





# CITY OF ALGONA

# **2024 COMPREHENSIVE PLAN**

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# ACKNOWLEDGMENTS

The Comprehensive Plan results from many months of dedicated work by the City of Algona and Atwell. Stakeholders and community members also provided their time and effort in helping create a roadmap for the city’s future. Atwell honors and appreciates having the privilege of serving Algona’s community. As such, Atwell expresses deep gratitude for having the privilege of performing this vital work.

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## Chapter 2: Land Use

### *Introduction*

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

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

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

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

### ***Growth Management in Algona***

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

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



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

**Photo by: Betty Padgett.**

### ***Urban Growth Areas and Annexation***

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

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



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

**Photo by: Betty Padgett.**



## Current Land Use Inventory

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

### Summary of Zones

#### Low Density Residential (RL)

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

#### Medium Density Residential (RM)

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

#### Mixed-Use Commercial (C1)

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



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

**Photo by: Betty Padgett.**

General Commercial (C2)

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

Heavy Commercial (C3)

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

Light Industrial (M1)

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

Open Space/Critical Areas (OSCA)

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

Public (P)

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

## Physical Activity and Land Use

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

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

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

### Zoning Landscape

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

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

**Figure 2: Gross Land Area by Zone**

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

### Developable and Vacant Lands

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

Out of the 776.74 acres within the city's limits, approximately 162.36 acres make up the city's public lands or roadways within each zone which leaves approximately 611 acres for development. The City has approximately 582

acres of developed, partially developed<sup>1</sup>, or under developed<sup>2</sup> land and 193.5 acres of vacant land. Approximately 358 acres are remaining to be developed or are likely re-developable as described in *Figure 3*. *Figure 4* shows the city’s zoning map adopted as the land use map under the 2024 Algona Comprehensive Plan.

**Figure 3: Gross Land Capacity<sup>3</sup>**

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

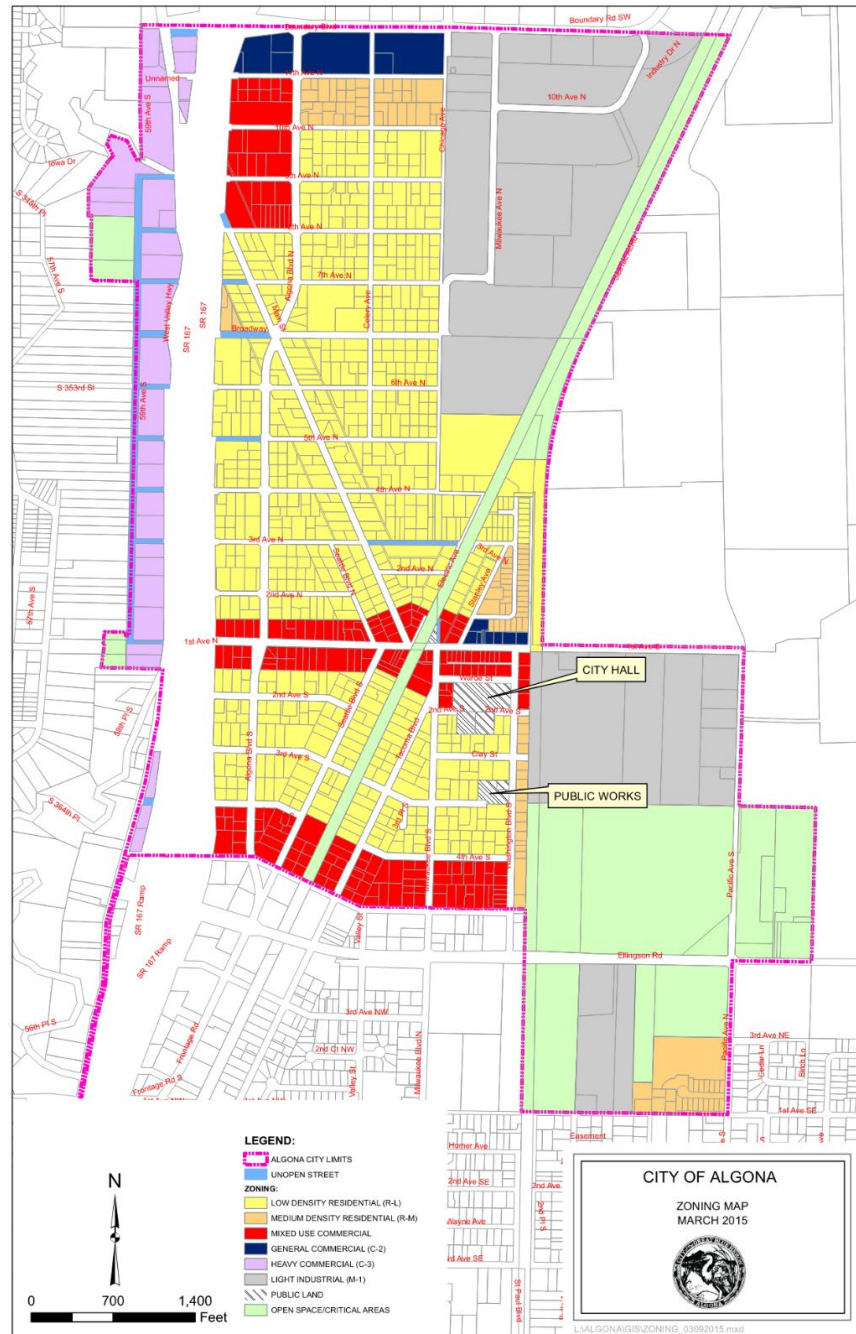
<sup>1</sup> Partially Developed lands are parcels occupied by a use but include enough land to be further subdivided to allow additional development without rezoning.

<sup>2</sup> Underdeveloped Parcels are parcels that are likely to be redeveloped to a more intensive land use than what is currently on the property.

<sup>3</sup> Figure 3 is based on data from King County IMAP (2023) which is sourced from the King County Assessor’s Office.

C3	56.5	7.27%	43.73	7.16%	Vacant	7.98	18%
					Partially Utilized	10.4	23%
					Under Utilized	26.17	58%
					Developed	0.91	2%
M1	269.36	34.68%	264.94	43.38%	Vacant	126.79	47%
					Partially Utilized	6.55	2%
					Under Utilized	12.81	5%
					Developed	123.21	46%
OSCA	132.08	17.00%	0	0.00%	Vacant	132.08	100%
					Partially Utilized	0	0%
					Under Utilized	0	0%
					Developed	0	0%
Public	5.44	0.70%	5.44	0.89%	Vacant	0	0%
					Partially Utilized	0	0%
					Under Utilized	0	0%
					Developed	5.44	100%
<b>Total</b>	<b>776.7</b>	<b>100%</b>	<b>610.7</b>	<b>100%</b>		<b>776.7</b>	

Figure 4: Zoning / Land Use Map



### ***Essential Public Facilities***

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

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

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

### ***Natural Resource lands***

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

### ***Wells and Groundwater***

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

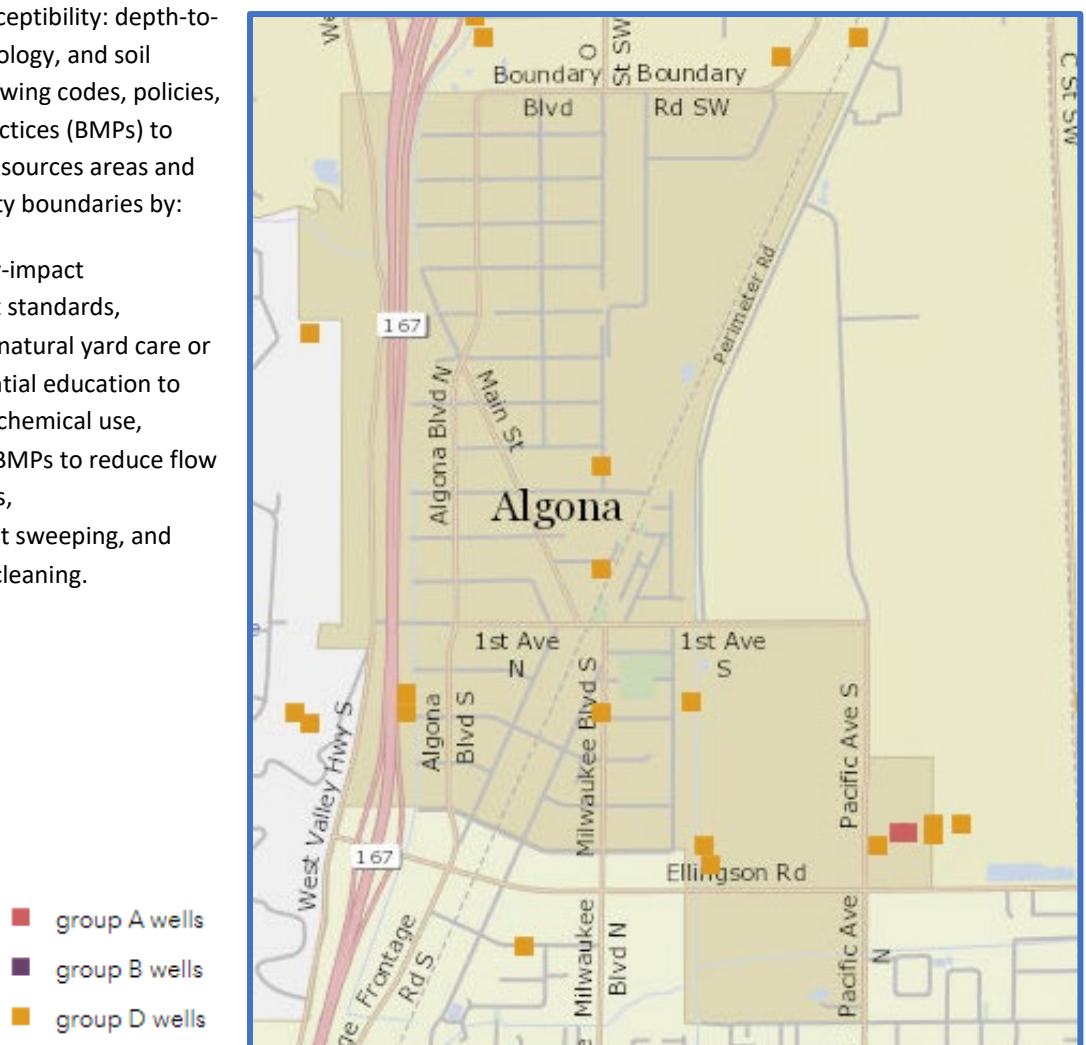
There are 11 groundwater sources that plot within the City as denoted on King County IMAP shown in *Figure 5*. There are two types of groundwater sources shown in Algona – Group A wells and Group D wells. Group A wells are municipal water sources and are regulated by the Washington State Department of Health. Algona has two

Group A wells, for the City of Pacific, located in the southeast corner of the City, north of Ellingson Road in the Open Space zone. Four of the remaining nine wells are associated with the operation of the municipal water source as test, monitoring, or historic resource wells. The other five Group D wells are residential wells that may have or currently serve a single household and are private sources of groundwater. These wells are primarily located in Algona’s Low-Density Residential zone or Open Space zone, which are compatible and low-impact zones for groundwater.

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

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

**Figure 5: Algona’s Wells**



**Flooding**

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

**Figure 6: FEMA Floodplain Map**

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



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

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

## Future Land Use Capacity

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

### 2044 Job and Housing Targets

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

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

**There is sufficient land within Algona to accommodate 20 years of growth for jobs and housing.** The established capacity is based on existing and actual development densities. The Comprehensive Plan provides

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

<sup>5</sup> There are 1,061 housing units in Algona as of 2021. Data on housing units was sourced from the American Community Survey, 2021.

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

recommendations, goals, and policies to guide the City on how to accommodate growth. The following analysis demonstrates how Algona has the capacity for 2044 targets established by King County.

**Figure 7: Algona Population Growth (2010-2022)**

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

### **Housing Growth**

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

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

<sup>7</sup> ACS, 2021.

Low-Density Residential zone (RL) for the final buildout of single-family units, duplexes, and accessory dwelling units.

Between 2020 and 2023, several projects in the predevelopment pipeline are estimated to bring in 50 new dwelling units (10 single-family and 40 multifamily units) in the RL and C3 zones. These units can be attributed to helping Algona meet the 170-housing unit target set by King County and bring the City’s target down to 139 additional units<sup>8</sup> needed between 2024 and 2044.

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

**Figure 8: 2023 Algona Housing Capacity**

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

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

<sup>9</sup> Re-developable acreage refers to partially developed and under-developed lands as identified in the land capacity analysis.

### ***Housing and Income-Level Affordability***

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

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

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

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

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

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

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

**Figure 9: Algona Housing Income-Level Capacity**

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

**Figure 10: Recommended Housing Types per Income Group**

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

**Figure 11: Projected Housing Needs and Capacity by Income Level**

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

<sup>10</sup> Income levels based on 2021 American Community Survey (S1901)

### Job Capacity

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

As of 2022, Algona had a total of 1,862 jobs. About 59 percent of jobs are in the manufacturing sector which aligns with the Light Industrial (M1) zone having the greatest land acreage and having the greatest number of properties considered fully developed. Approximately one-quarter of jobs are in the wholesale and trade sector, 10% are in services, and 5% are in the construction and resources sector. Almost all the net new job growth in the past ten years took place in the construction and resources or services sectors (*Figure 12*).

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 12: 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%
<b>Total</b>		2,129	1,862	-165	-12.54%	100%

There are a handful of permits in the 2020-2023 pipeline that would generate new jobs, including the Algona Village project, a hotel, and the construction of the new South County Recycle and Transfer Station. Both projects will bring in an estimated 51 jobs in the retail, services, and government sectors. King County has a minimum employment target of 325 jobs by 2044. Algona’s capacity for new jobs is summarized in *Figures 13 and 14*.

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

**Figure 13: Estimated Existing Job Density Per Zone**

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

Figure 14: Algona Employment Capacity

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

### Conclusion

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

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

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

## *Goals and Policies*

### **GOAL LU-1 Build Urban Spaces**

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

Policies:

**LUP-1.1**

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

**LUP-1.2**

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

**LUP-1.3**

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

**LUP-1.4**

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

**LUP-1.5**

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

## GOAL LU-2 Balance Uses

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

Policies:

### LUP-2.1

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

### LUP-2.2

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

### LUP-2.3

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

### LUP-2.4

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

### LUP-2.5

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

### LUP-2.6

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

**LUP-2.7**

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

**GOAL LU-3 Community Wellness and Health**

**Promote healthy, connected, walkable, and equitable communities.**

Policies:**LUP-3.1**

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

**LUP-3.2**

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

**LUP-3.3**

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

**LUP-3.4**

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

**LUP-3.5**

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

**LUP-3.6**

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

**LUP-3.7**

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

**LUP 3.8**

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

**LUP-3.9**

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

## **GOAL LU-4 Expand Housing Opportunities**

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

Policies:

**LUP-4.1**

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

**LUP-4.2**

Allow clustering of residential units to preserve open space and reduce surface water run-off. LU5: Review and update infill standards and procedures that promote quality development and facilitate

redevelopment of contaminated sites. Infill development should consider the existing neighborhood, public health, and equitable outcomes.

**LUP-4.3**

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

**LUP-4.4**

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

**LUP-4.5**

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

**LUP-4.6**

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

**LUP-4.7**

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

## **GOAL LU-5 Attainable Housing**

**Encourage affordable housing and homeownership opportunities.**

Policies:

**LUP-5.1**

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

**LUP-5.2**

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

**LUP-5.3**

Encourage and support efforts to increase home ownership.

**LUP-5.4**

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

## **GOAL LU-6 Support Business Growth**

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

Policies:

**LU-6.1**

Encourage development and redevelopment that complements adjacent land uses.

**LU-6.2**

Encourage and support functional commercial districts within the City.

**LU-6.3**

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

**LU-6.4**

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

**LU-6.5**

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

**LU-6.6**

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

**LUP-6.7**

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

**LUP-6.8**

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

**LUP-6.9**

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

**LUP-6.10**

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

**LUP-6.11**

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

**GOAL LU-7 Industrial Lands**

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

Policies:**LUP-7.1**

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

**LUP-7.2**

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

**LUP-7.3**

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

**LUP-7.4**

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

**LUP-7.5**

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

**LUP-7.6**

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

**LUP-7.7**

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

**LUP-7.8**

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

**LUP-7.9**

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

**LUP-7.10**

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

## **GOAL LU-8 Parks, Open Space, and Trails**

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

### Policies

**LUP-8.1**

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

**LUP-8.2**

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

**LUP-8.3**

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

**LUP-8.4**

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

**GOAL LU-9 Partnerships**

**Coordinate growth and development with adjacent jurisdictions.**

Policies:

**LUP-9.1**

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

**LUP-9.2**

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

**LUP-9.3**

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

**LUP-9.4**

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

**LUP-9.5**

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

**LUP-9.6**

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

## GOAL LU-10 Historic Preservation

### Policies:

#### **LUP-10.1**

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

#### **LUP-10.2**

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

#### **LUP-10.3**

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

## GOAL LU-11 Annexations and Urban Growth Boundaries

### Policies:

#### **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 Algona's unique conditions to further develop the land.

#### **LUP-11.3**

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

## CHAPTER 1: INTRODUCTION

### *Preface*

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

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

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

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



## Comprehensive Planning 101

### What is a Comprehensive Plan?

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

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

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

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

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

<sup>1</sup> [OFM, 2023](#).

## KEY TERMS

### Vision:

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

### Goal:

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

### Objective:

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

### Policy:

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

### Implementation Action:

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

## *Why do we plan for growth?*

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

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

## *Growth Management Act (GMA)*

### *Relationship to the GMA*

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

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

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

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<sup>2</sup> [MSRC, 2023](#).

<sup>3</sup> “Statutes”: Laws passed by a legislature ([Library of Congress, 2023](#)).

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

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

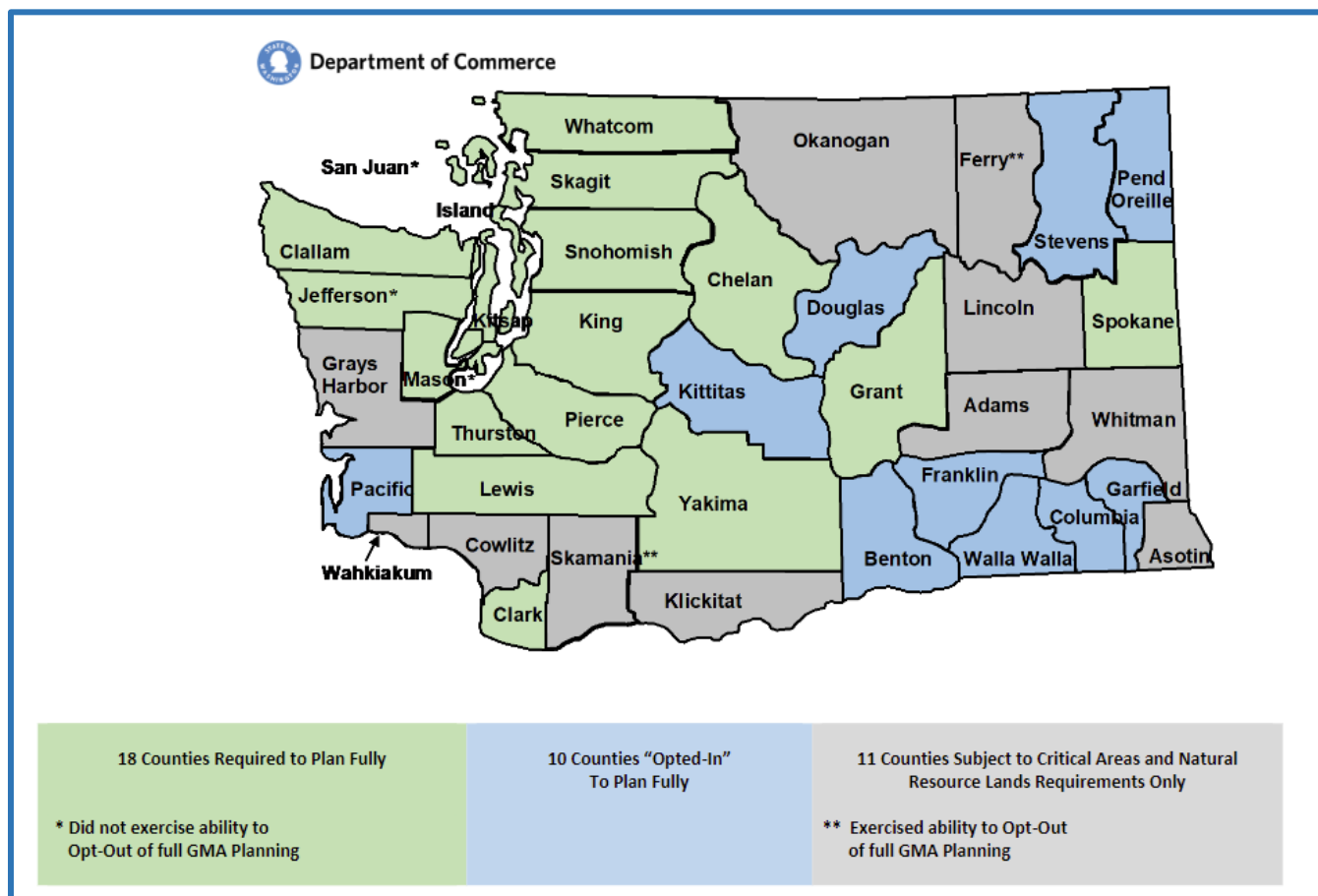
### Who implements the GMA?

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

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

Implementation is a key component of the GMA because it provides the methodological steps to achieve the goals and polices of the plan. The goals, policies, and overall objectives of the Comprehensive Plan cannot be achieved without a thorough and realistic implementation plan.

Figure 2: GMA Planning Counties and Cities



<sup>4</sup> [MSRC, 2023](#).

<sup>5</sup> [MSRC, 2023](#).

Implementation plans consider how a community's current or projected zoning, development regulations, capital spending, and non-capital spending should be adjusted to administer goals and policies successfully.

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

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

## Regional Planning

### PSRC Planning Requirements

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

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



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

<sup>6</sup> [MSRC, 2023](#).

## PSRC VISION 2050

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

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

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

**Figure 3: Regional Policy Consistency**



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

### King County’s Countywide Planning Policies

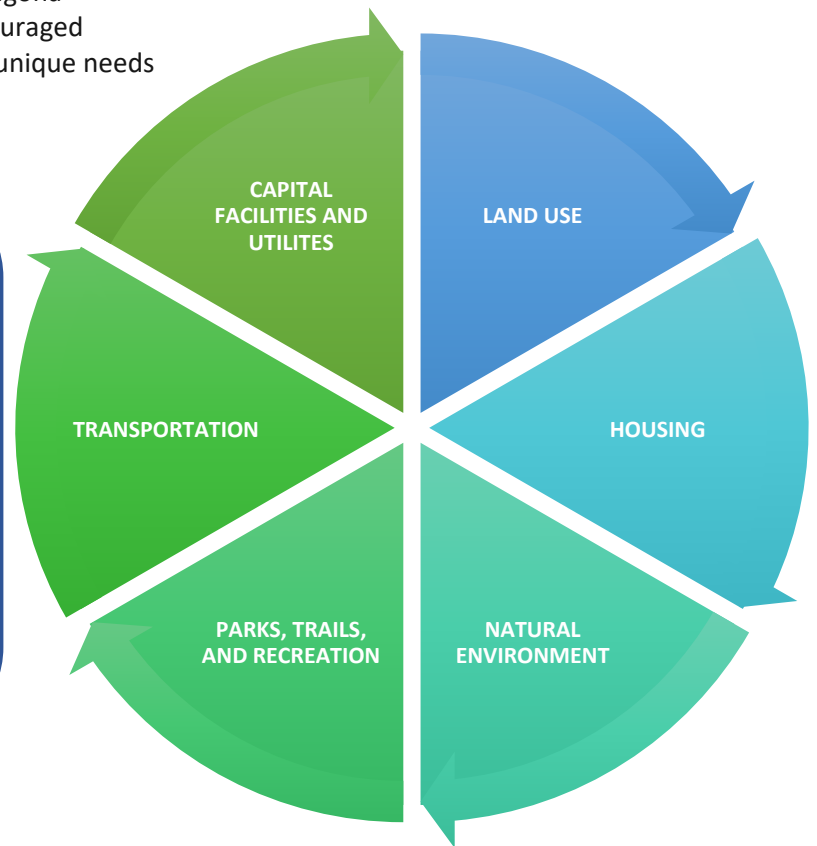
In addition to MPPs developed by PSRC, Countywide Planning Policies (CPPs) are also required by the GMA. Intended to share a similar purpose to MPPs, CPPs establish a shared approach between local, tribal, and transit agencies within a singular county. The most recent major update to [King County’s Countywide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

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

Separately from Washington State and the PSRC, King County also prepares regional economic planning goals and works collaboratively with Algonia for implementation. As described above, the PSRC crafts economic goals and policies that Snohomish, King, Kitsap, and Pierce Counties must align with in order to achieve the regional vision for the interconnected economy of the Puget Sound. King County, on the other hand, creates goals and policies that align with PSRC but are more specific to the needs of the county as depicted in **Figure 4**. Algonia must also ensure that adopted economic goals align with the vision for King County’s economy.

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

**Figure 4: Algonia’s Elemental Chapters**



### The Plan’s Structure

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

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

**Figure 5: Comprehensive Plan Elements**

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

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

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

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

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

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

## The Comprehensive Planning Process

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

**Figure 6: Planning Process**



### Step 1: Public Engagement

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

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

## **Step 2: Technical Review**

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

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

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

## **Step 3: Evaluation**

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

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

**1. Staff Collaboration with the Mayor**

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

**3. Planning Commission**

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

**2. Community Survey/Engagement Results**

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

**4. City Council Review/Adoption**

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

**Step 4: Implementation**

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

**1. Transportation Improvement Plan**

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

**2. Capital Improvement Plan**

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

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

### 3. Implementation Plan

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

### 4. Code Updates

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

## Algona's Vision for 2044

### What is a Vision Statement?

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

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

### 2044 Algona Vision Statement

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

**Community Oriented**

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

**Efficient Algona**

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

**Blossoming Economy**

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

**Equity and Inclusion**

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

**One Community**

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

**Environmental Stewardship**

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

Figure 7: Algona 2024 Vision Statement Graphic



## An Overview of Algona

### Indigenous Peoples and Colonization

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



### A Valley of Flowers

Algona was originally called Valley City in 1907. After notification from Washington D.C. that there was already a city in eastern Washington called Valley City, a town resident, Mr. Petrie, suggested the name “Algoma”, which refers to an indigenous name meaning “Valley of Flowers”<sup>9</sup>. The name Algoma was submitted to the Post Office, but somehow the name “Algona” was substituted. The name Algona was thereafter adopted by the community’s residents. It was around this time that Algona experienced changes from national events, regional patterns, and local trends.



