.2: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.</p>	Partial Gap	<p>The city should add a policy which considers</p>	<p>CF-7.07 Consider disproportionate impacts on</p>

	<u>building essential public services and facilities.</u>	PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.	<p>UT-1.3: Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.</p> <p>UT-1.4: Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.</p> <p>UT-1.5: Encourage system design practices intended to minimize the number and duration of interruptions to customer service.</p> <p>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.</p>		climate change and health impacts when siting essential public services and facilities.	<p>communities when siting new capital facilities.</p> <p>CF-7.08 Consider the impacts of future climatic conditions on potential future capital facility sites.</p> <p>CF-7.09- Prioritize historically disadvantaged communities when siting green infrastructure.</p>
MPP-PS-21	Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing <u>Consider the potential impacts on water supply from of climate change and fisheries protection on the region's water supply.</u>	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.	<p>UT-3.6 Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.</p> <p>UT-6.1 Acknowledge the impact of climate change on the region's water supply</p>
MPP-PS-22	<u>Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</u>	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.	<p>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.</p> <p>PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p>	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 sustainably sourced water
MPP-PS-26	<u>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs</u>	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	CF- 4.03 Coordinate with the local school district to identify surplus properties and private properties to create

	<u>consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</u>				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.	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, <u>except as provided for by RCW 36.70A.211.</u>	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 these facilities in keeping with the size and scale of the local community, <u>except as provided for by RCW 36.70A.211.</u>	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 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.		NA	While the city is not a rural area, the city could consider adding policy to serve surrounding rural schoolchildren with facilities in Algona.	N/A
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, <u>especially on historically marginalized communities.</u>	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	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	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

	(2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.	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.	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.			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.
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CITY OF ALGONA POLICY COMPARISON TABLE

PSRC VISION 2050 Chapter Abbreviations

- RC = Regional Collaboration
- RGS = Regional Growth Strategy
- En = Environment
- CG = Climate Change
- DP = Development Patterns
- H = Housing
- AMI = Area Median Income
- E = Economy
- T = Transportation
- PS = Public Services

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
<ul style="list-style-type: none"> ✓ Include a statement about how the plan relates to countywide planning policies, VISION 2050, and planning requirements of the Growth Management Act 	<p>Introduction Pages I-3, I-6, I-7.</p> <p>NE-1, CFUE-1, CFUE-4, T-1, T-2, T-3, T-4,</p>
<p>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)</p>	<p>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.</p> <p>MPP-RC-5 is not applicable.</p>
<p>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)</p>	<p>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.</p>
<p>Address land use, transportation, and housing opportunities and challenges related to military installations, when applicable (MPP-RC-6)</p>	<p>MPP-RC-6 is not applicable as there are no military installations in the vicinity.</p>
<ul style="list-style-type: none"> ✓ 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) 	<p>HU-1.6, HU-4.3, LUP-2.5, TR-1.4.</p>
<ul style="list-style-type: none"> ✓ 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) 	<p>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.</p>

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 Algonia 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 <i>(as applicable)</i>	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
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✓ 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, <ul style="list-style-type: none"> • 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]: Algonia 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: <ul style="list-style-type: none"> ✓ 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: <ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> ✓ As applicable, limit incompatible uses adjacent to: <ul style="list-style-type: none"> • Military lands (MPP-DP-49) • Manufacturing/industrial centers (MICs) and industrial zoning (MPP-DP-50) • Tribal reservation lands (MPP-DP-51) 	<p>LUP-2.3. Not applicable – there are no nearby military lands or plans for military facilities. Similarly, there are no MIC’s.</p>

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
<p>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)</p>	<p>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.</p>
Increase housing supply and choices	Page/Policy Reference
<ul style="list-style-type: none"> ✓ 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) 	<p>GOAL HU-1, HU-1.2, HU-1.3, GOAL HU-2, HU-2.1, HU-2.4, HU-2.6, GOAL HU-5.</p>
<ul style="list-style-type: none"> ✓ 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) 	<p>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.</p>
<p>Expand housing capacity for moderate density housing, i.e., “missing middle” (MPP-H-9)</p>	<p>HU-1.5, GOAL HU-2, HU-2.1, HU-2.4, HU-4.5.</p>

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: <ul style="list-style-type: none"> • 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 disconnected communities (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.
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✓ 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): <ul style="list-style-type: none"> • 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.
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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]: _____