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

### A Diverse Community

Agriculture and a strong sense of community considerably influenced Algona’s formation. The early community was settled by a mix of predominantly Euro-American, Japanese, and Filipino settlers. William Hart is one of the first recorded Euro-American settlers to buy land in the White River Valley area. Hart and his father homesteaded 600 acres in 1872.<sup>4</sup> His description of the land, “tall timber and lots of bears”, describes the natural resources attractive to settlers at the time. Many other early Euro-American families owned

<sup>7</sup> [“Native Americans of Puget Sound — A Brief History of the First People and Their Cultures”](#). History Link. Watson, Kenneth (1999).

<sup>8</sup> [Center for the Study of the Pacific Northwest. \(n.d.\). Introduction](#). The University of Washington.

<sup>9</sup> [“Algona History”](#): City of Algona Website (2023)

multiacre homesteads to sustain private farms. Some of the families found in early land purchase and sale records include the following.<sup>4</sup>

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

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

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

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

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

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

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<sup>10</sup> [“Algona — Thumbnail History”](#). History Link. Givens, Linda (2015).

<sup>11</sup> [“Algona History”](#): City of Algona Website (2023).

<sup>12</sup> [“Algona — Thumbnail History”](#). History Link. Givens, Linda (2015).

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

### ***Infrastructure and Economic Development***

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

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

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

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

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

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

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

**Commercial and Manufacturing:** The population of Algona reached 1,467 in 1980, spurring the development of major businesses in the City, including Tharco Manufacturing Plant, Dyna Craft,

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<sup>13</sup> "Japanese Internment Camps". History.com Editors (Updated 2021).

<sup>14</sup> "Algona History": City of Algona Website (2023).

<sup>15</sup> "Algona — Thumbnail History". History Link. Givens, Linda (2015).

and AccuDuct. Tim's Cascade Style Potato Chips opened in Auburn in 1986. In 2015, they opened a processing facility in Algona<sup>9</sup>.

**Algona Day Festivities:** The “Algona Day Festivities” became a vibrant community celebration in the 1980’s. Started in 1983, Algona Days held the first successful 10 K. Swamp Romp in 1985 and in 1987, the City of Algona took part in the Seattle Seafair by entering a float in the Seafair Parade<sup>9</sup>.

### City Incorporation

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

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



*Algona City Hall. Photo by Betty Padgett.*

<sup>16</sup> [“Algona — Thumbnail History”](#). History Link. Givens, Linda (2015).

<sup>17</sup> [“Welcome to Algona”](#). City of Algona Website (2023).

## Regional Consistency and Conformity

### PSRC Transportation 2050

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

#### 1. Climate

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

#### 2. Access to Transit

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

#### 3. Equity

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

#### 4. Safety

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

#### 5. Mobility

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

### How do jurisdictions work together?

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

## 6. Local Needs and Future Visioning

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

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

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

### *PSRC Regional Economic Strategy*

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



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

**1. Equity**

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

**2. Health**

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

**3. Childcare**

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

**4. Job Distribution**

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

**5. Broadband**

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

**6. Housing**

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

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

**7. Business Recovery**

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

**8. Industry Resilience**

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

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

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

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

***PSRC Regional Equity Strategy***

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

The Regional Equity Strategy will lead with evaluating and creating tools addressing race, which not only has been a huge factor in marginalization, but also provides a method to



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

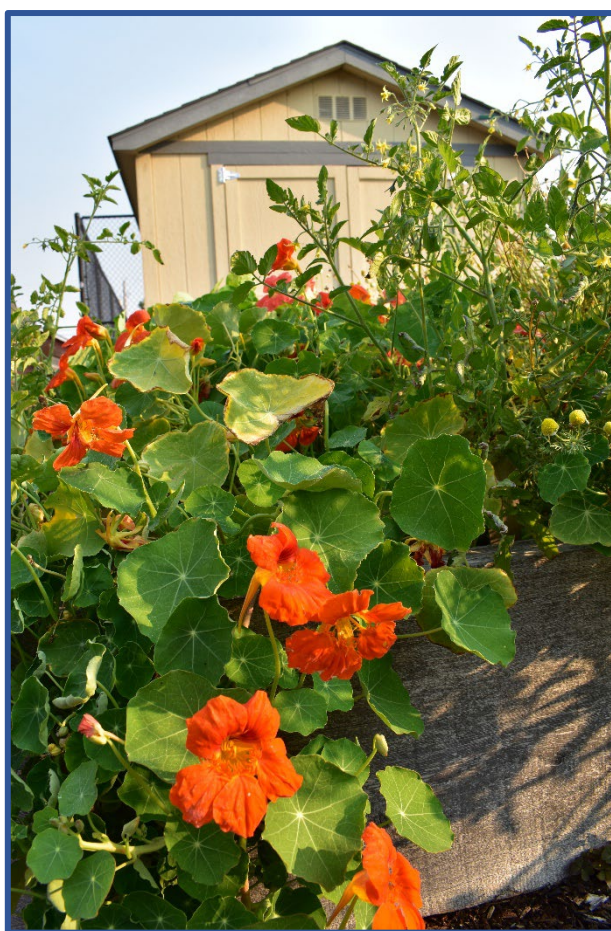
develop a framework that could be approved for other marginalized groups. The strategy work plan involves of stakeholder input led by the PSRC Equity Advisory Committee to understand the context. Key findings, strategy components, implementation, and strategy refinement were due to be released in 2023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

### ***Statement of Conformity – PSRC VISION 2050***

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

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

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



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

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

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

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

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

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



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

## CHAPTER 3: HOUSING ELEMENT

### *Introduction*

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

1. An inventory and analysis of existing and projected housing needs, including housing units for every income group throughout the city.
2. Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing.
3. Identifies sufficient capacity of land for housing, including special types of housing such as but not limited to group homes, government-assisted housing, and emergency housing shelters).
4. Makes adequate provisions for existing and projected needs of all economic segments of the community.
5. Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing.
6. Identifies and implements goals and policies to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions.
7. Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.
8. Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in housing for all income groups, specialized housing, equitable development, and inclusionary zoning.

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

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

### Legislative Overview

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

- **HB 1110:** Requires duplexes in Algona to be permitted in all zones permitting single-family residential units. A minimum of two units per lot is required to be allowed outright in the Low-Density Residential (RL) zone.
- **HB1220:** Requires comprehensive plans to create the capacity for housing units affordable at every income level throughout the city. This significantly strengthened the previous goal, which was to encourage affordable housing. Cities must permit forms of housing that support the lowest income groups in the city, such as emergency housing, transitional housing, and permanent supportive housing in zones that allow hotels (emergency housing) or single-family housing (transitional and permanent supportive housing). Additionally, comprehensive plans must address racially disparate impacts, displacement, and exclusion in housing opportunities.
- **HB1337:** Expands the development of accessory dwelling units (ADUs) by reducing development and regulatory barriers. Each single-family residential lot can construct up to two (2) ADUs on-site.

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

*Photo by: Betty Padgett.*



### Addressing Affordability through HB1220

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

**Figure 1**  
**Algona Income Groups**

Source: ACS, Table S1901 (2021)

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

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

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



## Community Profile

### Households and Tenure

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

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

**GREAT RECESSION**

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

*History.com Editors (2019).*

**THE PANDEMIC**

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

**Figure 2**  
**Housing Unit Growth (2000-2021)**

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

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

### Household Income and Burdens

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

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

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

<sup>1</sup> OFM, Postcensal Estimates of April 1 Population, 1960 to Present (2023)

<sup>2</sup> American Community Census, Housing Tenure, Table B25003 (2021)

<sup>3</sup> Zillow, Home Values Index (ZHVI), 2021.

<sup>4</sup> HUD CHAS Income Distribution Overview (2015-2019 ACS)

<sup>5</sup> American Community Census, Household Incomes, Table S1901 (2021)

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

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

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

Figure 3 on the following page describes how many Algona dwelling units are in a price range that was affordable for each income level. Algona had housing stock that was comparable to the County in 2019. In the 50-80 percentile, Algona had a slightly higher percentage (16%) than King County (11%). For incomes below 50 percent of median, Algona also had a slightly higher percentage (30%) than King County (25%). Algona held a lower percentage (54%) than King County (63%) in the 80 percent+ category. The housing needs by income bracket indicate the greatest need for more housing available to above-median-income residents and to extremely low-income residents. It also shows a need for more "market rate" housing serving higher income levels.

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



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

**Figure 3****Total Households Per Income Bracket (2019<sup>6</sup> and 2044 Targets)**

Source: US.HUD/2015 -2019 Comprehensive Housing Affordability Strategy (CHAS)

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

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

**Housing Inventory**

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

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

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

<sup>6</sup> The HUD CHAS database was last updated using American Community Survey 2019 results. As such, 2019 numbers are cited in this table.

<sup>7</sup> 2021: ACS 5-Year Estimates Year Structure Built (DP04)

**Figure 4**  
**Existing Dwelling Units by Type (2023)**

Source: 2012 and 2021 Total Units by Type (OFM).

Type	2012 <sup>8</sup>		2021 <sup>9,10</sup>	
	Number	Percent	Number	Percent
Single-Family	797	82.79%	665	71.5%
Multi-Family (3+ Units) <sup>11</sup>	59	3.75%	23	2.4%
Mobile Home/Duplex/ Other	162	13.46%	241	25.9%
<b>Total Housing Units</b>	<b>1,018</b>	<b>100%</b>	<b>929</b>	<b>100%</b>
<b>Owner Occupied</b>	<b>775</b>	<b>80.4%</b>	<b>702</b>	<b>80%</b>
<b>Renter Occupied</b>	<b>211</b>	<b>19.6%</b>	<b>181</b>	<b>20%</b>

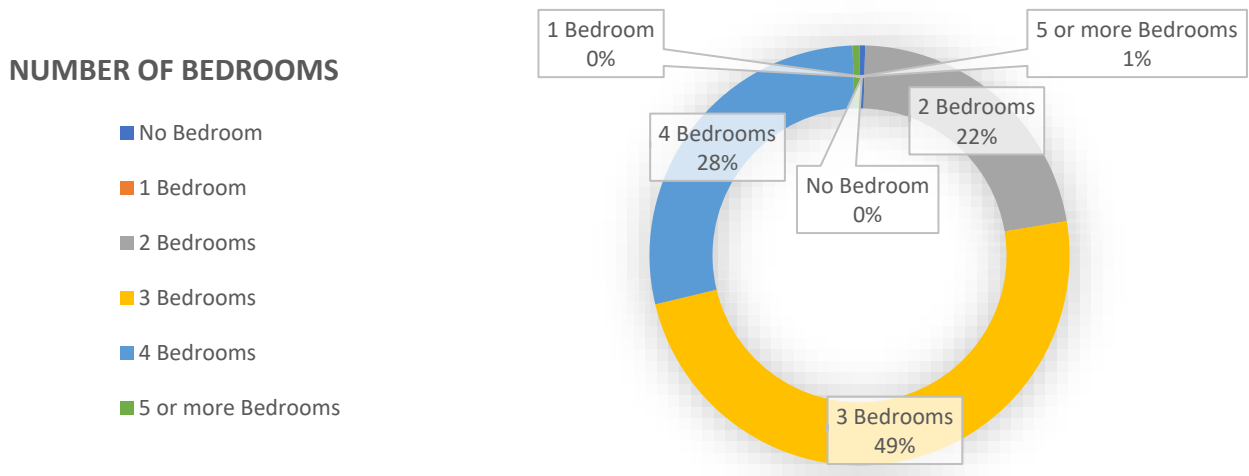
Figure 5 breaks down the number of bedrooms for the total housing units in Algona. Most housing units in Algona are single-family homes with almost half of all households having at least 3 bedrooms. As described in Figure 5, studio, one-bedroom, and five or more-bedroom households only make up about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

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

**Figure 5**  
**Number of Bedrooms (2021)**

Source: 2021 ACS 5-Year Estimates – Selected Housing Characteristics (DP04)



**Subsidized/Special Housing Inventory**

The Office of Policy Development and Research (PD&R) provides a picture of subsidized and special households at the national and local levels. Subsidized housing is an important affordable housing tool as subsidies pay the difference between tenant rent and total rental costs.<sup>12</sup> As of 2022, there were 192 special housing units reported in Algona. 11 of these units were subsidized (*Figure 6*). Special housing arrangements are for those with specific needs, physical or otherwise. This category does not typically include market-rate housing.

**SUBSIDIZED HOUSING**

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

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

<sup>12</sup> PD&R 2023: Assisted Housing: National and Local – “[Picture of Subsidized Households](#)”.  
<sup>13</sup> U.S Census (PCT19): 2020 DEC Demographic and Housing Characteristics

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

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

**Figure 6**  
**Special Housing Inventory (2022)**

Source: PD&R 2023: Assisted Housing: National and Local – “Picture of Subsidized Households”.

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

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

## Housing Equity

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

<sup>14</sup> Washington State Department of Social and Health Services (2023): [AFH Locator](#)

### *History of Land and Housing*

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

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



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

*Photo by: Betty Padgett*

### PLANNING FOR HOUSING EQUITY

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

### RACIALLY DISPARATE IMPACTS (RDI)

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

### EXCLUSION IN HOUSING

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

### DISPLACEMENT

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

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

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

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



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

*Photographer: Floyd Oles, 1938.*

*Photo provided by the Washington State Historical Society.*

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

### Racial Composition

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

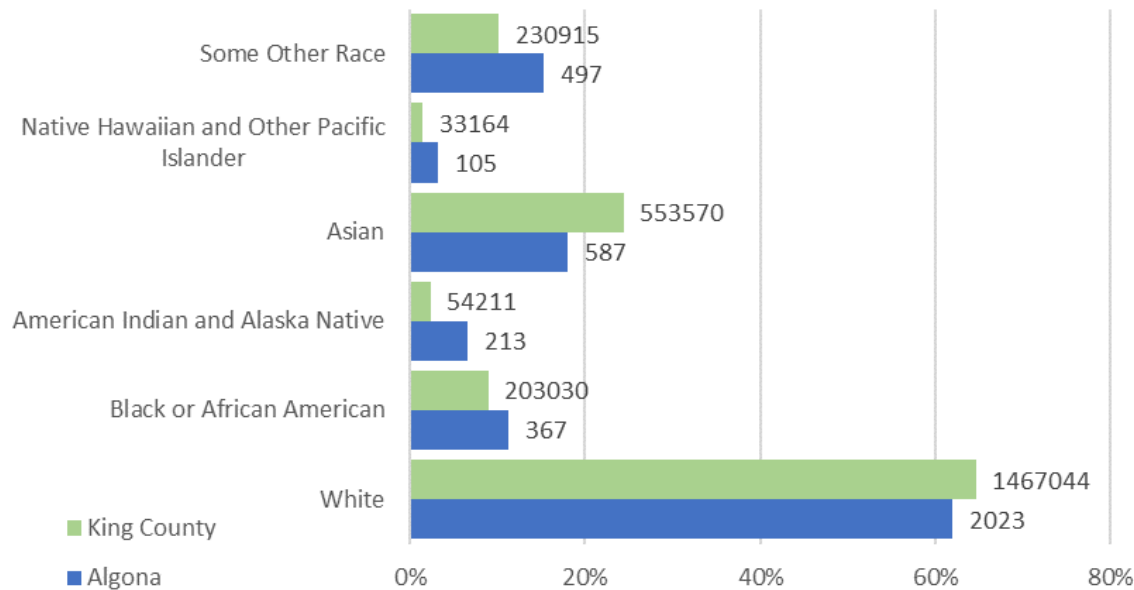
In 2020, the total population of Algona was 3,207 residents and more than half (62 percent) identified as BIPOC and approximately one-third (38 percent) were White as described in *Figure 7*.<sup>18</sup> Compared to King County’s 2020 racial composition, Algona has a similar diverse population composition.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

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

**Figure 7**

#### Algona and King County Population By Race and Hispanic or Latino Ethnicity (2020)

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



### Disproportionate Cost Burden

<sup>17</sup> 2015: ACS 5-Year Estimates Data Profiles (Table DP05).

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

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

**Figure 8**  
**Cost Burden Per Income Bracket (2019)<sup>20</sup>**

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

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

In 2019, 63 percent of households were not cost-burdened. As discussed in Figure 4, more than half of Algona households are moderate-income or above median income. This likely impacts the lower rate of

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

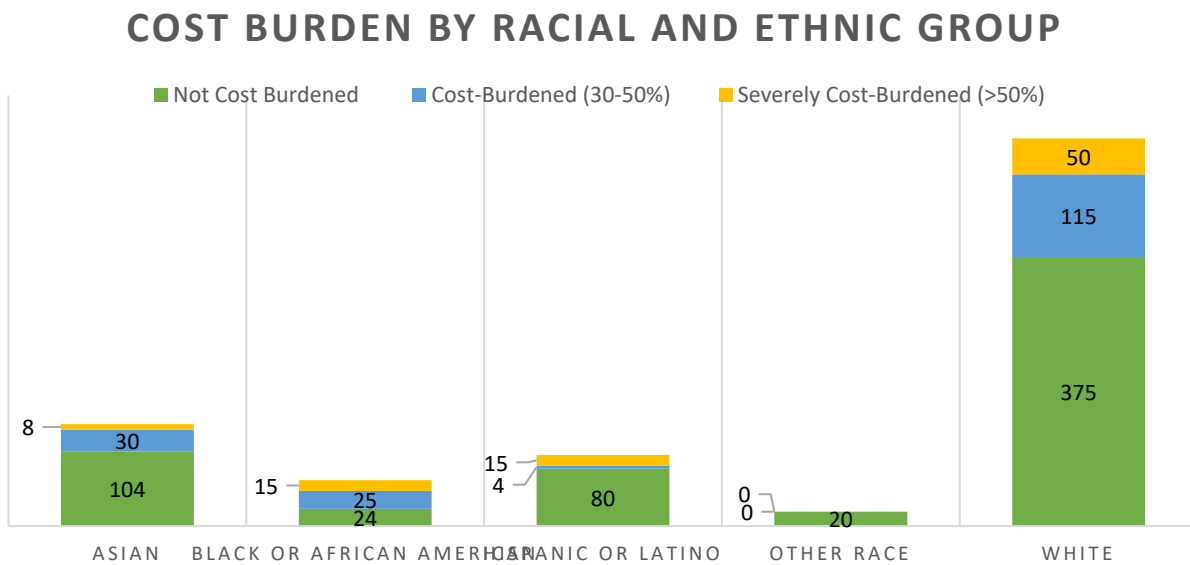
<sup>20</sup> The HUD CHAS database was last updated using American Community Survey 2019 results. There are no immediate plans for HUD to update their database. As such, 2019 numbers are cited in this table.

cost burden experienced in Algona. Approximately 250 households (28%) are experiencing a cost burden with 82 households (9%) experiencing severe cost burdens, spending more than 30% and less than 50% of their income on housing.

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

**Figure 9**  
**Total Cost Burden by Racial and Ethnic Group (2019)**

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

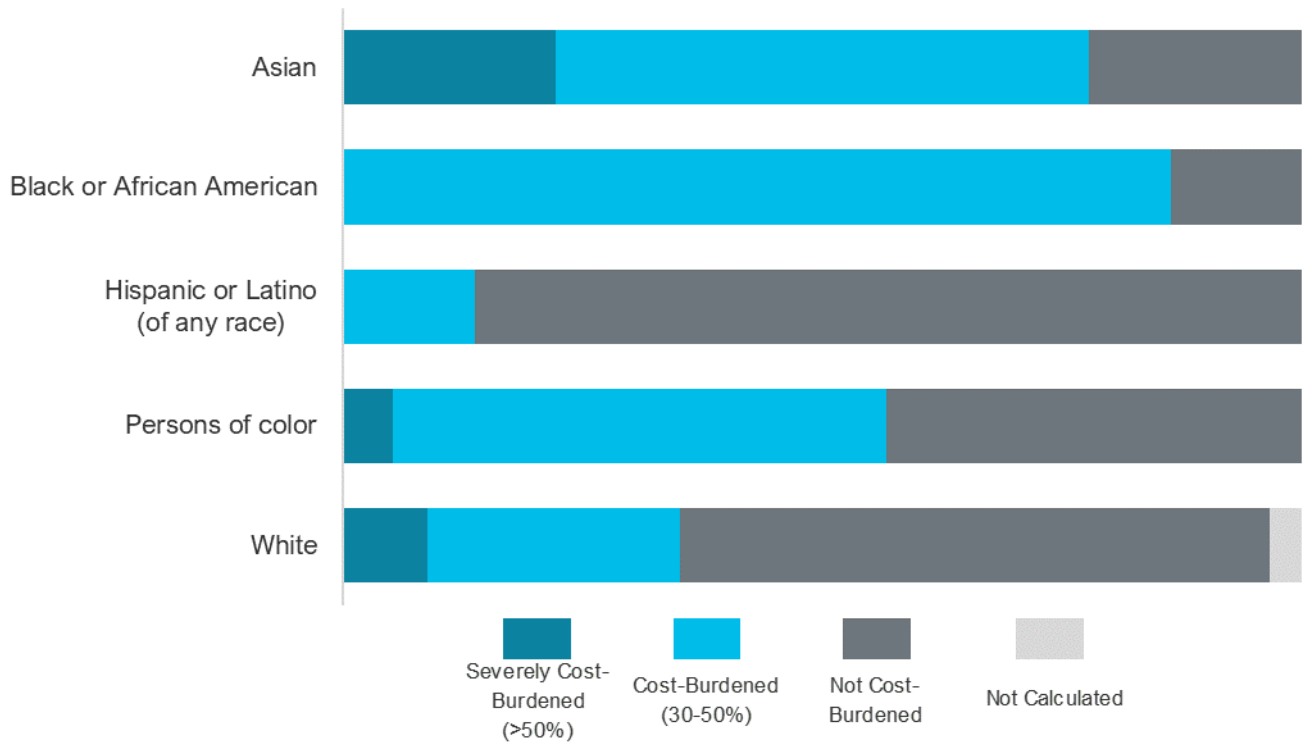


When breaking down cost burdens even further between homeowners and renters, approximately half of BIPOC renters (which includes Asian, Black or African American, or Other Race) experience the highest cost burden in Algona. As shown in *Figure 10* below, most BIPOC renters spend 30-50% of their income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

**Figure 10**

<sup>21</sup> 2021: ACS 5-Year Estimates - Detailed Race (C02003)

Percent Renter Households Experiencing Housing Cost Burden (2019)



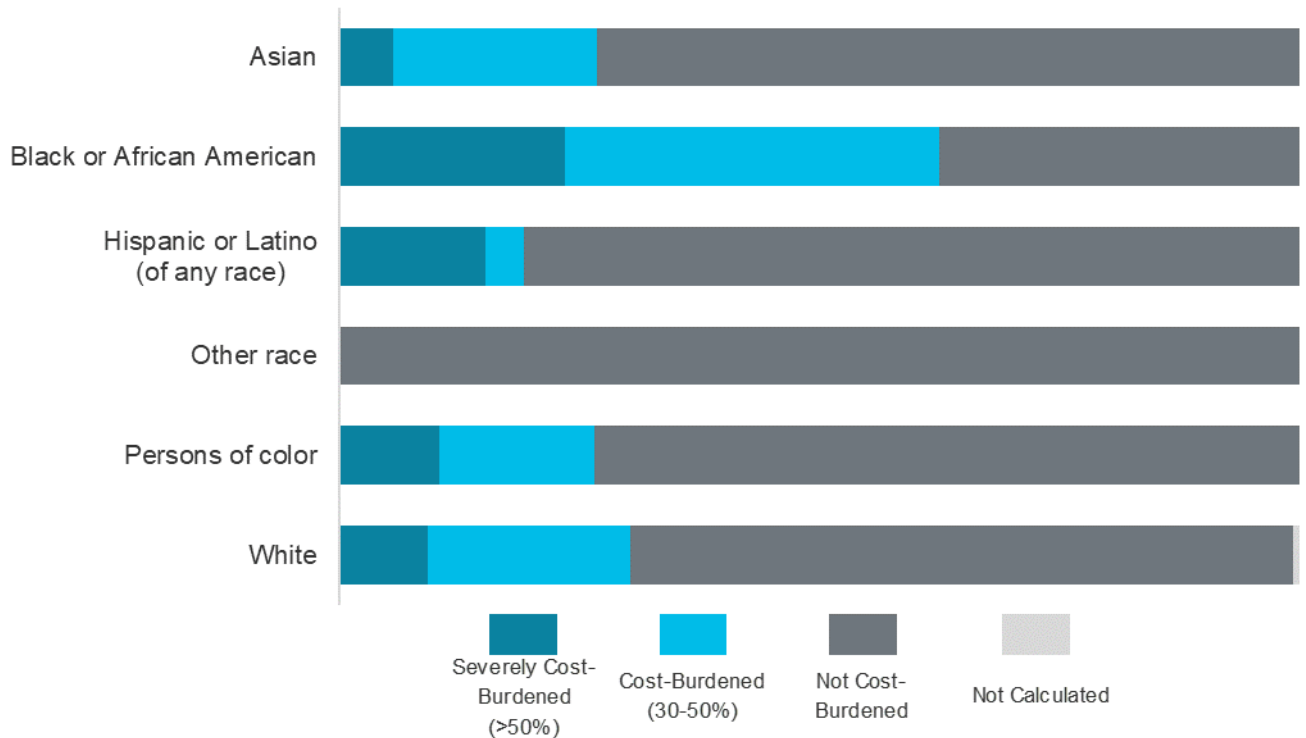
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS); Washington Department of Commerce, 2023. RDI Data Toolkit (Table 9)

Regarding owner households, most (81 percent) Hispanic or Latino households were not cost-burdened in 2019. As shown in *Figure 11* below, Hispanic or Latino households that own their homes experienced the greatest percentage of severe cost burdens (15 percent). Persons of Color households and White households had a similar level of severe cost burden. In addition, approximately one of every five White owner households experienced cost burden, which is slightly higher than all other racial groups.



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

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



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

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

**Income Disparities**

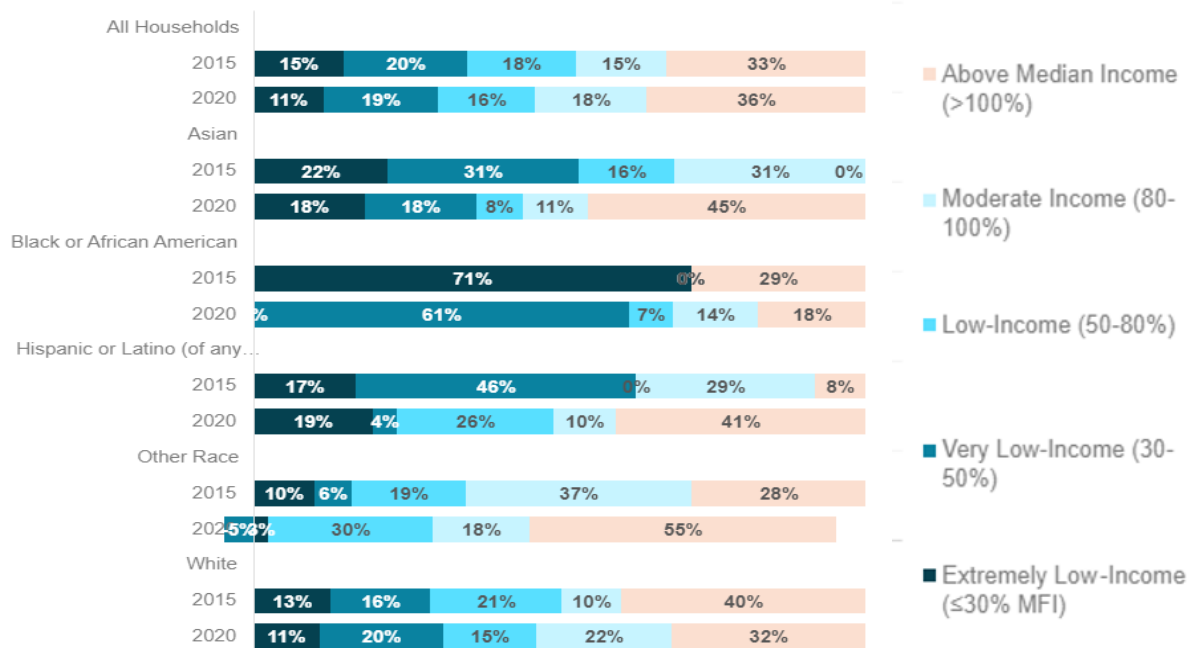
Average income has remained generally consistent for Algona households since 2015, but BIPOC households have experienced significant income changes over the last five years. Other Races (55 percent) and Asian populations (45 percent) had the highest percentage of above median income households in 2020.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

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

households were extremely low-income. In 2020, Black or African American household income was predominantly very low-income (61 percent), which is slightly higher than 2015 average incomes, but their above-median-income households also decreased by 11 percent within the 5-year period.

**Figure 12**  
**Percentage of all households by income category and race (2010-2014 vs 2015-2019)**

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



**Homeownership Barriers**

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

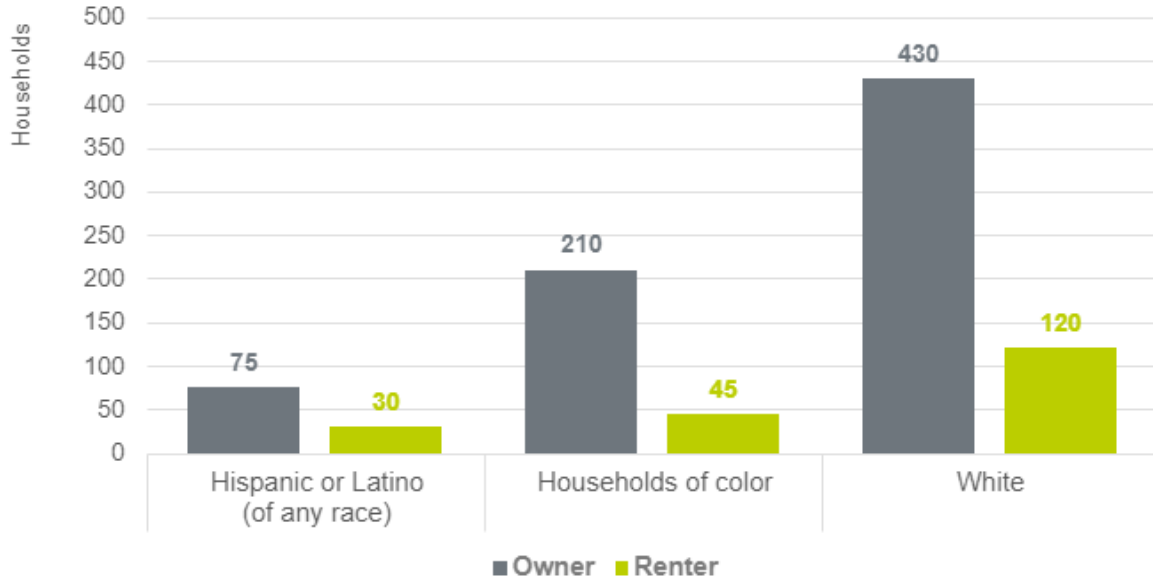
Although White and Asian households experienced some of the highest cost burdens in 2019, these two groups (and Other Race) held the highest rates of homeownership in Algona. The White population makes up 62% percent of the population and exhibits the second highest rates of homeownership in Algona,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

Hispanic and Latino households had the fourth highest rates of homeownership (at 71 percent), and Black or African American households held the lowest rates of homeownership with about half of households being owned. See *Figure 13* and *Figure 14* below for this renter and owner household breakdown by race.

**Figure 13**

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

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



**Figure 14**

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

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

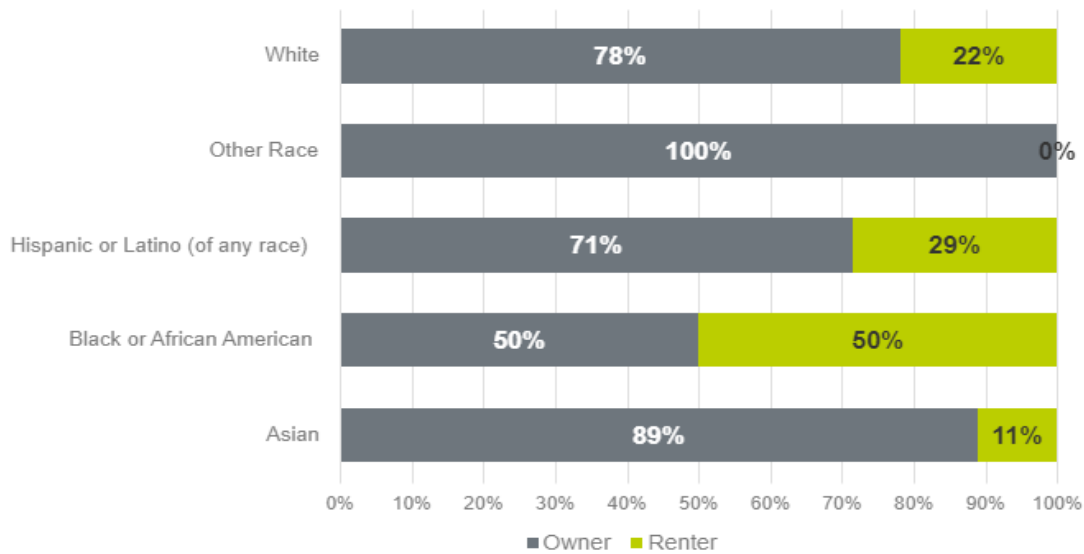


Figure 15 compares rental households and rental housing units (both occupied and vacant) at each income or affordability level. This comparison helps identify additional housing gaps in the available rental housing for the rental households in Algona.

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

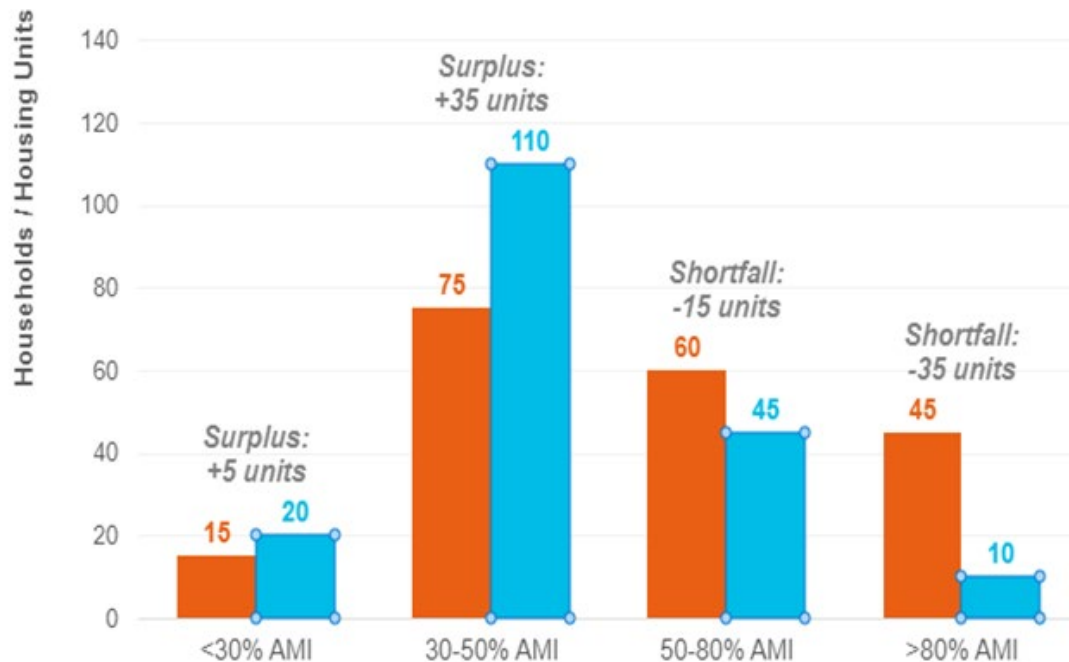
**Figure 15**

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

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

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

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



### *Housing Exclusion*

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

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



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

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

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

<sup>22</sup> WA GUIDANCE TO ADDRESS RACIALLY DISPARATE IMPACTS – FINAL (APRIL 2023)

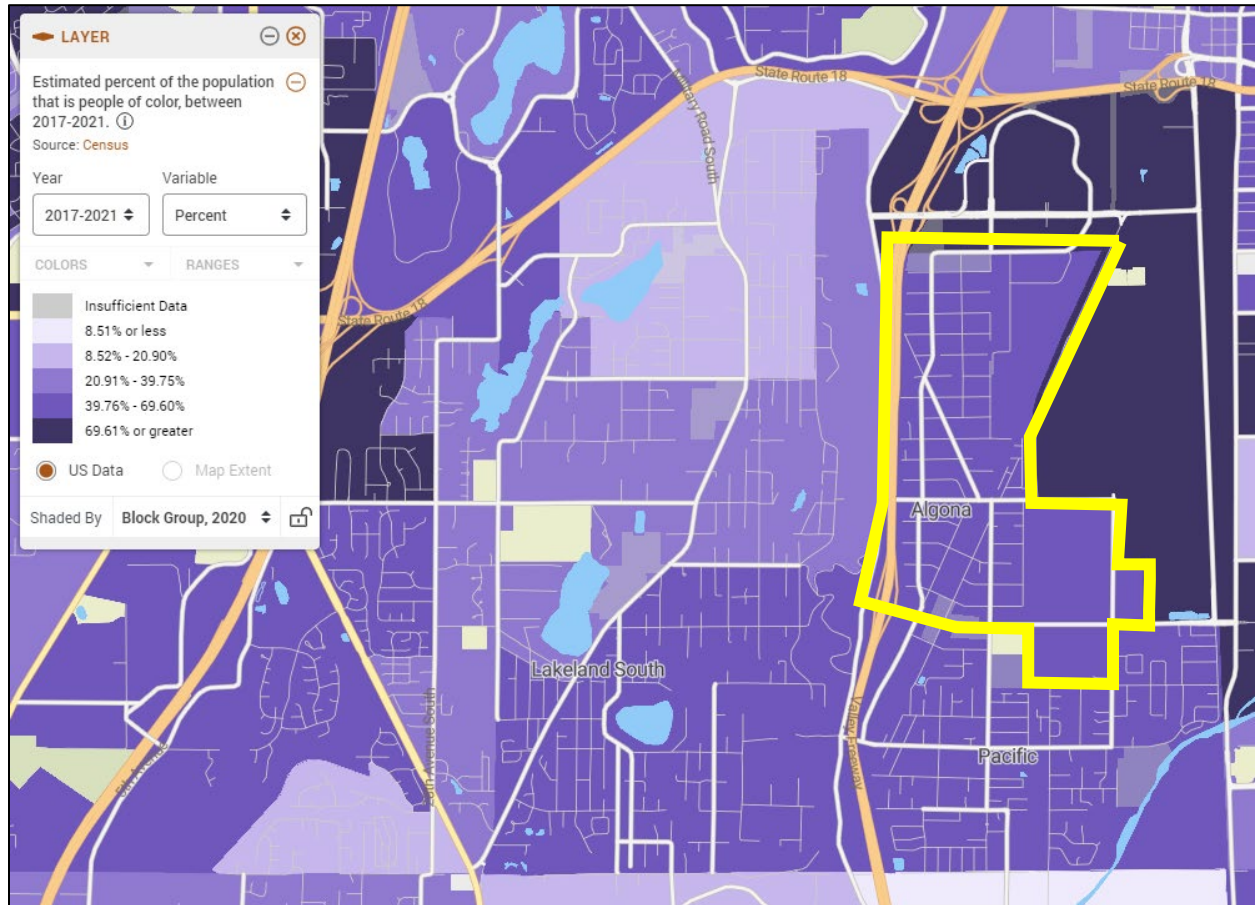
<sup>23</sup> [PolicyMap: A web-based tool that provides access to data from the U.S. Census Bureau, along with other data sources.](#)

<sup>24</sup> American Community Survey Census, 2021.

**Figure 16****Estimated percent of the population that is people of color, 2017-2021**

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

Note: Approximate city outline in yellow

**Displacement Risk**

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

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

<sup>25</sup> [PSRC Displacement Risk Mapping Technical Document, 2019.](#)

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

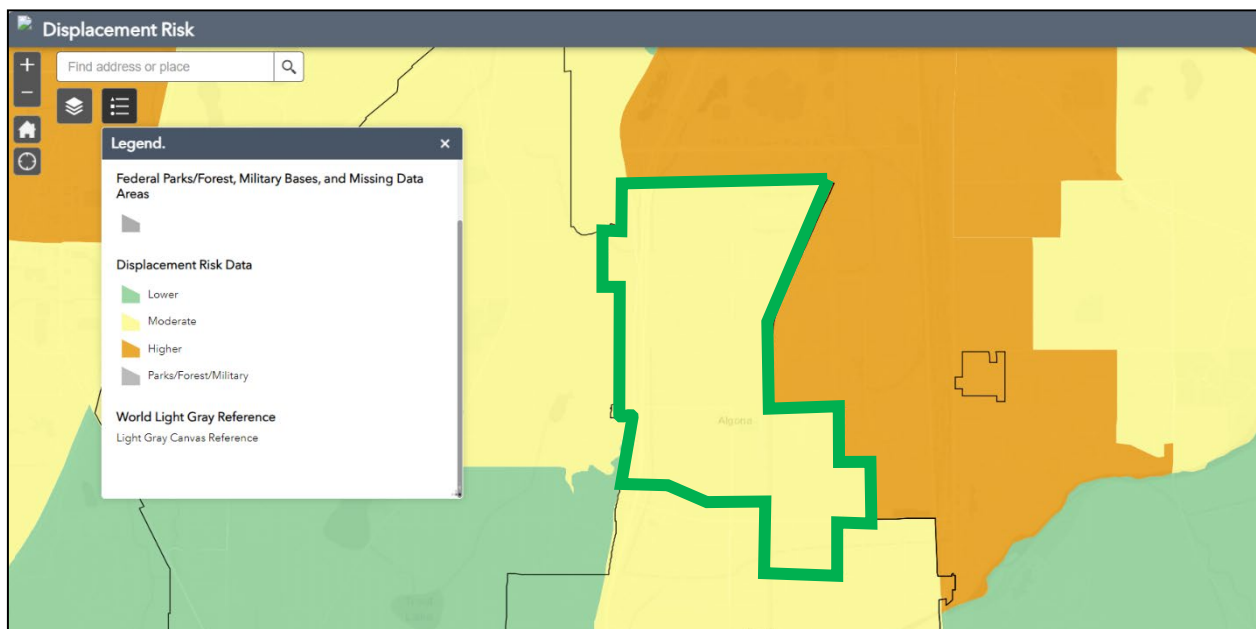
For example, different racial groups of King County are experiencing different average commute times to employment centers. According to the National Equity Atlas, of the King County residents who took public transportation to work in 2020, Black and Latino commuters had the longest commutes of all racial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

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

**Figure 17**  
**PSRC Displacement Risk Map – South King County**

Source: Puget Sound Regional Council (PSRC) – [Displacement Risk Mapping \(2024\)](#)

Note: Approximate city outline shown in green



<sup>26</sup> [National Equity Atlas: Commute Time \(IPUMS USA\), 2020.](#)

<sup>27</sup> [National Equity Atlas: Commute Time \(IPUMS USA\), 2020.](#)

<sup>28</sup> [National Equity Atlas: Commute Time \(IPUMS USA\), 2020.](#)

## Environmental Effects

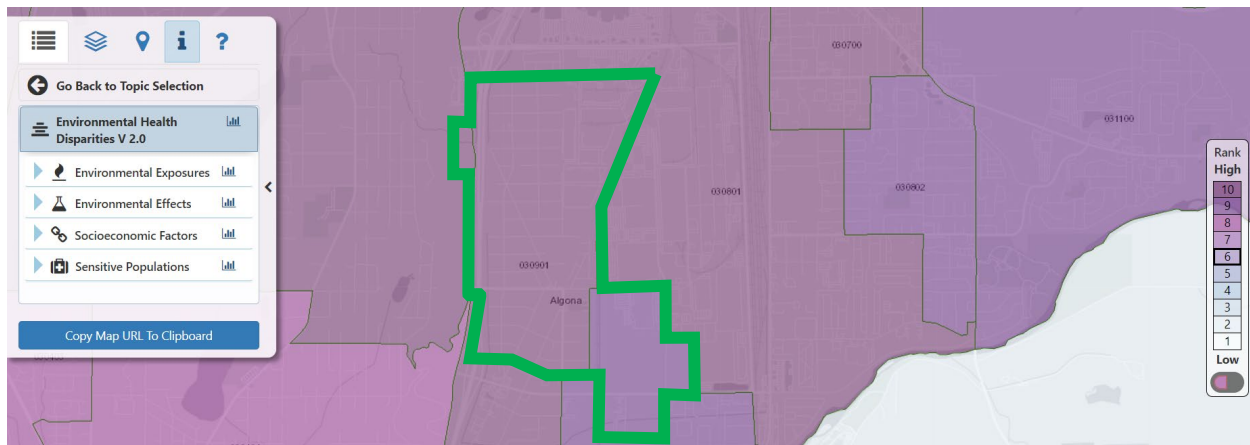
Another displacement risk factor that may contribute to the moderate displacement risk in Algona is environmental health and sensitive populations. The Washington *Environmental Health Disparities (EHD) Map* evaluates health risk factors in communities and provides rankings that help to compare health and social factors that may contribute to disparities in a community.<sup>29</sup> The *EHD Map* ranks Algona's census tracts as 10 in environmental health disparities, which is the highest score in the ranking system and indicates severe environmental effects or exposure (see *Figure 18*).

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

**Figure 18**  
The Washington Environmental Health Disparities (EHD) Map

Source: [Washington State Department of Health – Washington Tracking Network \(2024\)](#)

Note: Approximate city outline shown in green



## Displacement Risks of Algona

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

1. Lack of available and affordable rental units.
2. Deficit of 30% - 80% AMI housing units available for homeownership.
3. Absence of accessible employment opportunities that could finance a home purchase.
4. Higher transportation costs associated with commute times to out-of-city employment.

<sup>29</sup> [Washington State Department of Health: The Washington Environmental Health Disparities Map, 2024.](#)

5. Greater rates of environmental effects and sensitive populations east of W Valley Highway S compared with continuous Algona where single-family homes are the predominant housing type.

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

### *Anti-Displacement Tools and Strategies*

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

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

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

- Develop an inclusionary zoning overlay within the C3 zone where multiplex housing is primarily proposed.
- Adopt flexible development standards for affordable housing units.
- Work with the City Attorney to establish conditions for density bonus applications that maintain affordability in eligible units for at least 40 years.
- Expand ADU allowances to permit up to two units per lot as required by HB1337.
- Create a city webpage with resources for lower-income homeowners and renters. Include the opportunity to sign up for outreach communications regarding new programs, partnerships, and resources for housing.
- Conduct a feasibility analysis on implementing a relocation assistance program, rental assistance programs, and education programs. If not financially feasible soon, Algona intends to partner with SKHHP to meet needs and explore community land trust feasibility.
- Adopt a local Housing Discrimination Ordinance prohibiting housing discrimination within city limits.

- Conduct a letter campaign informing residents of potential racially biased covenants existing on their property and instructions on how to remove covenants with the King County Assessor's Office.
- Develop a notice list of locally available cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to increase public engagement participation and community-vetted feedback into proposed programs, codes, and development.
- Work with the King County Assessor's Office to determine if low-income or historically BIPOC neighborhoods are being regressively taxed on property taxes to improve the fairness and accuracy of taxation.
- Develop a public participant support program to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends).

## Future Demand

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

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

**Figure 19**  
**Projected Housing Needs**

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

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

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

### VISION 2050

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

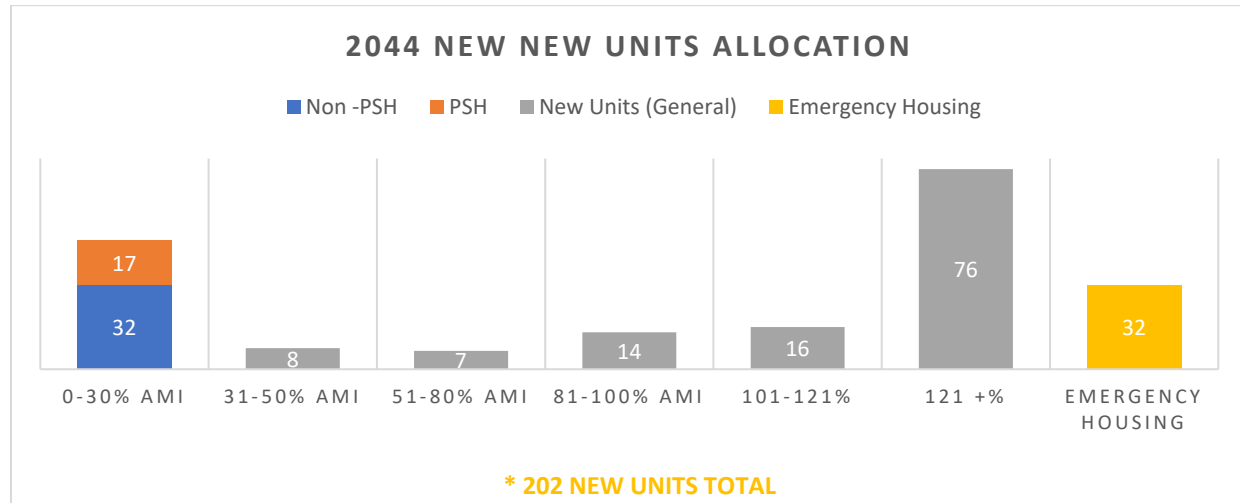
*PSRC Website, 2023.*

### LAND CAPACITY ANALYSIS

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

**Figure 20**  
**2044 Net New Units Allocation**

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



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

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

**Figure 21**  
**2044 Net New Units by Income Level Needs**

Source: *Algona Land Capacity Analysis (2024)*

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

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

### **Total Residential Capacity**

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

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

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

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

### **NON-PSH**

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

*HUD Exchange Website, 2023.*

### **EMERGENCY HOUSING**

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

**Figure 22**  
**Net Residential Capacity Summary**

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

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

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

**Figure 23**  
**Estimated ADU Capacity**

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

**Income-Level Capacity**

As described in this *Housing Element* and as required by the GMA, the City must also consider if the housing capacity meets future income level needs as described in *Figure 21*. The greatest number of new units need to be dedicated to extremely low-income (0-30% AMI) and high-income (over 120% AMI) households which will primarily be met through multifamily or single-family residential units. **Algona can meet these housing needs that are currently underserved. Figure 24 and Figure 25 describe a capacity surplus of 852 units available to meet city-wide needs with a capacity for 116 multifamily residential units and 242 single-family units.** The City considered which zones were likely to meet different housing needs and has categorized different income levels by the anticipated permitted housing types that would likely meet those needs. A full breakdown of the land capacity analysis for residential units is included in *Appendix E*.

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

**Figure 24**  
**Gross Capacity Summary and Zone Category**

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

**Figure 25**  
**Income Level Residential Capacity**

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



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

*Photo by: Betty Padgett*

## ***Goals and Policies***

### **GOAL HU-1 Residential Capacity**

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

Policies:

**HU-1.1**

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

**HU-1.2**

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

**HU-1.3**

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

**HU-1.4**

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

**HU-1.5**

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

**HU-1.6**

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

**HU-1.7**

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

**HU-1.8**

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

**GOAL HU-2 Housing Diversification**

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

Policies:**HU-2.1**

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

**HU-2.2**

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

**HU-2.3**

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

**HU-2.4**

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

**HU-2.5**

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

**HU-2.6**

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

**HU-2.7**

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

**GOAL HU-3 Maintain and Improve Housing**

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

Policies:**HU-3.1**

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

**HU-3.2**

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

**HU-3.3**

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

**HU-3.4**

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

**HU-3.5**

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

**HU-3.6**

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

**GOAL HU-4 Meet Lower Income Needs**

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

Policies:**HU-4.1**

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

**HU-4.2**

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

**HU-4.3**

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

**HU-4.4**

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

**HU-4.5**

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

**HU-4.6**

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

**HU-4.7**

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

**HU-4.8**

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

**HU-4.9**

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

**GOAL HU-5 Address Equity and Disparate Impacts**

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

Policies:**HU-5.1**

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

**HU-5.2**

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

**HU-5.3**

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

**HU-5.4**

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

**HU-5.5**

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

**HU-5.6**

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

**HU-5.7**

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

**HU-5.8**

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

## Chapter 4: Natural Environment

### *Introduction*

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

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

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

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

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



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

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

### **Best Available Science**

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

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

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

## **National Environment Regulatory Agencies**

### **Federal:**

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

### **State:**

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

### **Regional/Local:**

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

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

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

### **Defining Our Natural Lands**

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

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



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

*Photo by: Betty Padgett.*

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

## Conditions and Trends

### General Conditions

The City of Algona lies in a river valley running in a north/south direction along SR 167. The City has two drainage basins that bisect the community along 4<sup>th</sup> Avenue North – the Mill Creek Basin to the north and the Lower White River to the south. The valley floor is relatively flat (slopes less than 1 percent). The base elevation of the City is approximately 70 feet<sup>1</sup>. 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.



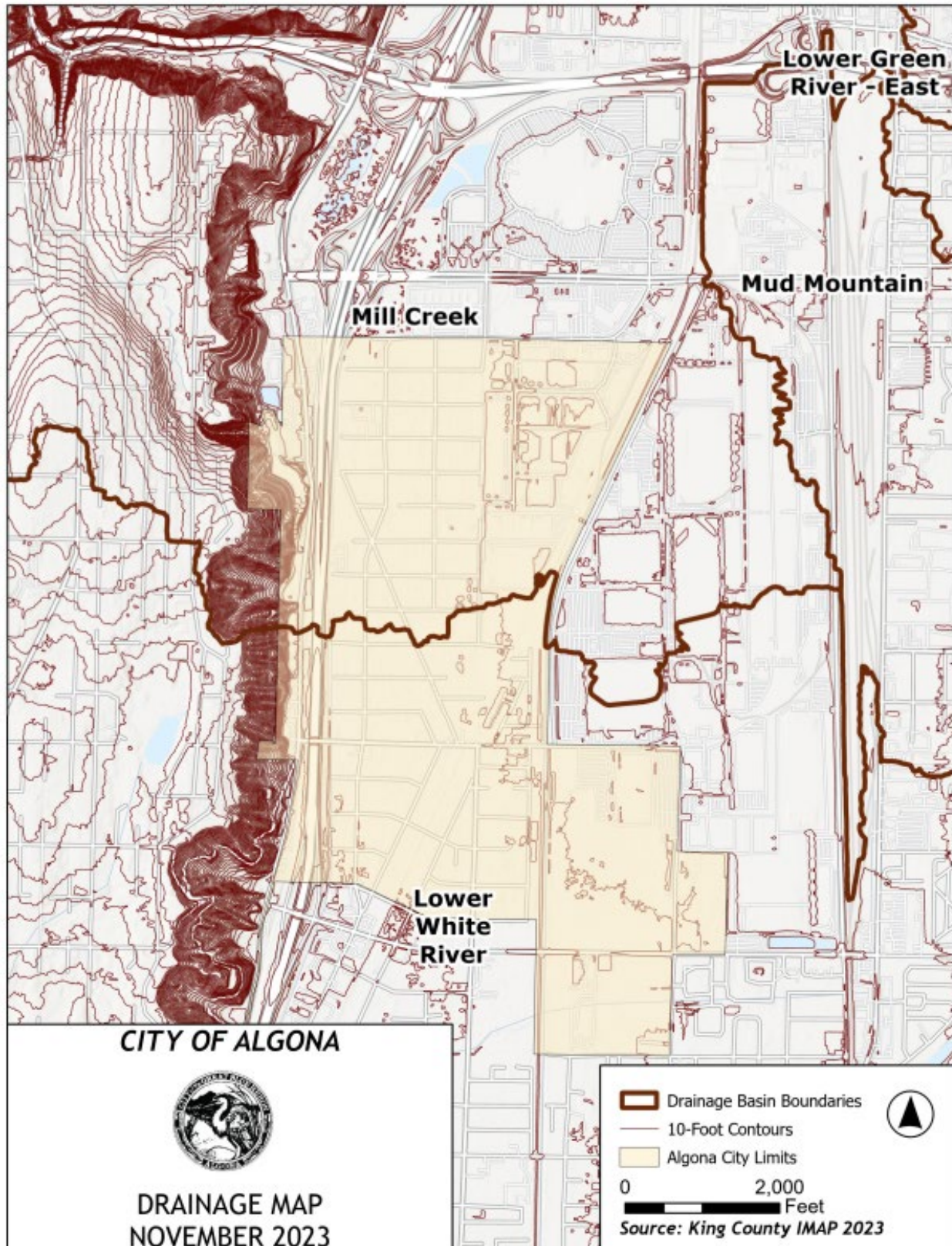
*Field observations note that wetlands are located along trails and walking paths in Algona. While these areas have not gone through critical areas verification, the City works with developers and consultants to confirm the viability and rating of potential wetlands prior to any new construction.*

*Photo by: Betty Padgett.*

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<sup>1</sup> Gray and Osborne, *City of Algona Comprehensive Flood Hazard Management Plan*. (1997).

Figure 1: Drainage Basins



## Soils

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

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

**Figure 2: Algona Soil Types<sup>2</sup>**

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%
<b>Totals:</b>	<b>1,818</b>	<b>100%</b>

## 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

<sup>2</sup> Source: United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey, (2023).

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.

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 8<sup>th</sup> 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, 9<sup>th</sup> Avenue North, and 11<sup>th</sup> Avenue North. City of Algona crews have had to sandbag properties to ensure rights-of-way remain passable.



*Flooding is a common occurrence during the winter and spring along 11<sup>th</sup> 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.*

Notably, FEMA has not mapped any areas in Algona as floodplain and officially there is no floodplain in the City. Current FEMA flood map data cuts off along the northern boundary line between the City of Auburn and the City of Algona. However, Figure 2-4 from the 1997 Flood Hazard Plan was derived by extending the estimated 100-year floodplain in Auburn south until it intersected the ground elevation in Algona. The area shown is considered by the City to be an area of potential flooding. In the late 1990s and early 2000s, the northwest portion of the City did flood periodically. Once the downstream conveyance was cleared of vegetation and debris, the flooding seemed to stop. Maintenance of the system is an annual program operated by the City.

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

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



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

## Groundwater

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

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

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

## Climate

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

## 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

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<sup>3</sup> Climate data was acquired from the National Centers for Environmental Information from the National Oceanic and Atmospheric Administration.

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.

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 5<sup>th</sup>, 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

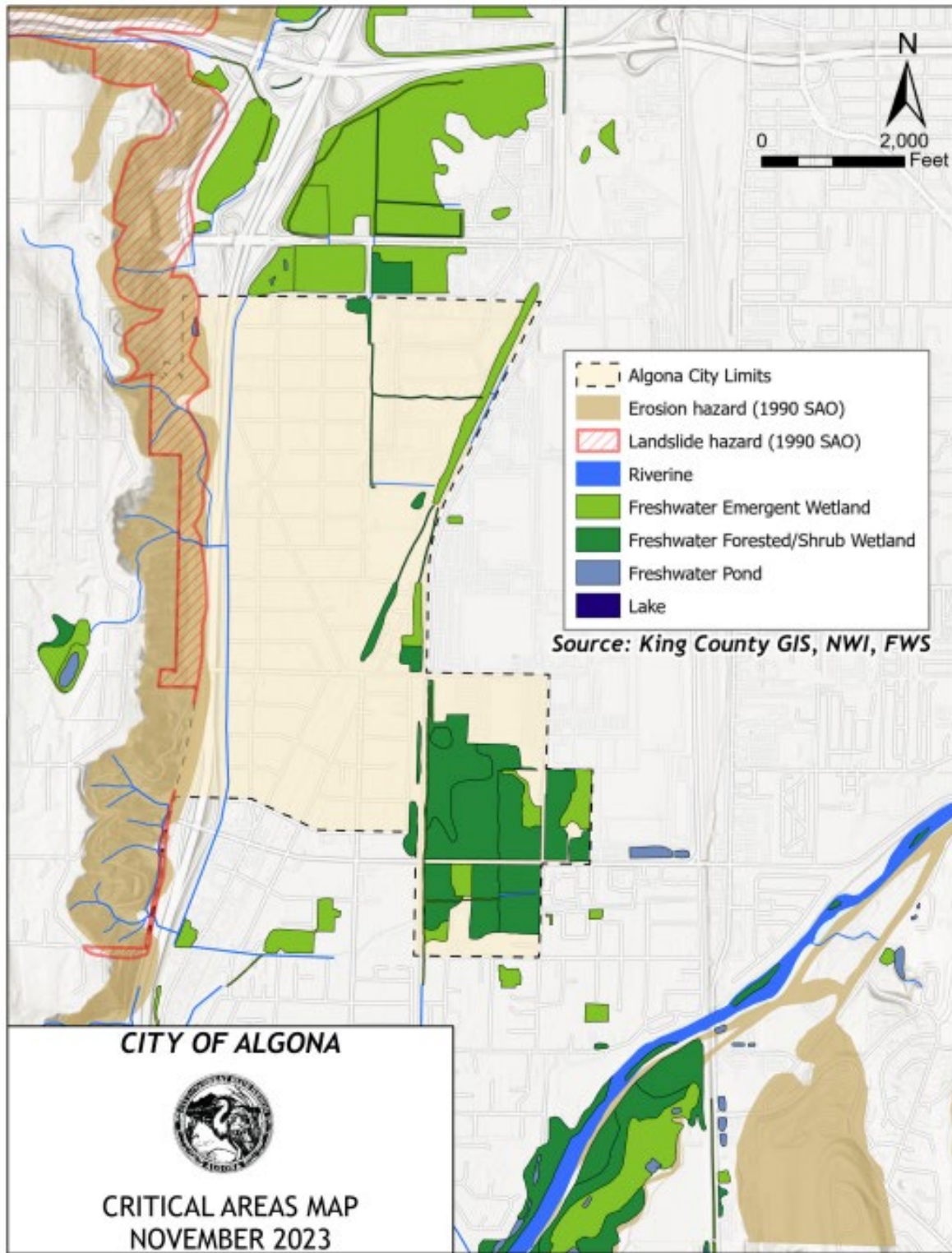
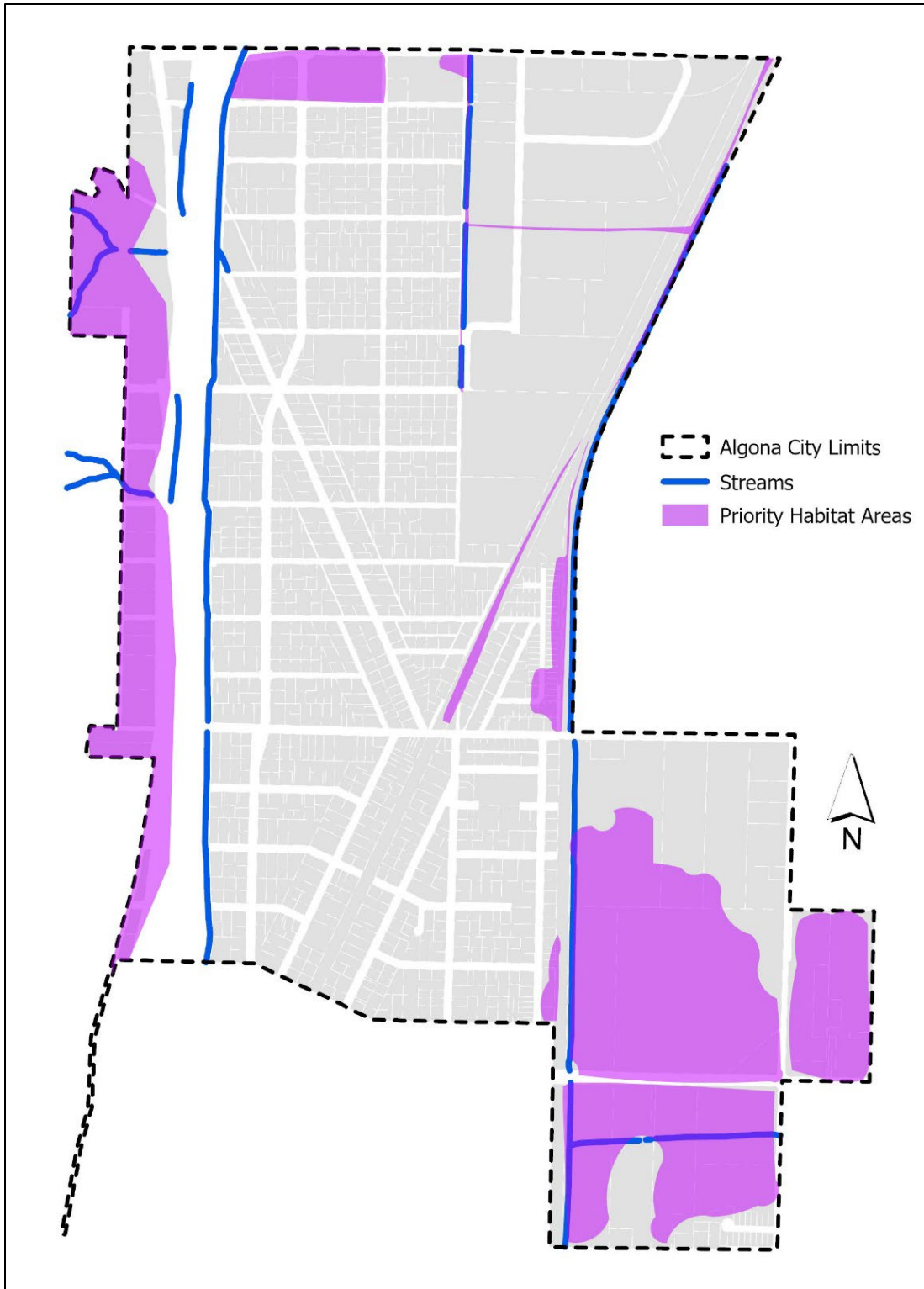


Figure 4: Priority Habitats in Algona<sup>4</sup>



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

## Implementation

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

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

## Relationship to Land Use

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

## Climate Change

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

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

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

Algona's target population for 2044 is 4,660; while it is currently unlikely that Algona will need to prepare a *Climate Change* element soon, the City will evaluate economically feasible opportunities to evaluate Algona's climate impact and reduce greenhouse emissions. Algona recognizes that climate

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<sup>5</sup> Office of Financial Management, *Population Estimates*. (2021).

change is anticipated to impact the frequency and severity of natural hazards, such as wildfires and landslides, and climate events, such as flooding or droughts.

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



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

## Goals and Policies

### GOAL NE-1 Critical Areas

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

Policies:

#### NE-1.1

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

#### NE-1.2

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

#### NE-1.3

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

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

#### NE-1.3

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

**NE-1.4**

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

**NE-1.5**

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

**NE-1.6**

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

**NE-1.7**

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

**NE-1.8**

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

**NE-1.9**

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

**NE-1.10**

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

**NE-1.11**

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

## **GOAL NE-2 Environmental Sustainability and Justice**

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

### Policies:

#### **NE-2.1**

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

#### **NE-2.2**

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

#### **NE-2.3**

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

#### **NE-2.4**

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

#### **NE-2.5**

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

#### **NE-2.6**

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

**NE-2.7**

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

**NE-2.8**

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

**GOAL NE-3 Flood Hazards**

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

Policies:**NE-3.1**

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

**NE-3.2**

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

**NE-3.3**

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

## GOAL NE-4 Water Resources

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

### Policies:

#### **NE-4.1**

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

#### **NE-4.2**

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

#### **NE-4.3**

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

#### **NE-4.4**

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

#### **NE-4.5**

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

## GOAL NE-5 Open Space

**Develop strategies and funding to protect lands that provide the following valuable functions: Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; Preservation of ecologically sensitive, scenic, or cultural resources; Urban green space, habitats, and ecosystems; Forest resources; and Food production potential.**

Policies:**NE-5.1**

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

**NE-5.2**

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

**NE-5.3**

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

**GOAL NE-6 Restoration and Pollution**

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

Policies:**NE-6.1**

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

**NE-6.2**

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

**NE-6.3**

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

**NE-6.4**

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

**NE-6.5**

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

**NE-6.6**

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

**GOAL NE-7 – Climate Change**

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

Policies:

**NE-7.1**

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

**NE-7.2**

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

**NE-7.3**

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

**NE-7.4**

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

**NE-7.5**

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

**NE-7.6**

Support the production and storage of clean renewable energy.

**NE-7.7**

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

**NE-7.8**

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

**NE-7.9**

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

# Chapter 5: Transportation

## Introduction

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

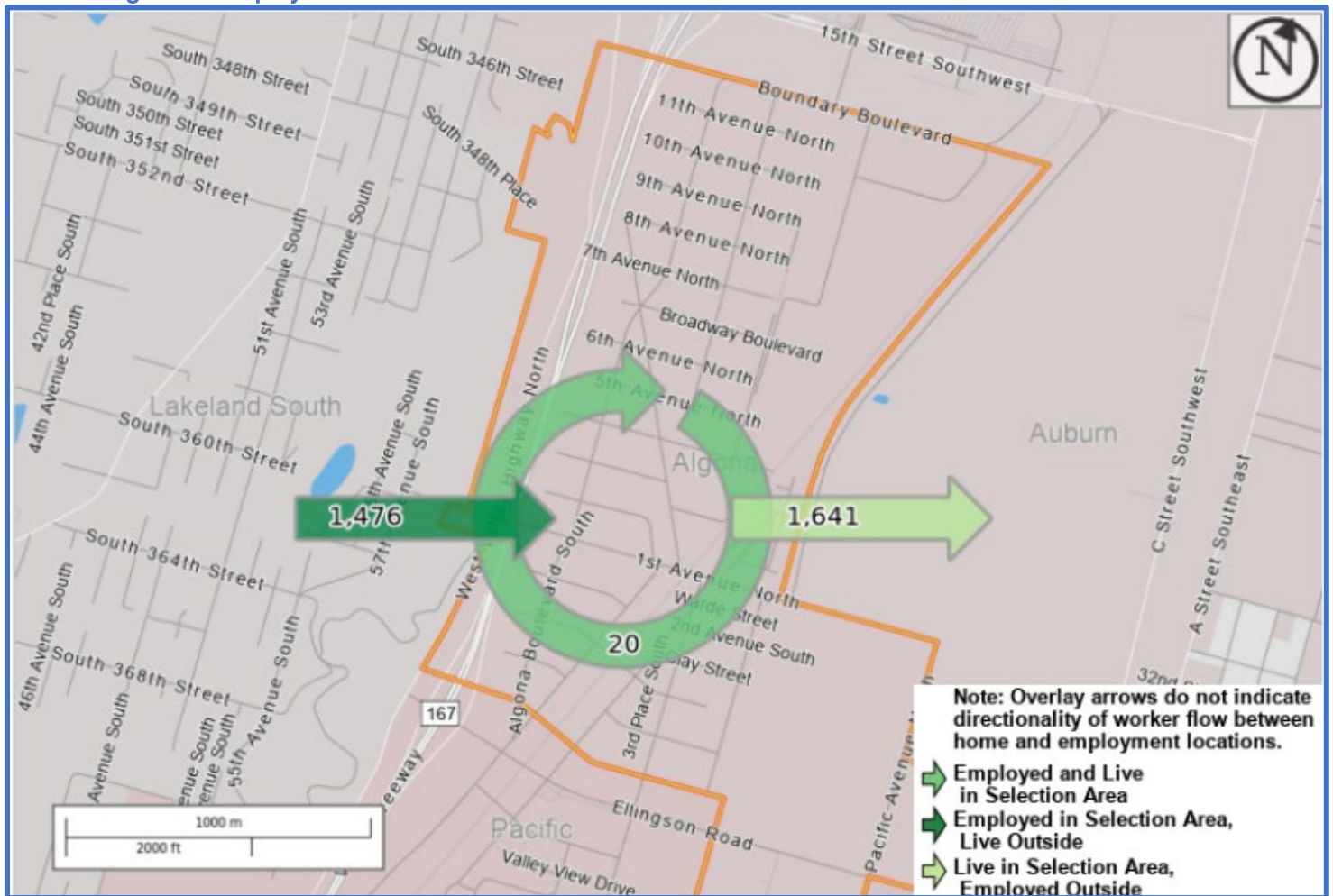
Decisions made in transportation or land use are highly influential on one another. Growth in housing, jobs, and population can overburden existing road networks not suited to handle the increased congestion without proactive planning. Requirements for concurrency in the Growth Management Act (GMA) specify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

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



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

Figure 1: Employment Flow



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

**Growth Management Act Requirements**

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

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

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

### ***Regional and Local Transportation Plans***

#### [Vision 2050 and The Regional Transportation Plan](#)

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

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

--PSRC Vision 2050, Page 3.

#### [King County Countywide Planning Policies \(CWPP\)](#)

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

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<sup>1</sup>[2022-2050 Regional Transportation Plan \(RTP\)](#), PSRC Page 38

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

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

### ***Transportation Improvement Plan***

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

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

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

### *Land Use Assumptions*

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

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

## *Algona's Transportation Network*

### *Automotive Transportation*

#### *Local Roadway System*

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

#### *State-Owned Roadway System*

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

#### *Parking Facilities*

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

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<sup>2</sup> Washington State Department of Transportation, Geospatial Open Data Portal (2023).

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

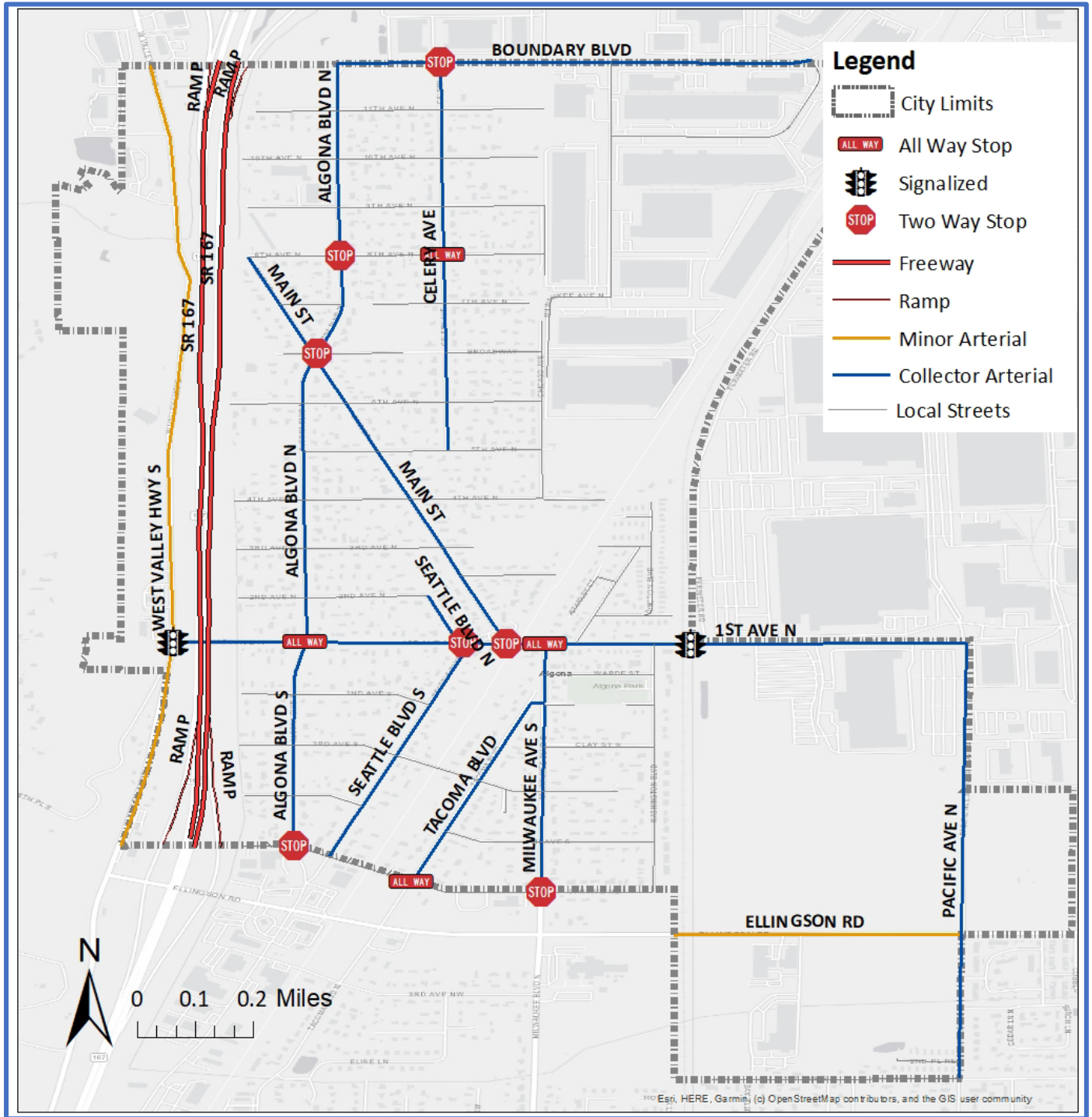
Demand is currently being satisfied by off-street parking on arterial and collector roadways which is maintained by private property owners. Off-street parking is required for all residential, commercial, and industrial developments and is intended to meet specific land use-related parking needs.

#### *Private Transportation*

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

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

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



***Bicycle and Pedestrian Network***

***Bicycle Trails/Paths***

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

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

***Pedestrian Facilities***

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



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

History of the Interurban Trail:

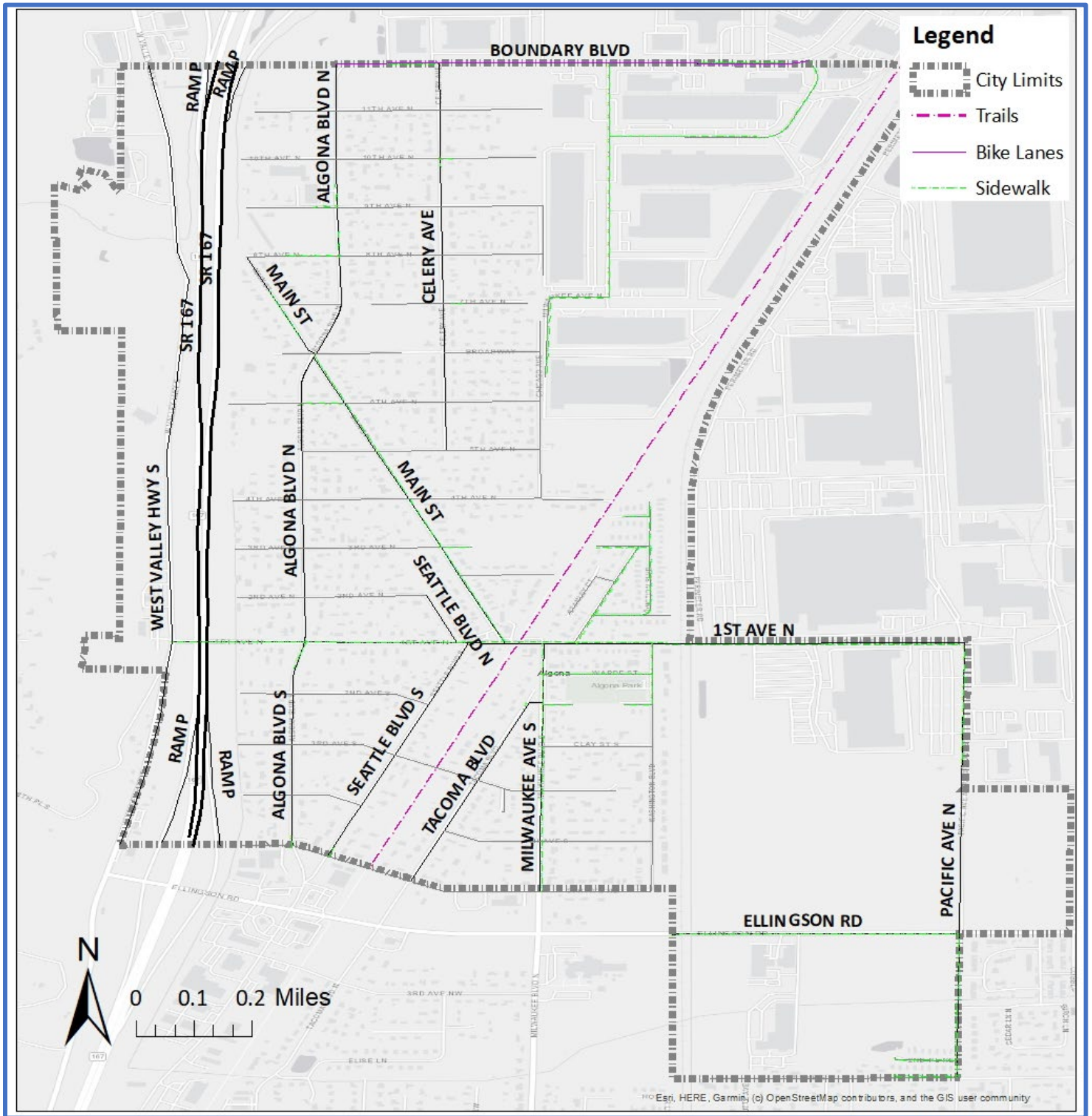
After being signed by Abraham Lincoln in 1862, the Homestead Act brought a new wave of settlers west. By 1870, Algona, (Previously known as Valley City) was growing steadily and needed additional infrastructure to support its population.

By 1902 the Interurban railway was operating from Seattle to Tacoma with stops at many cities including Algona. The Interurban railroad gave residents increased access to Seattle and many businesses began to locate near this the depots.

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

*Source: History Link, Algona Thumbnail History (2015)*

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



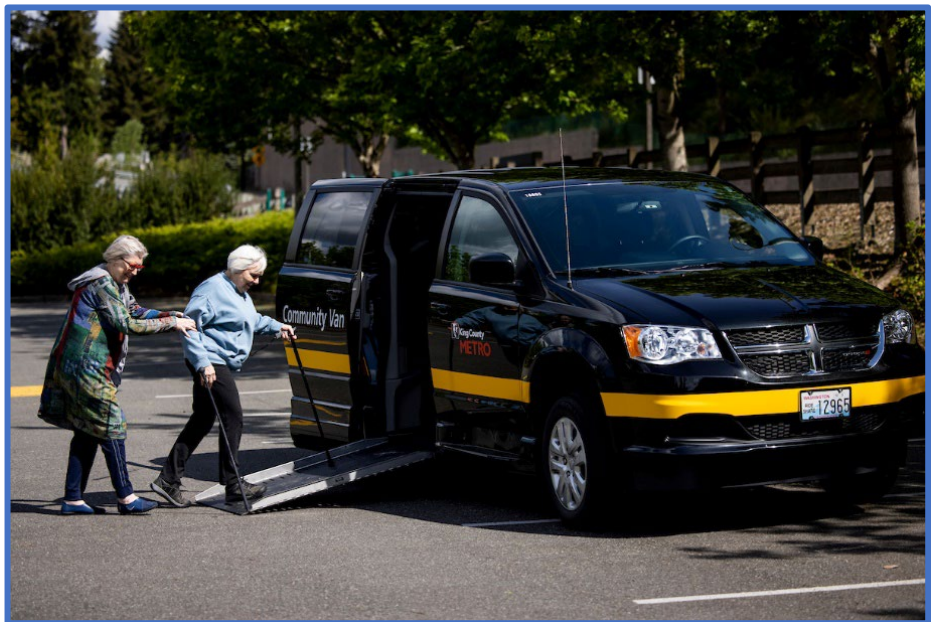
**Interconnection to Public Transit**

*Transit*

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



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

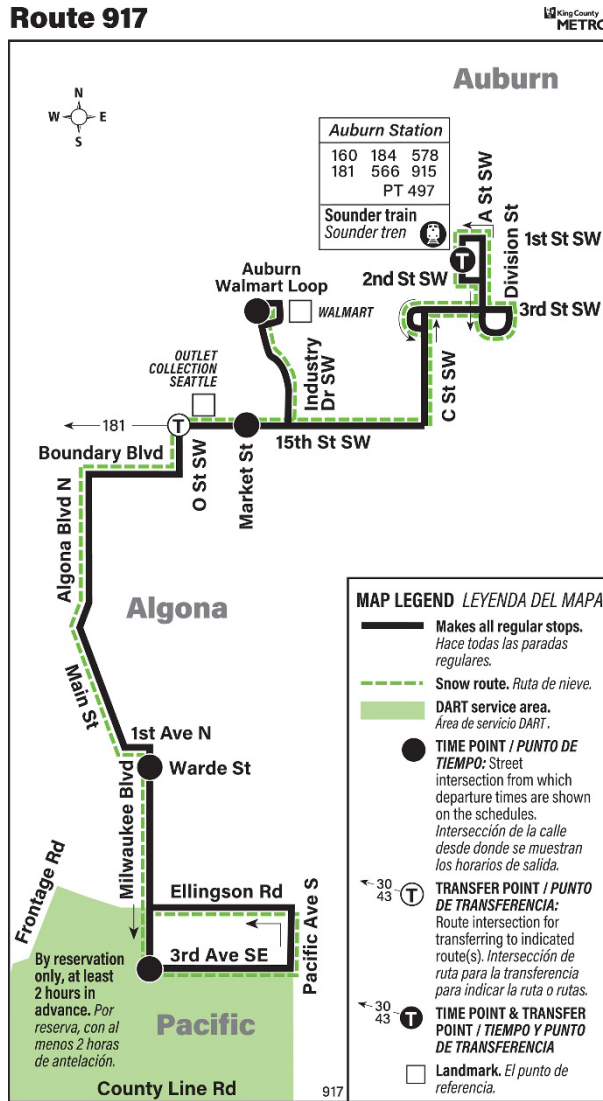


*Residents are able to call Community Transportation Shuttle when they need it the most.  
Source: King County Metro*

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

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

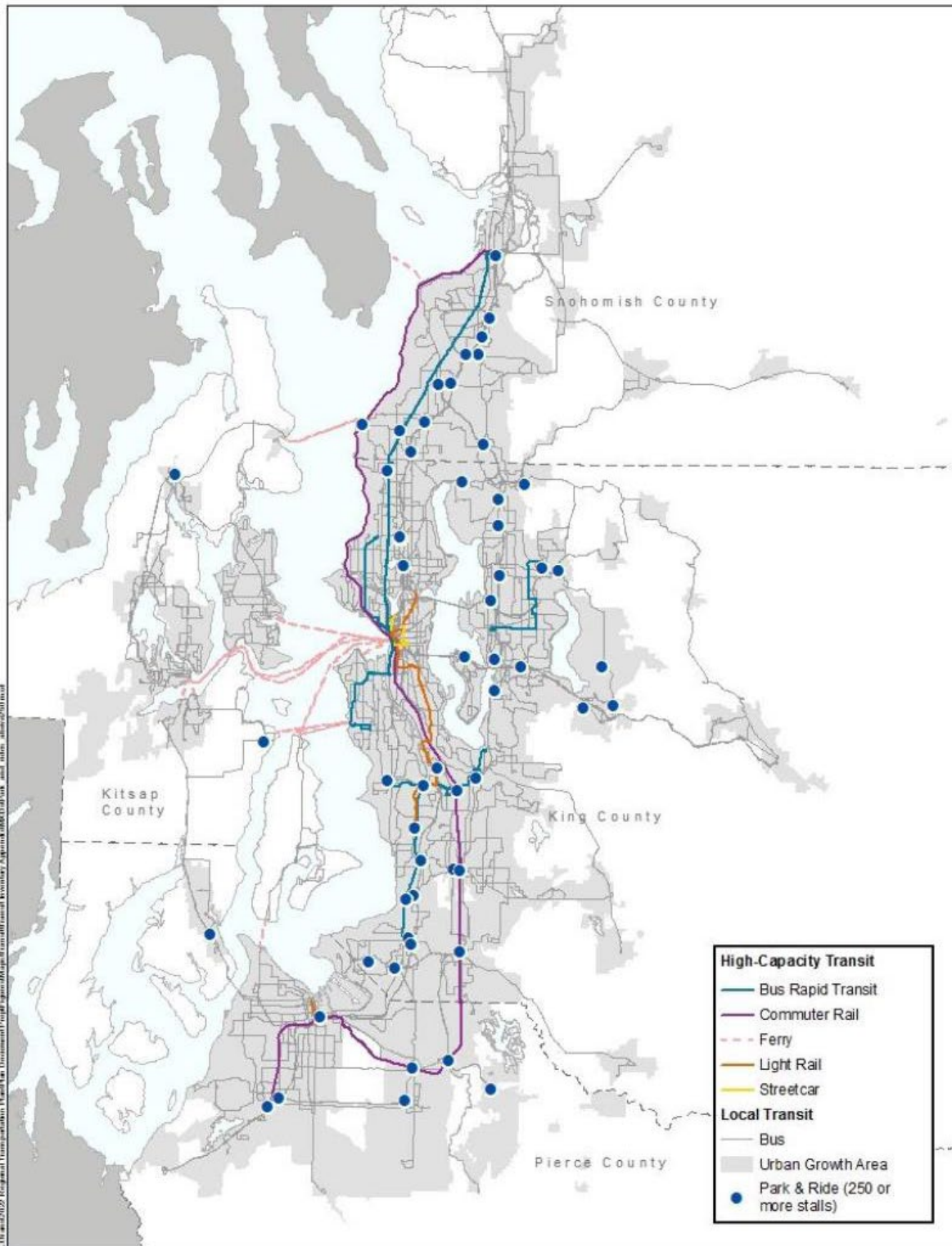
Figure 4: Route 917 Transit Map



**Railways**

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

Figure 5: Passenger Rail in the Puget Sound



Water and Air Transportation

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

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



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

### Existing Levels of Service

#### Automobile

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

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

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

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

**Figure 7: Level of Service Criteria for Unsignalized Intersections**

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

**Figure 8: Level of Service Criteria for signalized Intersections**

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

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



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



**Figure 11: Existing Conditions AM and PM Peak Intersection Operations**

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

**Pedestrian**

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

**Figure 12: Minimum Sidewalk Design Standards**

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

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

Figure 13: Pedestrian Level of Service



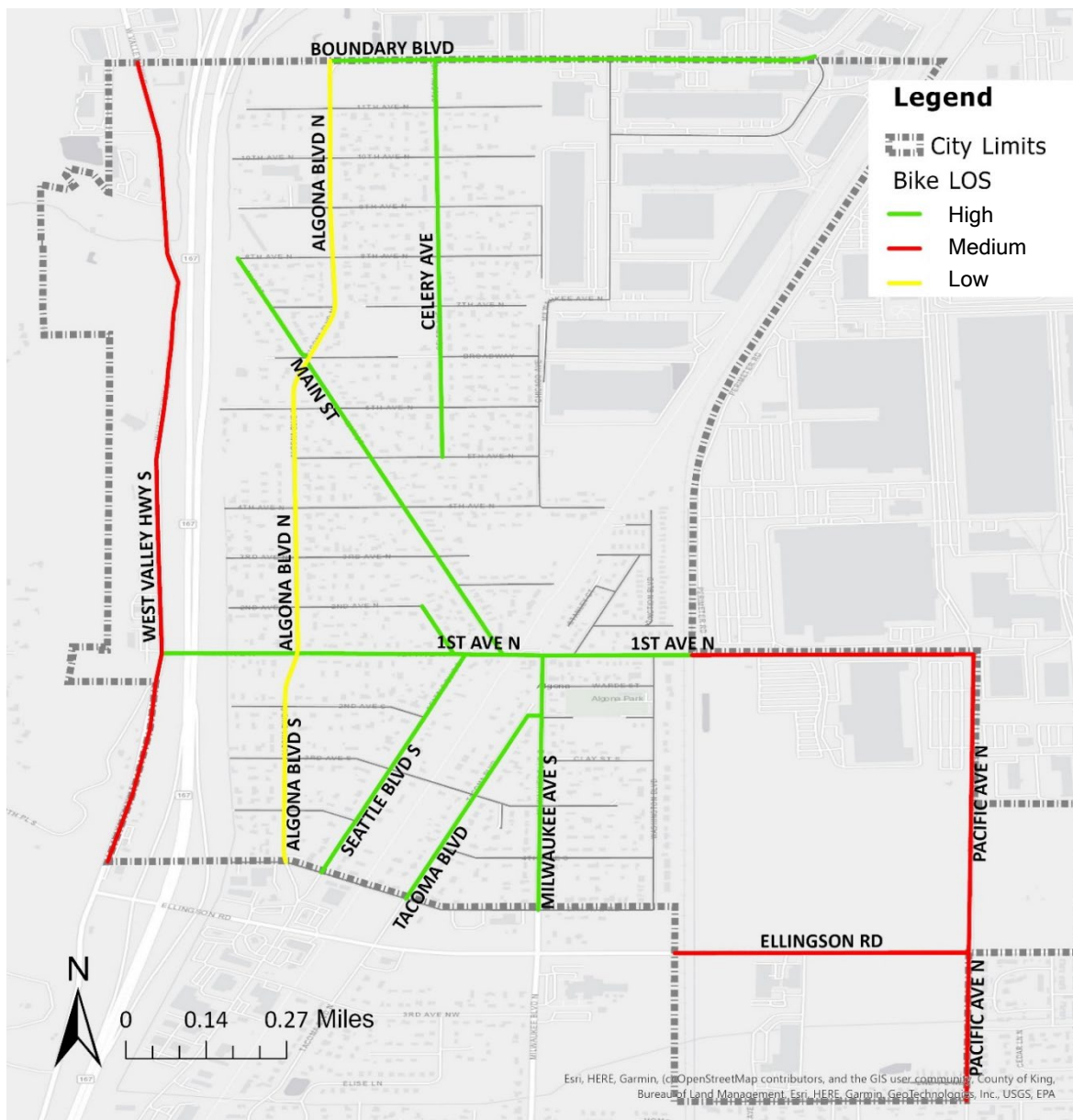
*Pedestrian Level of Service. Green street lines indicates a high level of service, yellow indicates a medium level of service and red indicates a low level of service.*

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

**Bicycle**

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

**Figure 24: Bicycle Level of Service**



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

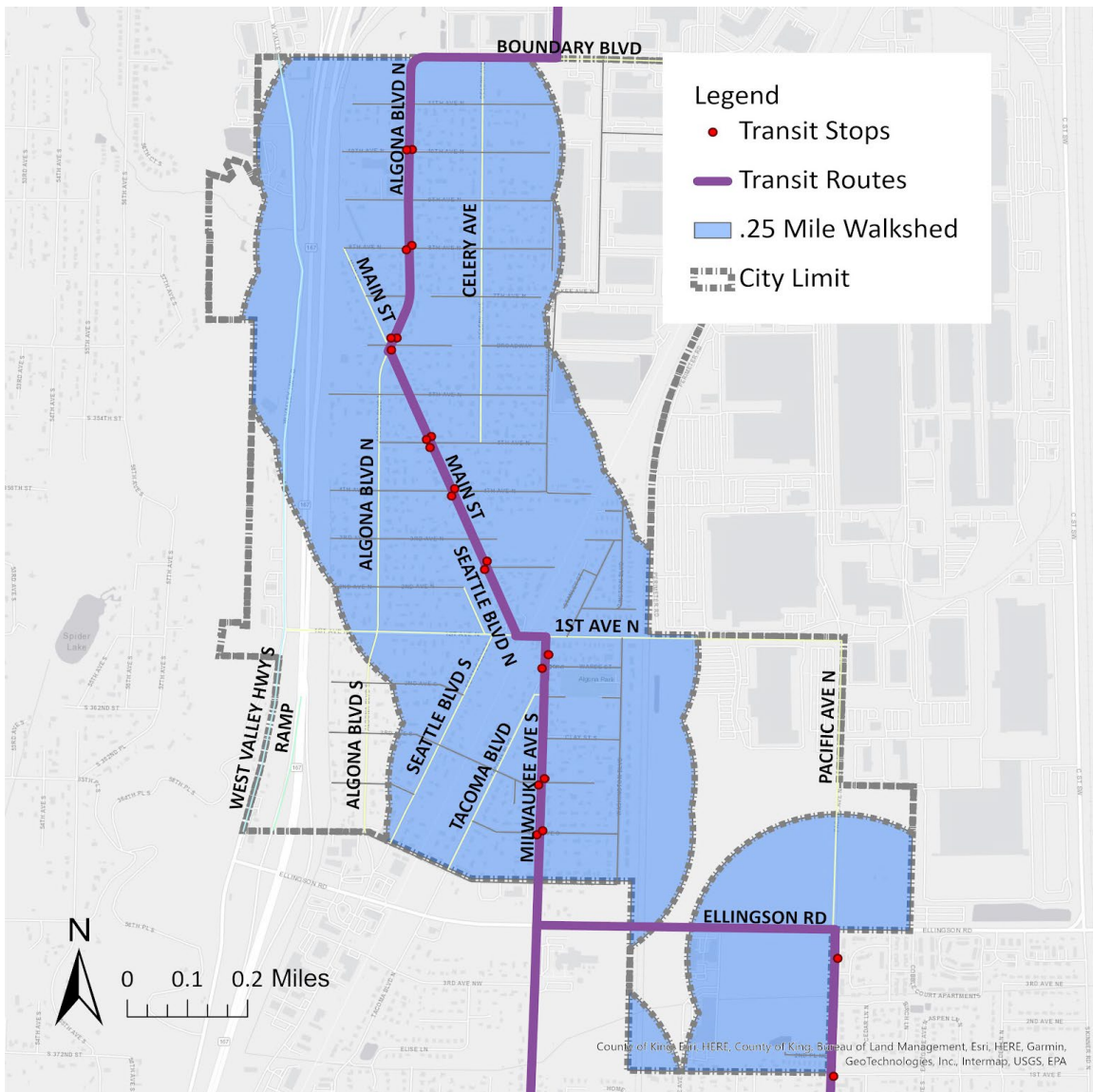
According to the WSDOT tables, streets with a posted speed limit of 30 miles per hour or less are classified as high LOS because they do not require a bicycle facility with an AADT of less than 6,000 vehicles. Algona Blvd has been classified as medium LOS, the only street with this classification in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

### ***Public Transportation: Bus Services***

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

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

Figure 35: Transit Level of Service



Bus Service Public Transportation areas.

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

## Level of Service – Growing Into 2044

### Automobile

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

**Figure 16: 2044 Future Conditions PM Peak Intersection Operations**

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

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

**Pedestrian**

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

**Figure 17: 2044 Future Conditions PM Peak Intersection Operations**



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

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

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

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

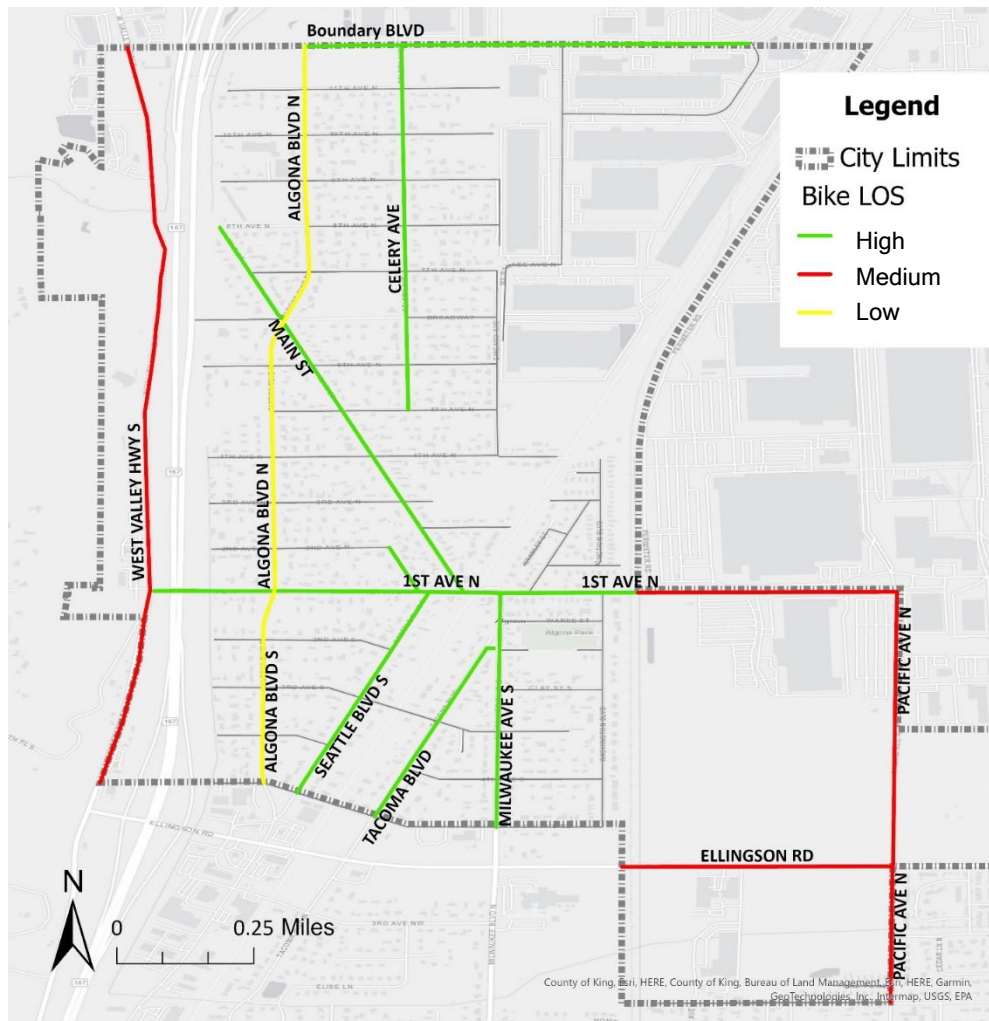
Each of these sidewalk projects improves the pedestrian condition in 2044 on these streets to a high LOS.

**Bicycle**

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

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

**Figure 18: 2044 Future Conditions PM Peak Intersection Operations**



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

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

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

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

### ***Public Transportation: Bus Services***

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

*Paving Our Way – Planning for Future Transportation*

Identified Roadway Improvement Projects

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

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

Identified Bicycle Infrastructure Projects

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

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

Identified Pedestrian Infrastructure Projects

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

Identified Roadway Improvement Projects
<b>1. Algona Boulevard North from Boundary Boulevard to 5th Avenue South</b>
<b>2. Seattle Boulevard from 1st Avenue North to 5th Avenue South</b>
<b>3. Tacoma Boulevard from Milwaukee Boulevard South to 5th Avenue South</b>

- 
4. Celery Avenue from Boundary Boulevard to Broadway Boulevard
- 
5. Broadway Boulevard from Algona Boulevard to Celery Avenue
- 

### *Emerging Trends and Patterns*

#### *Complete Streets*

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

#### *Mobility Hub Implementation*

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

#### *Vehicle Electrification and Increased EV infrastructure*

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

#### *Autonomous Vehicles*

Currently, major cities have crafted policies for piloting autonomous vehicles (AVs) on their public roads. The AV movement has drawn a lot of attention, for better and for worse. AVs are electric vehicles equipped with artificial intelligence (AI) that are capable of self-driving. The significance of reaching this

milestone is remarkable in that it has the potential to revolutionize land use and transportation. It is projected that self-driving AVs may affect the number of people who own cars in the future as cars will be easily requestable through Transportation Network Companies (for example, Uber or Lyft) or share mobility options. Additionally, demand for parking is projected to decrease since AVs will not need to park and can continue onto the next trip request. This will free up land currently dedicated to surface parking lots and parking structures to be reimagined based on new demands in land use.

### ***Equity in Transportation***

#### ***Shared Mobility***

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

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

#### ***Coordinating Access and the Transition Plan***

The Puget Sound Regional Council's (PSRC's) Coordinated Mobility Plan outlines its goals for a coordinated approach to improve accessibility for special user groups. PSRC defines special user groups as youths, older adults, people with low incomes, and people with disabilities. PSRC acknowledges the growing need to work collaboratively between transportation bodies to address transportation equity issues. As an appendix of the Regional Transportation Program (RTP), the Coordinated Mobility Plan outlines to steps needed to plan for people with special transportation needs. The plan's purpose is to prepare for the increased coordination between transit providers to meet the needs of this population. Opportunities addressed in the plan include specialized transportation modes such as paratransit services and improving the connectivity of transportation agencies.

### ***Future Development and Anticipating Impacts***

Local jurisdictions must adopt and enforce ordinances that prohibit development if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to

decline below the standards adopted in the transportation element. If transportation improvements or strategies to accommodate the impacts of development are made concurrently with the development, these types of projects may be approved. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies.

### ***Financing and Funding Opportunities***

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

### 2024 Capital Improvement Plan

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



***Future Guidance***

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

## ***Goals and Policies***

### **GOAL T-1 Regional Vision and Partnerships**

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

Policies:

**TR-1.1**

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

**TR-1.2**

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

**TR-1.3**

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

**TR-1.4**

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

**TR-1.5**

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

**TR-1.6**

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

**TR-1.7**

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

**GOAL T-2 Compatible Transportation Networks**

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

Policies:**TR-2.1**

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

**TR-2.2**

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

**TR-2.3**

The City should implement a sidewalk maintenance program.

**TR-2.4**

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

**TR-2.5**

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

**TR-2.6**

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

**TR-2.7**

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

**TR-2.8**

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

**TR-2.9**

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

## **GOAL T-3 Focus on Safety and Wellbeing**

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

Policies:

**TR-3.1**

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

**TR-3.2**

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

**TR-3.3**

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

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

## GOAL T-4 Equal Opportunities

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

Policies:

**TR-4.1**

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

**TR-4.2**

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

**TR-5.3**

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

## GOAL T-5 Level of Service

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

Policies:

**TR-5.1**

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

## GOAL T-6 Meeting Growing Needs

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

Policies:

**TR-6.1**

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

**TR-6.2**

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

**TR-6.3**

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

**TR-6.4**

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

## GOAL T-7 Financial Planning

**Maintain a reasonable and affordable level of service for roads.**

Policies:

**TR-7.1**

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

**TR-7.2**

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

**TR-7.3**

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

**GOAL T-8 Multimodal Transportation**

**Encourage alternatives to auto travel.**

Policies:

**TR-8.1**

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

**TR-8.2**

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

**TR-8.3**

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

**TR-8.4**

Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.

**TR-8.5**

Work with industries and businesses to assist in implementing their TDM, Commute Trip Reduction, or similar traffic mitigation programs.

**TR-8.6**

Reduce vehicle miles traveled in higher density and multi-family areas through cross-collaboration of City land use planning strategies and City industry and business TDM strategies.

## Chapter 6: Capital Facilities and Utilities

### *Introduction*

The *Capital Facilities and Utilities* element addresses the city's commitment towards providing a safe, consistent, and cost-effective network of publicly accessible infrastructure and services while ensuring compatibility with Algona's *Land Use* element. The intent of this element is to guide decisions in capital infrastructure and public services through 2044 by ensuring that these services are developed in respect to this vision while also guiding development concurrent with future growth.

The availability and quality of these services can have a direct impact on the quality of life for residents and the success of businesses. Such facilities include public safety, fire and emergency services, parks, streets, water, sanitary sewer, electrical systems, telecommunications and so on.

The *Capital Facilities and Utilities* element is divided into two subsections: Capital Facilities and Utilities. These two subsections are each required to be included in the comprehensive plan by the Washington State Growth Management Act (GMA). While each subsection has their own specific requirements under Washington State law, they are inherently linked and correspond to one another. Algona has combined capital facilities and utilities under one chapter because they are inherently linked by primarily being owned and operated by municipal agencies. All facilities and utilities operating in the city are described in **Figure 1 Public Services Inventory**.

In updating their comprehensive plans, cities must connect future population and job forecasts to available public services and ensure that those services can be provided. If services cannot be provided concurrent to growth, then a city must reassess its land use plan and other policies to ensure that anticipated growth can be accommodated. (i.e., that forecasts, standards, and services are in balance). Transportation needs are assessed in Chapter 4.



*The City of Algona utilizes John Matchett Memorial Park for recreation and community events, such as the annual Pumpkin Launch. Photo by Betty Padgett.*

### Key Terms

#### **Capital Facilities:**

Any publicly owned properties used for public uses, such as but not limited to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, city buildings, fire stations, police stations, parks and recreational facilities, and schools.

#### **Utilities:**

Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, power, electricity, light, heat, gas, oil, crude oil products, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public.

### Currently Adopted Plans

The City of Algona maintains several plans and agreements that guide its capital facility and services planning. These are adopted by reference as part of its Comprehensive Plan to ensure that the consistency requirements of the GMA are maintained. These plans, agreements and regulations are as follows:

- Resolution No. 689-02 and Water System Intertie Agreement No. 3A
- Uniform Fire Code
- International Building Code
- Puget Sound Water Quality Management Plan
- NPDES Phase II Stormwater Permit
- King Country METRO Interlocal Agreement for sewer service
- 2019 Stormwater Management Manual for Western Washington
- 2024 Flood Hazard Management Plan

In addition, the City has adopted several plans, resolutions and ordinances detailing its long-term plans for capital facilities and services, including:

- Resolution 1106-14. Six-year Transportation Improvement Program
- Zoning Codes

Algona's implementation strategy calls for future decisions to be compared with the *2024 Algona Comprehensive Plan* and these plans and regulations. Where there is a conflict, adopted plans will generally control unless decision makers determine that they need adjustment in order to meet the community's goals and vision.

**Figure 1** below shows the utilities and services made public in the City of Algona. Additionally, the table shows each service provider and their regulating plan or agreement. Some private-public agreements are codified in the form of resolution or are entered into through local-agreement. Services and utilities provided in house are regulated through adopted standards and code.



*One of the capital services provided by the City of Algona is policing. Algona Police Department cars line the parking lot ready to address emergencies and criminal activity.*

*Photo by Betty Padgett.*

**Figure 1: Public Services Inventory**

<b>Public Service/Infrastructure</b>	<b>Provider</b>	<b>Regulating Plans and Agreements</b>
City Hall	City of Algona	N/A – owned by City of Algona
Police	City of Algona	N/A – owned by City of Algona
Fire and Emergency Services	Valley Regional Fire Authority (VRFA)	Interlocal Agreement Through King County Fire District NO. 31 with VRFA
Schools	Auburn School District	N/A – operates outside of city boundaries
Library	King County Library System	N/A – operates outside of city boundaries
Parks and Recreation	City of Algona	N/A – owned by City of Algona
Stormwater	City of Algona	NPDES Phase II Stormwater Permit  2019 Stormwater Management Manual for Western Washington
Streets	City of Algona	2021 Public Works Standards
Water	City of Auburn	Resolution No. 689-02 and Water System Intertie Agreement No. 3A  Puget Sound Water Quality Management Plan
Sewer	City of Algona	King Country METRO Interlocal Agreement for sewer service
Electricity and Gas	Puget Sound Electric	N/A

### Capital Facilities Overview

The fundamental purpose of the *Capital Facilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future services will positively contribute towards improving the quality of life in Algona. Public facilities provided and maintained in Algona reflect the community's values and therefore have the need to be thoughtfully designed and implemented.

As the City analyzes its current infrastructure systems and their respective plans for the future, it is important to recognize the difficulty in planning for future needs while adhering to the needs of residents and business on a day-to-day basis.

Capital facilities are the services and infrastructure that the public sector provides to the community. Algona specifically defines capital facilities as land or structures owned by or operated for the benefit of the public use and necessity, including but not limited to public facilities as defined in RCW 36.70A.030, as amended, and may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

These services are vital to the community's health, safety, and productivity and is foundational to supporting the growth expected through 2044. Given that the services in this section are tied to expected growth, it is integral that the analysis in this section be coordinated with the *Land Use* element to ensure that goals and policies are consistent for achieving expected growth. *Land Use* is assessed in Chapter 2.

All capital facilities planned, provided, and paid for by the City and other public entities is covered in this element, to serve as a check on the practicality of achieving other elements of the comprehensive plan. Capital expenditures from park and recreation elements are also included in the Capital Facilities element. The element must be consistent with Countywide Planning Policies from PSRC and [RCW 36.70A.070\(3\)](#), and include:

1. **Policies or procedures to ensure capital budget decisions are in conformity** with the Algona Comprehensive Plan.
2. An **inventory of existing capital facilities** owned by public entities, including green infrastructure, showing the locations and capacities of existing capital facilities.
3. A **forecast of needed capital facilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.
4. A **Six-Year Plan (at-least) that will finance such capital facilities** within projected funding capacities and identify sources of public money to finance planned capital facilities. The City shall make capital budget decisions in conformity with the comprehensive plan.

5. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies constitutes the capital facilities demand.
6. **A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs**, and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.
7. **If impact fees are collected: identification of public facilities on which money is to be spent.**

## Capital Facility Inventory & Forecasts

### City Hall and Community Center

#### *Existing Facilities*

City Hall is located at 200 Washington Boulevard next to Matchett Park and the Algona Police Department. The building was completed in 2016, replacing the former city hall now used by the police department. The current building is a 10,971 square feet two-story building with the community center on the first floor and City Hall and Council Chambers on the second floor. The building is certified LEED Silver based on energy and water efficiency construction and regionally sourced materials.

#### *Proposed Facilities*

There are no current plans to expand or remodel City Hall and the Community Center. The facility is currently operating at 3,310 sf /1,000 people and is current meeting level of service standards. The City has a target of providing at least 1,000 sf / 1,000 people and is anticipated to meet future demand in 2044.

### Public Works Maintenance Building

#### *Existing Facilities*

The Public Works Maintenance building contains the supplies and equipment used by the Public Works Department to conduct site investigations, maintenance, landscaping, and other materials used throughout the year. It includes a covered parking area for service vehicles and storage.

*Proposed Facilities*

The City intends to replace/expand the current maintenance building in the next 10 years. The current facility is 2,700 sq. ft. in size, and while it is expected to handle the projected population of 2044, the facility needs improvements that will increase the City's capacity and efficiency while reducing maintenance and repair costs down the road. The expected Level of Service that needs to be met is approximately 580 sq. ft. / 1,000 people.

**Police***Existing Facilities*

The Algona Police Department operates out of a previously used school building adjacent to City Hall and John Matchett Memorial Park, located on 402 Warde Street in Algona. Maintenance on the building has increased since 2015 with several renovations to ventilation and communications systems. However, the need to modernize the building is an ongoing process.

The Algona Police Department has a staff of eight full-time officers including a Chief, two first-level supervisors, and five patrol officers. There are also two additional non- or limited commission employees that operate as office manager and record specialist. The following is the Police Department level of service (LOS) observed in 2010 when Algona had a population of 3,315:

- 2.7/1,000 for full time patrol staff, including Chief and Sergeant
- 3.6/1,000 for patrolmen and reserve officers
- 3.9/1,000 for uniformed staff and specialists

As of October 2023, Algona Police maintains levels of service around 2/1000 on average across all fields listed above. The Department expressed its desire to improve this number to 3/1000 on average and plans to bring on three to four new recruits in the near future. While there are no hard and fast standards for police services, surveys around the State of Washington (Municipal Research) show an average range of 1.7 – 2.3 police officers per one thousand population. Algona falls comfortably in that range.

Algona continues to hold the title of the smallest nationally accredited program in the State of Washington. Accreditation is based on meeting all 147 standards for police law enforcement services. This is an incredible point of pride for the small, dedicated police team and the City given the Department's size.

*Proposed Facilities*

Level of service is anticipated to remain the same for full time patrol staff, the Chief, and Sergeant. However, due to lack of space at the Police Station the anticipated number of administrative staff and specialists is anticipated to remain the same staff level as today. Ideally, Algona Police aims to increase to 13 full-time officers with a total staff of 15 as the population increases concurrently. The anticipated level of service in 2044, if Algona hits the population target of 4,660, would be:

- 2.8/1,000 for full time patrol staff, including Chief and Sergeant

- 1.5/1,000 for patrolmen and reserve officers
- .4/1,000 for uniformed staff and specialists

There are no new buildings or facilities expected to be developed between 2023 and 2044. The City will begin initial feasibility work to determine an appropriate location for a future redevelopment and rough budget for a new Police Department facility. However, there are several planned updates for the Police Station expected for the current facility. The Department only has one locker room, so adding an additional locker room is a priority for the Department. This would also be to the benefit of adding more officers to reach LOS for the increasing Algona population. Additionally, updated security measures are needed at the existing Police Department, such as adding a sally port to safely manage people entering and exiting the facility.

Beyond building renovations, there is an emphasized need to replace vehicles in the Police Department's fleet. Vehicles have a seven-year lifespan or approximately 117,000 miles before needing to be replaced. The Department has also expressed its pivoting to an all-hybrid fleet which will reduce fuel costs and implement the City's commitment towards reducing their climate impacts and emissions. Additionally, vehicle laptops need replacement every four years and will be required in addition to new fleet vehicles.

Algona Police receives its funding out of the Algona's General Fund. Funding is expected to remain consistent with concurrent growth planned as the population grows and new businesses develop. An Asset Replacement Fund has recently been passed at City Council that will further allocate funding towards replacing public vehicles city-wide. This would reduce stress towards maintaining the seven-year lifespan.



*The City of Algona Police Station sits adjacent to City Hall and John Matchett Memorial Park in downtown. Photo by Caitlin Hepworth.*

## Fire Protection

### *Existing Facilities*

Fire protection services are provided by the Valley Regional Fire Authority (VRFA), which serves Algona, Pacific, and Auburn, along with King County Fire District 31. They currently operate five fire stations each serving a district within the VRFA's jurisdiction. Algona receives its service primarily from Station 38, located at 133 3rd Avenue SE in Pacific. Station 38 has a total of 5,000 square feet of space shared with the Pacific Police Department. Currently, three shifts for one captain and two firefighters, and one vehicle operate out of Station 38. Regardless of district, the whole battalion will allocate resources depending on the service needs at any given moment. Services available to Algona residents include emergency call response, fire prevention through permitting and fire inspection services, public education for school children, and social work services accessible via 911 (CARES). Over the past twenty years, there has been a consistent and continual rise in service demand. Like many fire and emergency service providers in the region, VRFA is meeting current service demands while balancing time spent towards innovating new solutions to respond to current challenges.

Fire suppression is handled through the Fire Marshal's Office which performs operations at Station 35. The Fire Marshall, along with their team of plan reviewers, are responsible for annual life-safety inspections, plan review, permit inspections through completion, and fire investigation services. Plan reviewers ensure that fire suppression systems are designed and implemented based on the most recently adopted building and fire codes. This ensures a reduced risk to properties by fire and therefore reduces fire insurance costs city-wide.

The VRFA receives its funding through a diverse portfolio of funding options. Its main funding mechanisms include a property tax levy and the voter approved Fire Benefit Charge (FBC). The property tax levy receives \$1 for each \$1,000 of assessed property value in the VRFA's jurisdiction. The FBC funding method assesses properties based on square footage, building use types, and delivery of crucial fire protection resources to structures in the service area. Therefore, equally distributing funding based on the level of need and resource requirement for each structure. The FBC was first approved in 2006 and has been approved every six-year period since. The current FBC six-year period ends in 2024 and will be voted on again. However, 2024 will be the first year that voters could choose to expand beyond six-year periods, including expanding the funding for perpetuity.

### *Proposed Facilities*

While the VRFA does not have a level of service, the agency is looking to improve its service call times and expand its current response shed by relocating Station 38 to a more suitable location. The current facility shared with the Pacific Police Department is dilapidated and lacks space to handle the projected growth for the region. The new location is proposed at 205 5th Avenue NW in Pacific near Algona's southern border. The new location will allow increased staffing for years to come. It will also include the most modern code and standards for fire stations, adding resiliency to natural disasters and be safer for personnel. Electric emergency vehicles, such as fire engines, will also be supported by the new location.

The VRFA states that it is prepared for the oncoming future. The VRFA expects calls for emergency medical

services (EMS) services will continue to grow and evolve until solutions towards drug use, mental health, and homelessness can be identified. Simultaneously, VRFA expects call volume for fire services to continue to dwindle as fire suppression systems and improved building code reduce the risk of fire as exemplified over the last 10 to 20 years. Given this context, VRFA continues to evolve its services proactively based on forecasted need. An example of this is the CARES team currently implemented. The CARES team allows for a diversified staff of social workers to respond to calls based on the need. CARES unit specialists are suited to respond to non-emergent calls and provide alternative treatment and direct them to medical care appropriate to their needs. The team is staffed with three social workers, further increasing capacity to assist patients experiencing and battling homelessness, drugs, or mental health issues. The CARES unit is great example of how fire and emergency services are adapting to the changing need.



*Valley Regional Fire Authority operates out of Auburn, Washington.  
Photo by: Valley Regional Fire Authority*

## **Schools**

### *Existing Facilities*

The Auburn School District No.408 encompasses a 62-mile area bridging King and Pierce Counties and serves 96,000 residents in Auburn, Algona, Pacific, Lake Tapps, and unincorporated areas of King County. The School District serves 17,000 students with a diverse ethnically, linguistically, and socio-economic diverse community.

In 2016, the community passed a \$456 million bond to build two new elementary schools and replace its six aging schools. The nearest schools that serve the City of Algona include the following:

- Alpac Elementary School is located at 310 Milwaukee Blvd, Pacific, WA; it opened in 1972, had an addition and remodel in 1987, and a small renovation in 2012. The school is 49,000 square feet and offers an administrative area and gymnasium at the front, followed by the library and classroom wings. There are 19 general and specialty classrooms, a library, an office, a health room, a workroom area, a staff lounge, and a counselor's office.
- Auburn Riverside High School is located at 501 Oravetz Road, Auburn, WA; it opened in 1992. The school is 59,940 square feet and serves grades 9th through 12th. The high school can accommodate over 1,900 students and has general classrooms, labs, art studios, a theater, a gymnasium, a swimming pool, and a library.
- Mt. Baker Middle School is at 620 37th Street SE Auburn, WA. Opened in the fall of 1994, the school is 91,300 square feet and serves grades 6th through 8th. The middle school can accommodate over 900 students, 22 standard classrooms, and specialty rooms, including science, computer rooms, and a technology lab. In 2009, two additional portable classrooms were added for a total of four portable classrooms.
- Olympic Hill Middle School is at 915 4th Street NE, Auburn, WA. Completed in the summer of 2019, it is 98,000 square feet and on 17.4 acres. The middle school can accommodate 800 students in grades 6-8 and includes general classrooms, specialty classrooms such as art, CTE, music, science, special education, gymnastics, and common support spaces.

### *Proposed Facilities*

The Auburn School District was contacted during the periodic update to collaborate on projects benefiting Algona's school-aged population. The school district was not prepared at the time of contact to discuss future improvements, level of service, and population growth through 2044. While there are no facilities located in Algona, the Auburn School District is required to separately prepare a Comprehensive Plan for the overall school district.

### *Green Facilities*

Green Facilities are facilities designed to reduce the impacts of the built environment on the natural environment and human health. This is primarily done through energy and resource efficiency and sustainable development practices.<sup>1</sup> These buildings may reduce pollutants, have landscaping features that reduce water consumption, or incorporate sustainable materials in construction.

City Hall is certified LEED Silver, earning 56 of the total 110 possible points. Earning silver means you achieved between 59 and 50 points. City Hall achieved LEED Silver through its application and use of sustainably sourced resources and energy efficiency,

The future South County Regional Transfer Station (SCRTS) has been designed in accordance to the rules of the Living Building Challenge. The Living Building Challenge framework incentivizes positive environmental impacts both on and around the site. SCRTS is expected to be open in 2026, and will

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<sup>1</sup> Environmental Protection Agency, Definition of Green Building

include solar panels, sustainable construction material, natural light, and native plant landscaping.

In the future the city aims to develop more EV charging infrastructure to support an increasing number of electric vehicles (EVs). Funding was applied for through the State's EV Charging Grant program to design and implement EV charging facilities.

### **Essential Public Facilities**

Beyond those facilities that are City-owned or provided through joint agreements with other communities or agencies, are "essential public facilities" or EPFs.

*Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities...state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities...."*

--- RCW 3d.70A.200

Comprehensive plans and the regulations that support them must provide for EPFs. Plans or regulations cannot preclude the siting of EPFs but can set the standards for how they are reviewed or designed. This is to ensure that the facilities are compatible with the surrounding area and that their significant impacts are mitigated.

Algona has adopted the King County Countywide Planning Policies including policy DP-40:

*Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs.*

Algona City Code (AMC 22.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process.

#### *Existing Facilities*

Only one use in Algona meets the criteria as an Essential Public Facility, the Algona Transfer Station. The King County Solid Waste Division maintains the Algona Transfer Station on West Valley Highway. The facility is owned and operated by King County and is described in the County's Comprehensive Plan.

#### *Proposed Facilities*

As of 2023, the South County Regional Transfer Station (SCRTS) is currently under construction just north of the existing Algona Transfer Station site. This new state of the art facility has increased capacity to collect recyclables, which is currently restricted to specific metals at the current location. The facility is being developed in accordance with the standards of the Living Building Challenge to negate environmental and

social impacts. The new facility will replace the current South King County Transfer Station.

### *Park and Recreation Facilities*

Algona is home to eight park facilities serving the population. Below is a summarized inventory of the park system, which is described further in the *Parks and Recreation Element* in Chapter 7 along with future projects and level of service.

#### *Existing*

#### John Matchett Memorial Park

Matchett Park is one the largest parks within Algona and covers approximately 3.75 acres. The park is centrally located in Algona and is adjacent to City Hall and Algona Police Department. The Park has several amenities making it great for both passive and active recreation. Supported activities include baseball, softball, basketball, tennis, picnicking, and gardening. Included furnishings are restrooms, benches, playgrounds, a restroom, and a covered eating area. Several events are held here annually, which include Algona Days, Movie Night, and the Pumpkin Launch.

#### 7<sup>th</sup> Avenue Park

This small neighborhood park is located at the west end of 7<sup>th</sup> Avenue N, adjacent to State Route (SR) 167. The space is approximately 4,770 square feet and is furnished with a barbeque pit, bench, and picnic table.

#### Stanley Park

This neighborhood park located along the Northeastern portion of Stanley Avenue is approximately 5,770 square feet. It includes a swing set, bench, and one picnic table.

#### Waffle Park

This triangularly shaped small park is adjoined to the County Interurban Trail. It provides a covered resting place for trail users with a picnic shelter and tables. The park shares approximately 5,300 square feet of open space with King County.

#### 3<sup>rd</sup> Ave Pocket Park

This park is also adjacent to the Interurban Trail is the 3<sup>rd</sup> Ave Pocket Park. The park is composed of approximately 7,800 square feet of space, and includes a shelter, a barbeque pit, picnic tables and benches.



*The basketball and tennis courts at John Matchett Memorial Park.  
Photo by Cyrus Oswald.*

Stanley Tot Lot

The Stanley Tot lot is located at the intersection of Stanley Avenue and Iron Avenue. It has two picnic tables, a bench, and a playground for young children four and under.



*The Stanley Tot Lot is located near single family homes off Stanley Avenue and near the Interurban Trail. Photo by: Betty Padgett*

Interurban Trail

The Interurban Trail, also referred to as the Electric Avenue Interurban Trail, is owned and maintained by the Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in southern King County along its 14.72-mile length.

David E. Hill Wetland Preserve

Built in 2024, the David E. Hill Wetland Preserve is the city’s second major park. The open space park is approximately 8.9 acres, making it the largest park in Algona. The preserve’s walking trails and overlook support passive recreation options such as walking, birdwatching, and provide educational opportunities. The wetland ecology, holistic approach to local flora, and presence of stormwater infrastructure gives ample opportunity to learn about our restorative environment practices.



*Mayor Troy Linnell and former Mayor David Hill attend the David E Hill Wetland Preserve dedication event on a warm October day in 2023. Former Mayor Hill is credited with prioritizing funding and resources for the park’s development. Photo by: Betty Padgett*

## Utilities Element Overview

The City defines a “public utility” is a private business organization such as a public service corporation performing some public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either of which are paid for directly by the recipients thereof. Such services shall include, but are not limited to, water supply, electric power, gas, and telecommunications. This section provides a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each public service utility obligations.



*Above ground powerlines bring electricity to Algona's homes and businesses. The City is powered by Puget Sound Electric (PSE) who is responsible for system upgrades and billing rates.  
Photo by: Betty Padgett*

The purpose of the *Utilities subsection* of the *Capital Facilities and Utilities* element is to ensure that current and future utility services are sufficiently available to accommodate the potential growth Algona will see over the next 20 years and carve out key improvement projects that are necessary to meet the needs of new residents, businesses, and government facilities. Utility investments are costly and must be proactively planned to achieve improvements in a time effective manner. The element must be consistent with [RCW 36.70A.070\(4\)](#), and include:

1. An **inventory of existing utilities** owned by public or private entities.
2. A **forecast of needed utilities** based on the land use element. The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period for publicly operated utility providers.
3. **Proposed locations and capacities of expanded or new capital facilities** necessary for growth over the 20-year life of the comprehensive plan. Facilities and infrastructure needed for new growth, combined with needs for maintenance and rehabilitation of the existing systems and the need to address existing deficiencies in the utility system.
4. **Goals and policies** that demonstrate adherence to County and regional policies.

## Utility Inventory & Forecasts

### Potable Water Supply

#### *Existing Facilities*

The City of Algona purchases its water wholesale from the City of Auburn Water Department, and as such Auburn is responsible for determining how they will meet water capacity for all their current customers and anticipated customers by 2044. Between 2009 and 2014 Algona received on average approximately 330,000 gallons of water per day, which is the equivalent of 5 percent of Auburn's total daily water consumption. Auburn's water is primarily sourced through the Coal Creek Spring and West Hill Spring and is delivered via five interties located on the shared border between Algona and Auburn. Four interties are located along Boundary Boulevard and one is located at the intersection of Perimeter Road and 1st Avenue North. From these points water is then transferred to the City of Algona water mains located underground in the public right of way or in public water utility easements. Since 2015, several projects have commenced to improve water quality and quantity, including ongoing replacement of City of Auburn water mains, on-site well improvements, water meter installations, pressure reduction systems and reservoir seismic control valve installation.

#### *Proposed Facilities*

The City of Auburn Water Department (Water Department) is keen to the changing developments affecting the supply and demand for water utilities. Increased exposure to extreme weather events brought on by climate change has made planning for a changing climate a higher priority, as exemplified in Auburn's newly added *Climate Change* element of the 2024 Comprehensive Plan. Additionally, recent state legislation, such as the HB1110 and 1330, add another level of complexity of planning for future water demand. Finally, from a water quality perspective, new regulations on polyfluoroalkyl substances (PFAS) commonly referred to as forever chemicals are in development. The Water Department acknowledges that these obstacles will pose a challenge towards reliably supplying water, but still predict no future issues with overall capacity and service. There are several projects on-going to improve water quality including the Coal Creek Chlorination Center located near the Coal Creek Spring in southeast Auburn. Future projects expected to take place include applying for and receiving additional water rights and activating some of the offline wells.

### Sanitary Sewer

#### *Existing Facilities*

King County Wastewater Division (KCWTD) provides wholesale wastewater treatment services to Algona and other cities throughout the region. King County is responsible for estimating capacity and demand based on anticipated growth by 2044. Capacity is defined by the size of wastewater mains, with the crown of these mains being the max capacity. King County owns a main sewer trunk line through the City which was previously considered sufficient capacity for the moderate growth forecast for 2035. However, new infrastructure was recently installed to bypass the Algona sewer trunk via parallel lines installed in Auburn. This installation reduces the City of Pacific's wastewater flow in Algona. The 2005 Plan reported that the line capacity in Algona was 4.14 million gallons per day (mgd), with a 24-inch intertie with King County.

KCWTD assesses its levels of service off 20-year design criteria. With the crown of the pipe as the max capacity of that length of infrastructure, the 20-year level of service means that this pipe should only hit capacity once. This has been standard practice since the agency's creation in 1999.

#### *Proposed Facilities*

There are no new changes proposed for the underground wastewater infrastructure within Algona outside of maintenance activities. There are no above-ground facilities in Algona, and none planned for the current planning period extending through 2044. However, the Department of Energy (DOE) has new requirements for nitrogen which will require permitting with Department of Ecology to maintain current discharge levels of nitrogen. Upgrades to the main facilities in King County will be necessary to reduce ongoing costs of this permit.

### **Stormwater**

#### *Existing Facilities*

Algona owns and maintains their own stormwater conveyance system consisting of pipes, ditches, and catch basins. Due to high groundwater, flat topography, and backwater flow from Mill Creek, Algona struggles with having enough capacity to convey water downstream. This issue is further exacerbated by more frequent high-intensity storms experienced over the past 10 to 20 years. The northwest corner of the City experiences flooding due to downstream impacts from overflow from Kent and Auburn into Mill Creek. The flat terrain of the region combined with sediment and vegetation in the downstream conveyance system, results in the area from 8th Ave N to Boundary Boulevard (Blvd.) to flood between Highway (Hwy) 167 and Algona Blvd. on a consistent basis during the winter months.

#### *Level of Service*

When designing stormwater conveyance systems, the City's *Public Works Standards* indicate that the 25-year 24-hour storm should be conveyed. The National Pollutant Discharge Elimination System (NPDES) Phase 99 Municipal Stormwater Permit issued by the Department of Ecology requires the City to inspect catch basins every two years and maintain them as necessary. In addition, public and private flow control and water quality facilities are inspected on an annual basis.

#### *Proposed Facilities*

Algona recently obtained a King County grant to complete the *2024 Flood Hazard Management Plan* to study stormwater flow within the City and a downstream analysis to evaluate the exact sources and recommended solutions to stormwater related flooding. Given the severity of the issue, Algona is making strides towards mitigating flooding in its limits. In 2023, Algona obtained permission from WSDOT to dredge a ditch running parallel to Hwy 167 which allows runoff to more freely flow to the drainage ditches and further downstream. Algona is also actively seeking out grants that will fund a high efficiency street sweeper, stormwater improvements, and flooding mitigation. Most notably, Algona is in negotiation to purchase property at the northwest corner of 11th Ave N. and Algona Blvd. for the purposes of constructing a detention pond that will absorb any overflow the stormwater system cannot accommodate during peak storm season. The City will continue to determine new projects (or maintain some of the existing project list) during the compilation of the Flood Hazard Management Plan. There is

little growth anticipated and therefore a large addition of runoff flows is not anticipated. City efforts and concentration will lie with dealing with existing flows and high groundwater levels. More immediately, the priority is meeting NPDES Phase II Permitting for the next 2024-2029 permit timeframe. From this, the city will be required to provide water quality treatment for 0.7 acres, maintain street sweeping three times a year, and maintain the typical schedule of inspecting stormwater facilities on a regular basis.



*Newer developments in Algona have the most recent set of stormwater design standards apply while older properties do not. This creates a duality in the city in which older properties are more likely to have stormwater flooding due to the lack of gutters while newer properties have a stormwater design that moves surface water away from properties into conveyance channels.*

*Photo by: Betty Padgett*

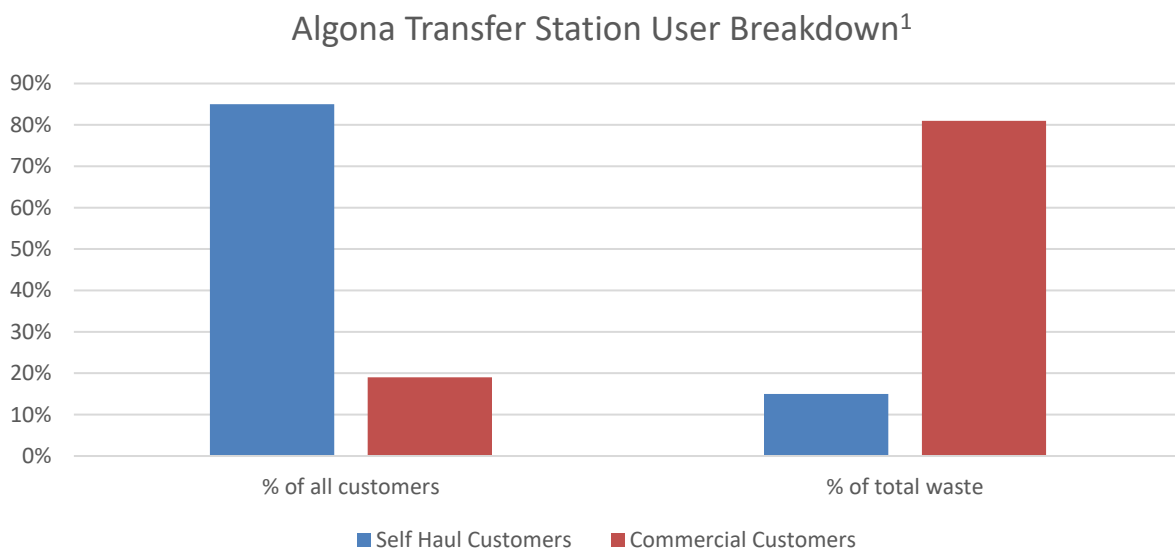
## Solid Waste Management

### Existing Facilities

Algona maintains an agreement for private waste services with Waste Management for pick-up and hauling of garbage, recycling, and compost (subscription based). Waste Management bills their customers directly for this service. After pick-up, the waste is diverted to three different locations. Recyclables are taken to the Cascade Recycling Center in Woodinville, a plant owned and operated by Waste Management. Algona's garbage is diverted to the Cedar Hills landfill located in Maple Valley and owned and operated by King County. Compost is diverted to Cedar Grove Compost which is a private company with multiple locations throughout the Puget Sound region. Waste Management continues to offer several outreach services including free recycling, compost, and garbage posters, answering the public's questions, and offers free site visits, waste audits, and providing recycling workshops for residents or city staff interested in visiting the plant.

King County’s Solid Waste Division also has an active presence in Algona. The Algona Transfer station was constructed in the mid-1960’s on 4.6 acres of the West side of the city at 35315 W Valley Hwy South. Recycling services are limited at this location given the lack of space available to cater to these services. In 2021, self-haul customers made up 85% of visits and contributed 19% of the total solid waste received while commercial customers made up only 15% of visits but contributed 81% of total solid waste as shown in **Figure 2**. The facility received 140,944 total customer visits in 2021 and the station contributed 152,483 tons of waste. The is approximately 18% of the total tonnage processed at all King County transfer stations<sup>2</sup> According to [AMC 22.08.018](#), the Algona Transfer Station is also considered an Essential Public Facility. See the *Essential Public Facility* section below for further discussion.

**Figure 2: South King County Transfer Station User Breakdown**



*Proposed Facilities*

Waste Management has invested \$56 million in Washington State Recycling Centers to rebuild and update their three major recycling centers in Woodinville, Tacoma, and Spokane. The investment is purposed to advance recycling technology including automation and addition of facilities across the Puget Sound region. These investments will help facilitate a circular economy, support resiliency during natural events, and create more efficiency at existing recycling centers.

King County Solid Waste is in the process of replacing the existing Algona Transfer Station with the South King County Recycling and Transfer Station (SCRTS). This facility, which will be opening in Algona in 2026, will have increased dedicated space to both garbage disposal and recycling collection. This facility will also be developed using the [Living Building Challenge Framework](#) to create positive environmental, sustainable, and regenerative impacts.

System facility modernization will continue to take place through the next 20 years with the eventual

<sup>2</sup> Fact Sheet for Algona Transfer Station

siting and implementation of Northeast Recycling and Transfer Station (NRTS), to be located at 35101 W Valley Hwy South, just north of the existing Algona Transfer Station.

Currently, the biggest decision for King County Solid Waste of the next 20 years is deciding the future location for waste disposal. Cedar Hills Regional Landfill, located approximately 21 miles northwest in Maple Valley, WA, is set to close between 2040 and 2041. Several alternatives are currently being considered under a Long-Term Disposal Study which is expected to be complete by 2024. Alternatives include waste export by rail, reduce derived fuel, sustainable aviation fuel, and a waste energy plant.

## Electricity

### *Existing Facilities*

Puget Sound Energy (PSE) is the current provider of electrical services in the City of Algona. Power is provided through a portfolio of green and renewable energy sources including hydro, wind, and solar, with hydro power being the largest source. Power is delivered via transmission lines going through Algona and is delivered to the Edgewood Substation south in the City of Edgewood. Recent improvements have been made to transmission facilities in Pierce County that benefit Algona due to the City's proximity to Pierce County's boundary. As a disclaimer, addresses and exact locations are not disclosed to protect these facilities from any possible disruption.

### *Proposed Facilities*

PSE is working towards meeting requirements of the Clean Energy Transformation Act by 2045. This Washington State bill regulates clear milestones for utility providers to use non-emitting resources by 2045. Power production has largely diversified with private customers adding their own electrical sources and batteries for power storage. However, unless radical land-use changes were to occur in the vicinity of Algona, there should be ample power supply to match the growing demand for electrical services through 2044.

## Gas

### *Existing Facilities*

PSE is also the provider of natural gas services in Algona. Service is provided by a high-pressure gas main adjacent to the city and partially through Algona in certain locations. Currently, PSE is meeting demand for natural gas services in Algona and expects this to be the case through at least 2044.

### *Proposed Facilities*

There are no proposed gas facilities expected to serve Algona residents or businesses. There are several bills at the state legislature and national level that are likely to change future natural gas demand through the 2045 planning period. These bills are altering building codes to phase out natural gas facilities within building and transition to all electric utilities. This is both a health and environmentally purposed change as our society pivots to low or non-emission heating and electrical services.

### *Telecommunication facilities*

#### *Existing Facilities*

There are several private providers of telecommunication services ranging from cable to mobile phones, to fiber and high-speed internet. Providers include AT&T, Xfinity, Quantum, HugesNet, Viasat, and T-Mobile. Several of these once isolated services can be received in bundles by a single utility provider. Network infrastructure is located both underground and on aerial facilities such as utility poles and roofs of commercial facilities. There are no known telecommunication hubs in Algona that were disclosed.

#### *Proposed Facilities*

At this time no additional facilities of note are planned that impact Algona's telecommunication services. Private telecommunication companies will continue to maintain and upgrade network infrastructure based on requirements of Washington's *Internet For All Initiative* filling gaps in equity of costs and coverage.



*Telecommunication facilities link residents and businesses to the world through internet, television, and phone lines. Above ground telecom facilities are visible throughout the city along public roads. Photo by: Betty Padgett*

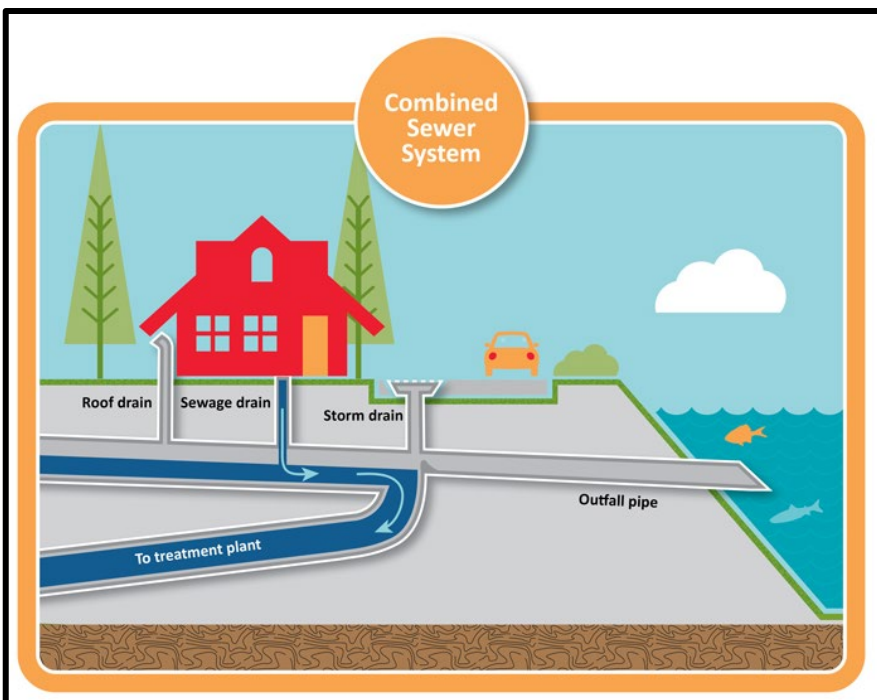
## How is Utility Billing Determined?

The rate of utility billing for a company can be determined by considering various factors, and the specific details can vary depending on the type of utility (electricity, water, gas, etc.) and the regulatory environment. It's important to note that the specific combination and weight of these factors can vary widely based on the utility type, location, and regulatory framework. Companies often work closely with regulatory bodies to ensure that their rates are fair, reasonable, and cover the necessary costs while allowing for a reasonable profit margin. Here are some common factors that are typically taken into consideration:

1. Consumption Volume	6. Operational Costs
2. Time of Use	7. Environmental and Sustainability Initiatives
3. Demand Charges	8. Government Taxes and Fees
4. Infrastructure Costs	9. Metering and Billing Costs
5. Regulatory Requirements	10. Customer Class (Commercial or Residential)

### Sewer as an Example

Billing for sewer service is handled between KCWTD and the City. Customers are billed by the City an amount sufficient to recover the county charge plus the amount needed to operate and maintain the local collection system. In 2014, the residential sewer service was \$48.91 per month. Algona retained \$9.12 of the sewer charge for maintenance and operations with the balance being passed on to KCWTD. As of 2023, residential sewer service is \$68.02 per month. Algona now retains \$21.29 of the sewer charge for maintenance and operations and \$46.73 is passed on to KCWTD. Discounts for 15 percent of total fees are available to qualifying low income and disabled persons.

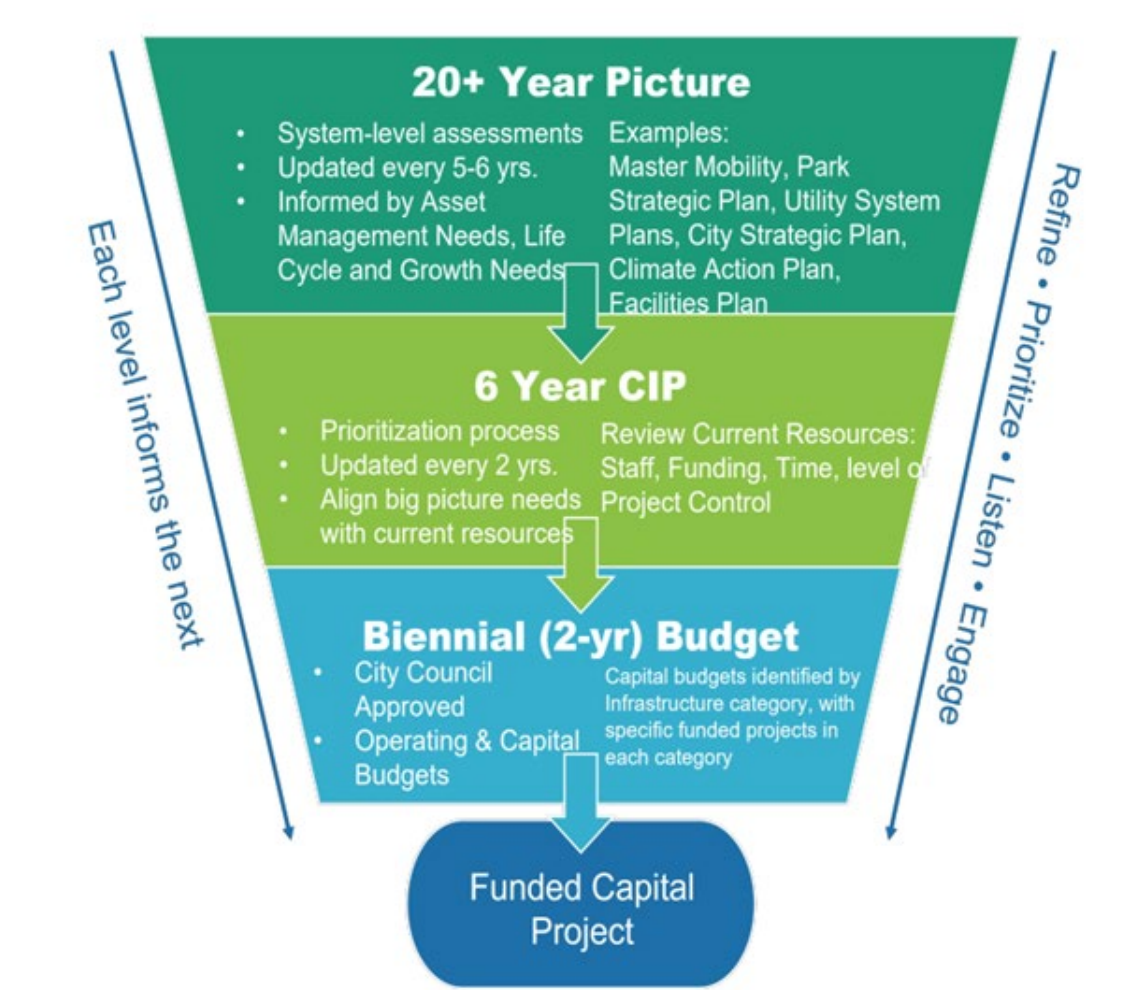


*King County as the sewer utility provider is responsible for treating water before it is directed toward waterbodies. Sewer water is directed to treatment plants to clean the water.  
Graphic By: King County Wastewater Program*

### Capital Improvement Plan

The *Capital Facilities and Utilities* element is accompanied by *Appendix D: Capital Improvement Plan*, which presents the City’s physical and funding plan to meet or exceed the level of service for residents through 2044. Concurrent growth of population is needed to support growth and investment in capital facility improvements and expansion of existing services. *Appendix D* is a 6-year plan prioritizing infrastructure projects and outlining the time, staffing, funding, and effort needed to complete projects critical to sustaining concurrent, thoughtful growth. Capital improvement plans (CIPs) are evaluated annually as part of the annual budgeting process and every 5 to 6 years for project changes and updates. The 2024 Capital Improvement Plan can be found in the Transportation Element.

**Figure 3: Capital Improvement Planning Process**



Source: PSRC

## ***Goals and Policies***

### **GOAL CF-1 Capital Improvement Planning**

**Strategically plan for system improvements that address past deficiencies and anticipate future growth for the benefit of all residents.**

Policies:

**CF-1.1**

Prioritize capital improvements to correct deficiencies, maintain the quality of existing services, and accommodate projected growth.

**CF-1.2**

Proposed capital improvement projects should be evaluated and prioritized using all the following criteria:

- a. Whether the project is needed to correct existing deficiencies, to replace aging facilities, or to provide facilities needed for future growth.
- b. Elimination of public hazards.
- c. Elimination of capacity deficits.
- d. Financial feasibility.
- e. Site needs based on projected growth patterns.
- f. New development and redevelopment.
- g. Plans of state agencies.
- h. Budget impact.

**CF-1.3**

Reassess policies, plans, zoning, and the Capital Improvement Plan (CIP) as necessary to balance those facilities with future growth and development.

### **GOAL CF-2 Concurrent Growth**

**Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted Level of Service (LOS) standards and concurrency with growth.**

Policies:

**CF-2.1**

Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted LOS standards.

**CF-2.2**

Proposed plan amendments and requests for new development or redevelopment should be evaluated according to the following guidelines. Will the proposed action:

- a. Contribute to a condition of public hazards.
- b. Exacerbate any existing condition of public facility capacity deficits.
- c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements.
- d. Conform to future land uses as shown on the future land use map of the Land Use Element.
- e. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided.
- f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City.
- g. Affect State agencies' facilities plans and siting of essential public facilities.

**GOAL CF-3 Funding the Future**

**Manage the City's fiscal resources to support the provision of needed capital improvements.**

Policies:

**CF-3.1**

Provide public facilities at the LOS standards needed to serve development at concurrency levels prior to occupancy.

**CF-3.2**

Aggressively seek grants, private funding, or other alternatives to augment local revenues.

**CF-3.3**

Ensure consistency of capital planning with other policies of this Plan.

**CF-3.4**

Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

**CF-3.5**

Focus capital facility decisions on those projects that will achieve the goals of this Plan.

**CF-3.6**

Ensure that funding is made available for stormwater retrofits and culvert upgrades that protect the Puget Sound.

## **GOAL CF-4 Collaboration with our Neighbors**

**Support regionwide coordination for phasing, timing and delivering of public facilities and services.**

Policies:

**CF-4.1**

Coordinate with regional and local utility providers on implementing same construction standards for utility design.

**CF-4.2**

Add redundancy to services like stormwater facilities by creating a hierarchy of regional, county, and local systems to increase system resiliency.

**CF- 4.3**

Coordinate with the local school district to identify surplus properties and private properties to create opportunities for shared use of facilities. (MPP-PS-4)

**Cf-4.5**

Consider reviewing development regulations pertaining to schools, prioritizing, and simplifying the permitting of schools for the benefit of providing additional public services like disaster response and recreation (MPP-PS-4).

**CF-4.6:**

Coordinate public safety services in partnership with neighboring jurisdictions and frontline communities.

**CF-4.7:**

Consider working with local institutions to site schools, institutions, and other community facilities within Algona's UGA.

## **New goal CF-5 Essential Public Facilities**

**Consider climate change, economic, equity, and health impacts when siting and building essential services and facilities.**

Policies:

**CF-7.1**

Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

**CF-7.2**

Evaluate co-locating separate uses at planned capital facilities beyond their primary function such as recreation, or emergency management.

**CF-7.3**

Public Facilities shall be designed to protect and restore the natural environment through facility siting, development standards and careful consideration of our changing climate.

**CF-7.4**

Promote water reuse and water conservation opportunities for residential and commercial development that diminish impacts to all water systems.

**CF-7.5**

Maintain inventory of new technical innovations that can reduce ecological harm and promote goals in climate change, natural environment, and utilities.

**CF-7.6**

Consider adopting a surface water management element.

**CF-7.7**

Consider disproportionate impacts on communities when siting new capital facilities.

**CF-7.8**

Consider the impacts of future climatic conditions on potential future capital facility sites.

**CF-7.9**

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

**CF-7.10**

Prioritize historically disadvantaged communities when siting green infrastructure.

## *Utilities Goals and Policies*

### **GOAL UT-1A Ensuring Quality Services**

**Ensure long term maintenance of service levels in the design of utilities. Public utilities and facilities should be designed to fit with their surroundings.**

Policies:

**UT-1.1:**

Promote co-location and timing of new public and private utility facilities.

**UT-1.2:**

Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

**UT-1.3:**

Review and amend existing regulations as necessary, including critical areas ordinances, to allow maintenance, repair, installation, and replacement of utilities.

**UT-1.4:**

Ensure that utility agencies coordinate activity to meet GMA concurrency requirements.

**UT-1.5:**

Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

**UT-1.8:**

The City will employ a “State of Good Repair” principle in maintaining its capital facilities to avoid more major capital repair needs in the future.

### **GOAL UT-2 Conserving Energy**

**Encourage Energy Conservation and Conversion.**

Policies:

**UT-2.1:**

Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

**UT-2.2:**

Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

**UT-2.3:**

Consider converting the City's vehicle fleet to alternative fuels.

**UT-2.4:**

The City should strive for a 20 percent reduction of electric energy in the City's own facilities.

**UT-2.5:**

The City should encourage the use of emerging technologies that promote environmental sustainability. ]

**UT-2.6:**

The city should explore strategies and technologies to reduce the solid waste stream.

## **GOAL UT-3 Regional Coordination**

**The City should coordinate City planning with the utility providers' planning.**

Policies:

**UT-3.1:**

Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

**UT-3.2:**

Ensure that the Utilities Element includes the most current plans of other providers and jurisdictions.

**UT-3.3:**

Ensure that development regulations are consistent with and do not otherwise impair the fulfillment of public service obligations imposed upon utilities by federal and State law.

**UT-3.4:**

Make decisions with respect to utility facilities so that safe, adequate, and efficient availability of utility service in other jurisdictions is not negatively affected.

**UT-3.5:**

Coordinate disaster response planning for quick utility system recovery.

**UT-3.6:**

Increase coordination with City of Auburn Water to address long term growth and potential impacts of climate change on water sources.

## **GOAL UT-4 Stormwater Management**

**Maintain a Surface Water Management Utility.**

Policies:

**UT-4.1:**

Adopt stormwater regulations that are consistent with the Department of Ecology’s Stormwater Management Manuals (SWMM).

**UT-4.2**

Ensure the integration of the stormwater management plan strategies with other plan elements such as land use, transportation, natural environment, parks and recreation, and capital facilities.

**UT-4.3**

Support water quality improvements through stormwater management programs and projects.

## **Goal UT-5 Resiliency and the Natural Environment**

**The development or provision of utilities in Algona is completed with resiliency as a necessary component.**

Policies:

**UT-5.1**

Coordinate environmental restoration efforts with utility providers.

**UT-5.2**

Consider highlighting carbon emission reductions as a reason to invest in utility infrastructure.

**UT-5.3**

Support efforts to increase the resiliency of utility by preparing for disasters and other impacts.

## **Goal UT-6 Considering Climate Change**

**Climate change will be factored into decisions regarding utility development and provision.**

Policies:

**UT-6.1**

Acknowledge the impact of climate change on the region’s water supply.

**UT-6.2**

Adopt procedures for water re-use and reclamation especially for high-volume non-potable water users such as parks and schools.

**UT-6.3**

Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

**UT-6.4**

Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

**Goal UT-7 Equitable Access**

**Utilities shall be planned to correct historic environmental, equity, and economic hardships disproportionately felt by members of a community.**

Policies:**UT-7.1**

Ensure that all residents have access to high quality drinking water through well maintained, long-term oriented, and sustainably sourced water.

**UT-7.2**

Continue to provide discounted utility services for members of the community that suffer from disability or are economically disadvantaged.

**UT-7.3**

Ensure that all community members have equitable access to public services.

## Chapter 7: Parks and Recreation

### *Introduction*

Algona is a residential community characterized by its single-family homes, placid roadways, and “know your neighbor” atmosphere. The City has the appearance of a suburban community through its limited commercial and industrial uses, a low-density residential nature, and high value on parks and recreation opportunities. The *Parks and Recreation* element is an update to the 2015 elemental chapter incorporating 9 years of changes in approach, goals, inventory, and strategies improving the City’s parks system and increase opportunities for physical activity and social engagement. As part of the comprehensive planning process, Algona anticipates an increase in population warranting a critical evaluation of the current needs of residents and performance of amenities.

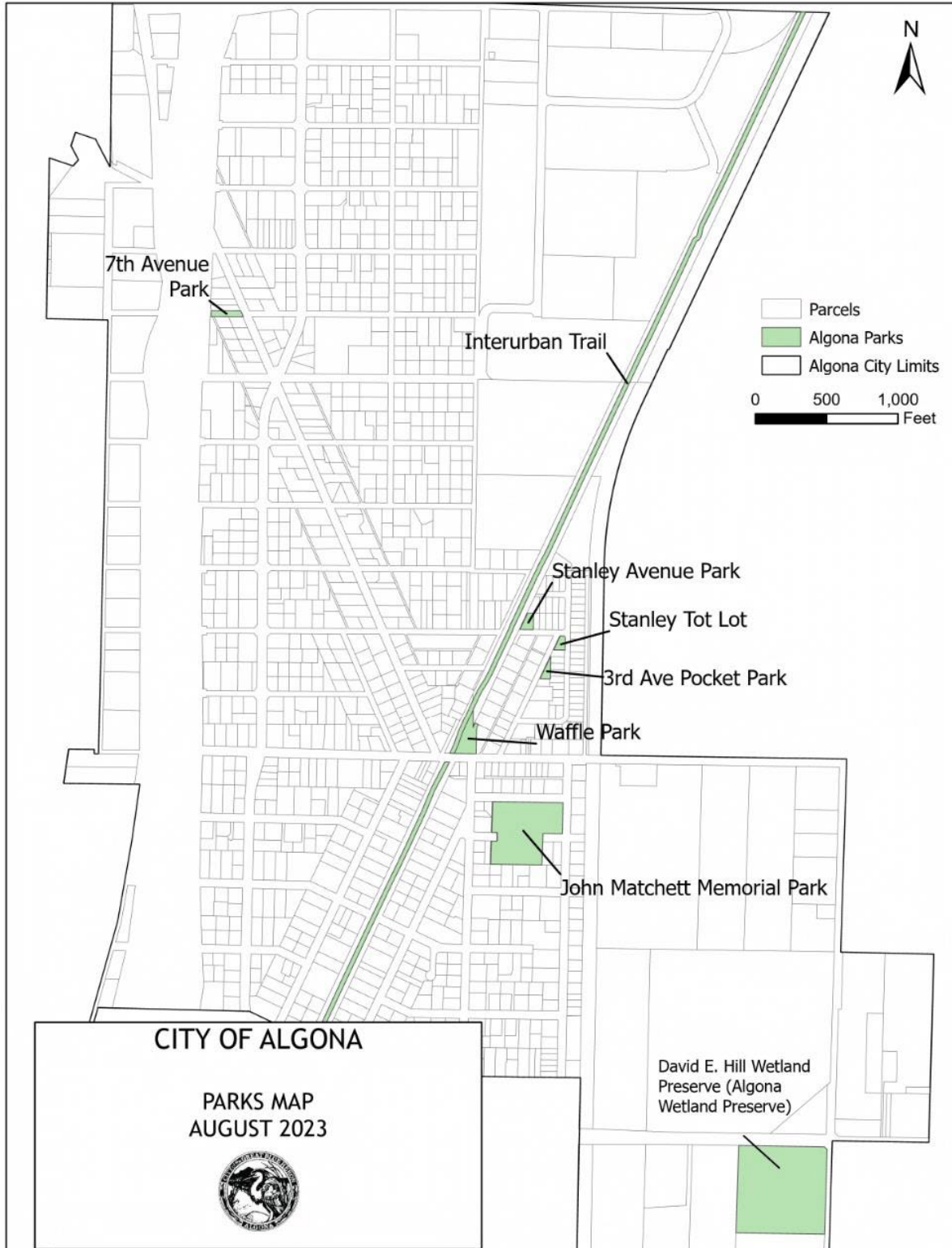
The Growth Management Act (GMA) has an option for fully planning cities to create a *Parks and Recreation* element in the *2024 Comprehensive Plan* describing the inventory, demand, and goals as it relates to public operating parks and recreation facilities. The GMA directs local governments to identify lands useful for public purposes, as well as open space corridors within urban growth areas useful for recreation and encourages planning and design policies that integrate park and recreation opportunities with new public and private development.

The City of Algona is committed to providing opportunities for outdoor activity and has opted to update and maintain the Parks and Recreation elemental chapter. The Washington Administrative Code (WAC 365-196-440) requires the Parks and Recreation element to include:

1. Evaluation of facilities and service needs;
2. Estimates of park and recreation demand for at least a ten-year period;
3. Demonstrates consistency with the Capital Facilities element; and
4. Evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

The Parks and Recreation element plays a critical role in promoting good public health, high quality of life, and preserving sensitive lands for residents and future generations. Algona values investing in parks and recreation opportunities that meet local needs of all abilities, diverse backgrounds, and various interests that all residents can utilize. The following chapter summarizes the current conditions, future demands, and future opportunities for parks and recreation. Figure 1 catalogues all the parks and open spaces owned by the city and each park is described further below in the Inventory section.

Figure 1: Parks Map



## Inventory

The City of Algona develops, maintains, and operates parks within the city's boundaries. There are a total of seven parks occupying 13.24 acres across Algona's approximately 661 acres of lands, which means parks account for approximately two percent of city lands. The following is a summary of the existing parks operated by the City of Algona. A map describing the locations of these parks is located at the beginning of the *Parks and Recreation* elemental chapter.

### *John Matchett Memorial Park*

Matchett Park is a community park covering approximately 3.75 acres at the heart of the city, adjacent to the City Hall and Police Department. The park has both passive and active opportunities for recreation, and includes the following amenities:

- Fenced Baseball/Softball Field
- Basketball Court
- Tennis Court
- Playground
- Benches
- Community Garden
- Picnic Tables
- Public Restrooms

The park is also utilized as a community event space. John Matchett Memorial Park adjoins the Algona City Hall, which includes a full commercial kitchen and community space. Events like Movie Night, Algona Days, and the Pumpkin Launch use the park as a hosting space where vendors, residents, and staff members can celebrate community and camaraderie together with kid's activities, educational demonstrations, food, and music. The community garden is a recent addition to the park, developed in 2018. Residents may apply to occupy a plot in the community garden on the City's website.



*Shown left: An overview of the John Matchett Memorial Park, taken via drone. The park is named after Mayor Matchett, who was the City's mayor for 13 years between 1968-1981. Photo by Betty Padgett.*

**David E. Hill Wetland Preserve**

Built in 2023, the David E. Hill Wetland Preserve is the City’s newest and largest park addition. The 8.9-acre open space park is a passive recreation opportunity with walking trails meandering through the wetland to an overlook deck and benches. Interpretive signage is available throughout the site providing residents with educational information about wetland ecology, Native American uses of local flora, and the benefit of wetlands as stormwater systems. The site is located south of the Boeing Facility and west of Washington Boulevard. The City is in the process of acquiring an adjacent property to expand the park and trails under a future addition project. See the *Capital Improvement Plan* for additional details.



Shown above is the conceptual drawing of the David E. Hill Wetland Preserve developed by Natural Systems Design. Construction of the park is ongoing and is anticipated to be open to the public in late 2024. Graphic by Natural Systems Design.

### *7<sup>th</sup> Avenue Park*

A small neighborhood park, developed in 2005, the 7th Avenue Pocket Park is located at the west end of 7th Avenue North, adjacent to SR 167. The park has a playground, open space, barbeque, bench, and picnic table. The open space is approximately 4,770 square feet.



*Shown Above: 7<sup>th</sup> Avenue Park. Photo by Betty Padgett.*

### *Stanley Avenue Park*

Stanley Avenue Park is a neighborhood park located along the northeastern portion of Stanley Avenue, north of Pullman Avenue. The park is approximately 5,770 square feet and has a swing set, a bench, and one picnic table.



*Shown Above: Stanley Avenue Park. Photo by Betty Padgett.*

### *Waffle Park*

Waffle Park is a triangle-shaped pocket park of approximately 23,000 square feet and adjoins the Interurban Trail, which is operated by the county. The park provides a resting place for trail users with a picnic shelter, picnic tables, and benches. The park shares approximately 5,300 square feet of open green space with King County.



*Waffle Park sits adjacent to the Interurban Trail. The park was named after Mayor Waffle (1988-1992).  
Photo by Betty Padgett.*

### *3<sup>rd</sup> Ave Pocket Park*

A small park on Third Avenue North is also adjacent to the Interurban Trail and operates as a pocket park. There is a shelter, barbecue facility, picnic tables, and benches. The park serves as a resting spot for Interurban Trail users and provides a grassy open space for residents to use. The park is approximately 7,800 square feet, however due to its shared boundary with the trail there is an open space of approximately 4,200 square feet.



*Shown Above: 3<sup>rd</sup> Avenue Pocket Park. Photo by Betty Padgett.*

### ***Stanley Tot Lot***

Located at the intersection of Stanley Avenue and Iron Avenue, the Stanley Tot Park has two picnic tables, a bench, and a playground oriented toward young children four and under. The park is considered a pocket park meant to serve residents in the immediate vicinity of the property.



*Shown Above: Stanley Tot Lot. Photo by Betty Padgett.*

### *Interurban Trail*

The Interurban Trail, also known as the Electric Avenue Interurban Trail, is not part of City-owned property but is owned and maintained by Puget Sound Power and Light Company. The trail is part of the larger Interurban Trail system connecting several cities in south King County together. The paved trail cuts through contiguous Algona (east of SR 167) and provides opportunities for walking, biking, or other non-motorized activities like skating and skateboarding. While this amenity is not provided by the City of Algona, the City does consider this key trail in its level of service analysis.



*A resident and their dog enjoying a walk on the Interurban Trail during a quiet summer evening.  
Photo by Cyrus Oswald.*

### *Current Conditions*

Algona's Public Works Department maintains and operates the city's parks network while the *Community Connector* coordinates city events, community newsletters and communication, and youth activities. There is no Parks Department, Parks Division, or recreation program operated by the City. There are limited opportunities to annex new lands into the city's limits and the demand for land that supports housing, new jobs, and municipal services leave a limited number of lands suitable for park development.

With a target of 4,660 residents by 2044, Algona will remain a small-town community likely without a Parks Department or recreation program. A Parks Division may be sustained with one to two full or part time staff members as Algona grows larger in 2044 and beyond. The division would focus on park projects, maintenance coordination, grant administration, and developing partnerships. A fiscal analysis is a necessary first step toward developing a Parks Division or hiring parks staff. Partnerships and grants will equally be a critical step toward expanding opportunities to engage with the outdoors as discussed in *Interagency Coordination*.

### ***Local Needs and Demand***

A key component to understanding local needs is identifying the community's vision for future parks and amenities. Residents participated in a variety of methods during public engagement, as described in the *Introduction* chapter. Parks were consistently highly prioritized by the community, receiving the most funding during the Funding Bucket activity.

### **Community Feedback**

A community survey for the *2024 Comprehensive Plan* was distributed by mail, social media, and community events to the City's residents beginning on July 1, 2023. Respondents found that parks and recreation opportunities were fair or better, only 2% of respondents rated Algona's parks as Poor. Residents scored parks highly as valued amenities in other areas as well. The entire public engagement effort was tracked and is described in *Appendix J: Public Engagement Summary*.

### **Statewide Trends**

While local residential needs were gathered through the engagement process, Algona also evaluates new opportunities for recreation through trends seen at the state level. The Washington Recreation and Conservation Office (RCO) tracks current trends in preferred active and passive recreation in the *State Recreation and Conservation Plan (SCORP)*. The plan was recently updated in 2023 ranking the popularity of activities residents valued. The top twelve activity trends statewide are described in Figure 2. Residents across Washington State most often participated in walking or day hiking, nature viewing, and leisurely activities like hanging out, scenic driving, or enjoying a picnic outdoors.

Figure 2: Statewide Recreation Trends (2023)<sup>1</sup>

<b>Activity</b>	<b>Activity Category</b>	<b>Percent of Population</b>	<b>Number of Responses</b>
Walking or using Mobility Device on Roads or Sidewalks	Trail and Road Based Activity	91%	5,390
Walking or Day Hiking or Using Mobility Device on Trails	Trail and Road Based Activity	90%	5,331
Wildlife and Nature Viewing	Nature and Culture Based Activity	85%	4,812
Scenic Driving (Sightseeing)	Nature and Culture Based Activity	85%	4,767
Hanging Out	Leisure Activities in Parks	70%	3,679
Picnic, Barbecue, or Cookout	Leisure Activities in Parks	68%	3,639
Community Garden or Farmers' Market	Leisure Activities in Parks	66%	3,556
Visiting Outdoor Cultural or Historical Facility, includes Attending Cultural Events	Nature and Culture Based Activity	62%	3,413
Swimming in Natural Settings	Water Based Activity	61%	3,374
Paddle Sports (Rafting, Canoes, Kayaks, Stand-up, Rowing)	Water Based Activity	52%	2,910
Outdoor Concert or Special Event	Leisure Activities in Parks	49%	2,602
Gathering or Collecting Anything in Nature	Nature and Culture Based Activity	49%	2,635

<sup>1</sup> Washington RCO, State Recreation and Conservation Plan (2023)

## Level of Service

Level of Service (LOS) is a measurable standard utilized in understanding the quality and quantity of parks and recreation spaces necessary to meet a community's local needs. The National Recreation and Park Association (NRPA) and the Washington State Recreation and Conservation Office (RCO) do not have universally recommended level of service standards for parks or recreation programs. Parks are difficult to measure – they are places experienced and felt as users but often not measured. Park amenities are often determined by available budgets, community interests, and location of available undeveloped, suitable lands. Instead, the NRPA and RCO recommend jurisdictions craft their own LOS standards that cater to the unique qualities of their communities. This creative approach to LOS standards grants localities flexibility to design standards that fit into their existing character and development pattern that residents and city staff alike can identify with and support.



*A warm summer evening at the Community Garden at John Matchett Memorial Park. Residents are able to reserve a plot in the community garden and often grow perennials, fruit, and vegetables. Photo by Betty Padgett.*

**LOS Standards**

Algona strives to acquire, develop, and maintain high-quality parks within close proximity to residents. Historically, Algona has not administered parks LOS standards due to the limited population it serves and its proximity to neighboring communities that administer a Parks Department or recreation program (City of Auburn, City of Pacific, and King County).

Much like the Puget Sound region, Algona has grown over time. Populations have steadily and consistently increased since 2000 and Algona is serving a greater population now than it did 24 years ago. Changing community conditions are pushing Algona to consider how to support equity in parks and recreation opportunities for residents. Local initiative for park availability and equitable development triggers the need to begin administering LOS standards to evaluate where the City should invest new park development to better meet all community needs.

One standard the City has evaluated in past iterations of the comprehensive plan is service areas. A service area indicates how many people are served within an appropriate distance to a certain park type. Appropriate distances are determined by what is seen as a walkable distance to a park, based on the size and amenities of the park. Service areas are an ideal starting place for park LOS metrics as they evaluate the availability of a park against how accessible the park is to residents who are likely walking to the amenity. Figure 3 describes the City’s parks service area LOS metric.

Service area metrics are driven by accessibility – how far are residents likely walking to visit a park or use equipment and facilities? Typically, residents will walk approximately 15 minutes, or a quarter mile, comfortably to visit a place. Residents are more likely to drive if the distance to a location exceeds a quarter mile. Algona’s parks have limited parking facilities – only John Matchett Memorial Park and Waffle Park have their own designated parking lots. Other parks rely upon on-street parking to accommodate residents who are outside the service area or are more likely to drive than walk to the park.

**Figure 3: Algona Parks Level of Service**

<b>Level of Service Standard</b>	<b>Performance Metric</b>				
	<b>E</b>	<b>D</b>	<b>C</b>	<b>B</b>	<b>A</b>
Pocket Park - 50% of the population within 0.15 mile	<30%	30-49%	49-63%	64-84%	>85%
Neighborhood Park -- 75% of the population within 1/4 mile					
Community Park -- 90% of the population within 1/2 mile					
Trails -- 90% of population within 1/2 mile of a trail					

**Park Classifications**

There are four park types that exist within Algona as described in Figure 4. Park classifications determine how the LOS metrics are applied to the City’s parks and ultimately what the current needs are to enhance the demand for parks now and over the next 20 years. Park classifications are noted in the *Inventory* subsection and are categorized below.

**Figure 4: Park Classifications<sup>2</sup>**

<b>Park Type</b>	<b>Definition</b>	<b>Designation</b>
<b>Pocket Park</b>	A small, pedestrian oriented park of one-half acres or less that provides green space in more developed areas. Pocket parks typically include landscaping, seating, art, smaller play features, and community identification features such as interpretive signage or historic markers.	Waffle Park
		Stanley Avenue Park
		3 <sup>rd</sup> Avenue Pocket Park
		Stanley Tot Lot
<b>Neighborhood Park</b>	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.	7 <sup>th</sup> Avenue Park
<b>Community Park</b>	A large park ranging from one to five acres in size. Park provides active recreation facilities and includes features such as parking lots, sports fields/courts, and natural areas.	John Matchett Memorial Park
		David E. Hill Wetland Preserve
<b>Trail</b>	Trails are identified as a network or pathway for the exclusive use of pedestrians, cyclists, or other non-motorized forms of transportation. The intent of trails is to both provide recreational and transportation uses. Ideally, trails create a well connected city and supplement sidewalks and bike lanes. Trails can include features such as parking areas, paved or unpaved paths, picnic tables or benches, and informational markers.	Interurban Trail

<sup>2</sup> References to park classification are made using National Parks and Recreation Association, Park, Open Space, and Greenway Guidelines (1996).

### LOS Analysis

On average, 1,625 residents live within the service area of a City park<sup>3</sup> and the City overall has an average park performance of LOS D (49%). Algona's parks serve most of the community in one way or another – most residents are within the service area of the Interurban Trail and one of the community parks. Parks LOS performance is described in Figure 5 and Figure 6. There is a noticeable discrepancy in who has access to pocket and neighborhood parks. Algona, as a whole, has an adequate number of parks; however they are not distributed equitably resulting in a lack of park access in certain areas of the City. In particular, the north half of Algona (north of 10th Avenue, east of Celery Avenue) and along the western side of SR 167 have the lowest access to City operated parks as shown in Figure 8.

The Interurban Trail effectively serves the community within its assigned service area. Only about 11% of the population is located outside a walkable distance (one half mile) from the corridor. It is the overall highest performing park facility within the City with a LOS A despite not being owned, maintained, or operated by the city.

Algona's greatest performing park is John Matchett Memorial Park which serves the most residents. This park performs better than all of the City's other parks because it is a community park with more amenities, it has a centralized location near residential units, and has a larger service area than other park classes. The park individually serves approximately 2,140 residents. John Matchett Memorial Park has an LOS C (64.56%).

The David E. Hill Wetland Preserve also serves a great need for park access in the southeast area. The Preserve has a lower LOS since it serves a limited number of Algona residents due to its location adjacent to a commercial corridor (Ellingson Road) and its remote location. When the Preserve is combined with John Matchett Memorial Park, Algona's community parks overall have a LOS B and serve about 74% of the overall population.

Algona only has one neighborhood park, 7th Ave Park, and effectively meets immediate park and recreation needs in the northern half of the City. This park alone serves nearly a fifth of residents by service area. One neighborhood park on its own cannot meet the citywide service area metric of 75% of residents within a



*Algona's youth enjoying a hula hoop competition coordinated by Gary Klein, the Community Connector, at Algona Days 2022. Photo by Tanner Machala.*

<sup>3</sup> As of 2023, the estimated population is 3,315 people and the estimated housing units are 1,061. There are approximately 3.12 residents per housing unit assumed in service area calculations.

quarter mile of a neighborhood park. An additional park is needed in the northern half of contiguous Algona to improve the LOS grade.

There is an over-concentration of pocket parks in one area of the city, along Stanly Avenue, and a lack of pocket park opportunities throughout the city. The clustering of the pocket parks results in a lower LOS since they are serving the same households in their respective service areas. A greater distribution of pocket parks in the future will increase the city’s performance in small, informal park opportunities. Pocket parks only serve about 41% of the population.

**Figure 5: Park LOS Analysis by Park**

Park	Classification	Service Area	Est. Population within Service Area <sup>4</sup>	% of Population in Service Area
Stanley Tot Lot	Pocket Park	50% of the population within 0.15 mile	321	9.7%
3 <sup>rd</sup> Avenue Pocket Park	Pocket Park	50% of the population within 0.15 mile	409	12.33%
Waffle Park	Pocket Park	50% of the population within 0.15 mile	552	16.65%
Stanley Avenue Park	Pocket Park	50% of the population within 0.15 mile	399	12.04%
7 <sup>th</sup> Avenue Park	Neighborhood Park	75% of the population within 1/4 mile	643	19.38%
Algona Wetland Preserve	Community Park	Community Park -- 90% of the population within 1/2 mile	468	14.11%
John Matchett Memorial Park	Community Park	Community Park -- 90% of the population within 1/2 mile	2140	64.56%
Interurban Trail	Trail	90% of population within 1/2 mile of a trail	2976	89.78%

<sup>4</sup> Service areas are estimated based on the number of residential units within each park’s service area and the average number of residents per household. Parks may overlap with one another.

Figure 6: Park LOS Analysis by Class

Classification	Service Area	Est. Population within Service Area <sup>5</sup>	% of Population in Service Area	Park Classification LOS
Pocket Park	50% of the population within 0.15 mile	680	41%	D
Neighborhood Park	75% of the population within 1/4 mile	643	25%	E
Community Park	Community Park -- 90% of the population within 1/2 mile	2200	73.7%	B
Trail	90% of population within 1/2 mile of a trail	2976	99%	A
<b>Average No. of People in Service Area:</b>			<b>1,625</b>	
<b>Average LOS:</b>			<b>D</b>	

**Consistency with Capital Facilities**

The State requires the *Parks and Recreation* element to describe how it is consistent with the *Capital Facilities* element under [WAC 365-196-440](#). Parks are considered to be a capital facility or an asset (property owned and maintained) by the City. Parks are described as assets within the *Capital Facilities and Utilities* element, however their LOS performance is described within this *Parks and Recreation* element. There are a number of proposed parks projects the City is currently considering, including:

- 1. David E. Hill Wetland Preserve – Acquisition and Expansion:** The City is in the process of acquiring additional lands west of the current site. There are plans to expand the trail westerly and create an loop trail throughout the site connecting to a small parking lot along Ellingson Road.
- 2. Algona Village Trail Acquisition and Development:** A trail is proposed to be developed along the wooded, steep slopes off the West Valley Highway South, adjacent to the old site of the South King County Transfer Station connecting to a proposed mixed-use project in the southwest corner of Algona.
- 3. New Park – Acquisition and Development:** The City is evaluating opportunities to acquire new public lands in the Algona, north of 8<sup>th</sup> Avenue North. The city is aiming to develop a neighborhood or community park in this area to effectively have all residents be served by a community park within the service area standards described in *Level of Service Standards* subsection above.

<sup>5</sup> Service areas are estimated based on the number of residential units within each park’s service area and the average number of residents per household. Parks may overlap with one another

The city will continue to acquire parcels for new within its neighborhoods as opportunities become available. Details on the above proposed projects as well as other parks projects and capital projects are detailed in *Appendix D: Capital Improvement Plan*.

### ***Park Impact Fees***

Algona currently collects a Parks Impact Fee as described in Algona Municipal Code [Chapter 2.50](#). As of 2024, the City collects \$1,000 per new residential unit developed. The impact fee program was established in 2004 and updated in 2017 as a result of a consistent community interest in improving park accessibility and anticipated influx of new residential development spurred by code updates expanding permitted forms of housing.

The City will evaluate the need to incrementally increase park impact fees as it corresponds with inflation costs for materials, permitting, construction, and property values. Updating fee schedules for impact fees is a quasi-judicial process requiring rate studies and a fiscal analysis. City Council must vote to adopt changes to the fee schedule. Generally, impact fees do not recover the full cost of developing new facilities since the fee must be directly related to a specific development project and their proportional impacts.

In Washington, impact fees are authorized for those jurisdictions planning under the Growth Management Act and creating a comprehensive plan, as part of “voluntary agreements” under [RCW 82.02.020](#) to mitigate for impacts of new development.



*A basketball lies on the court at John Matchett Memorial Park. Photo by Caitlin Hepworth.*

**Interagency Opportunities**

Additionally, the State requires the *Parks and Recreation* element to describe opportunities to work collaboratively with other agencies to expand park and recreation opportunities under [WAC 365-196-440](#). As noted previously, it is critical for the City to work with grant opportunities and develop partnerships to meet local park needs. Algona is a relatively small community; it is the ninth smallest<sup>6</sup> in geographic size and eighth smallest<sup>7</sup> in population in King County. Due to Algona’s limited size and population, creative approaches to getting the community outside to enjoy recreation are absolutely necessary to maintain level of service while expanding opportunity.

**Grants**

Public grants are an option to supplement the City’s budget for parks development, acquisition, design, and construction. The City of Algona has successfully obtained parks grants in the past to fund acquisition, design, and development projects. While the grant process is competitive and provides limited financial assistance, it historically has been instrumental in providing complete funding for projects in smaller communities like Algona where there is a more limited residential and commercial tax base.

Grants are not intended to be relied upon for nominal funding for each project the City pursues. However, grants reduce the burden of a project’s overall cost on local taxpayers and annual budgets. Figure 7 lists grants the City is eligible to pursue in future parks related capital improvement projects.

**Figure 7: Park and Recreation Grant Opportunities**

<i>King County Grants</i>	<i>Description</i>
Parks Capital and Open Space Grant	This grant can fund a broad range of parks projects, including land acquisition, park planning, and development of passive and active parks and trails.
Healthy Communities and Park Fund	This grant funds projects and programs that provide new, increased, or enhanced access to recreation, parks, and open space in underserved communities, including investing in capacity-building for community groups.
Youth and Amateur Sports	This grant funds programs and capital projects that increase youth access to physical activity.
Conservation Futures	This grant funds the purchasing or preservation of open space lands to be used for passive, low-impact recreation.

<sup>6</sup> Algona is 1.29 square miles in geographic size. Smallest cities by geographic area in King County (in order): Beaux Arts Village, Skykomish, Wilderness Rim, Hunts Point, Yarrow Point, Clyde Hill, Baring, and Carnation

<sup>7</sup> Algona’s population is 28<sup>th</sup> out of 35 jurisdictions in King County. Smallest city populations in King County (in order): Skykomish, Beaux Arts Village, Hunts Point, Yarrow Point, Carnation, Medina, and Clyde Hill.

Water Works	The Water Works program funds park projects that improve water quality in the service area of the County’s regional wastewater system, including creek and wetland restoration projects.
<b>Washington State Grants</b>	
<b>Description</b>	
RCO – Planning for Recreation Access	Grants are used to support planning, community engagement, and collaboration between local governments, community-based organizations, and residents to define outdoor recreation needs, prioritize investments to address those needs, and prepare on-the-ground projects for RCO and other funding opportunities.
RCO – Community Outdoor Athletic Facilities	<p>Eligible community outdoor athletic facilities should attract and accommodate practice, training, or competition using a participant’s physical skills or capabilities. Such athletic activities should be the primary focus of the facility rather than leisure activities. Specific policies for eligible elements, costs and activities are in development; however, examples of typical projects that likely could be funded through this program include the following outdoor facilities:</p> <ul style="list-style-type: none"> <li>• Rectangular fields for soccer, football, lacrosse, etc.</li> <li>• Fields for baseball, softball, cricket, etc.</li> <li>• Tracks and courses</li> <li>• Skateparks, BMX, and mountain bike parks</li> <li>• Paddling facilities, rock climbing</li> <li>• Ice and roller hockey</li> <li>• Swimming pools</li> <li>• Acquisition of land for such facilities</li> </ul>
RCO – Parks Maintenance Grant	The Washington State Legislature provided one-time funding in the operating budget to help local parks departments maintain their working facilities to meet the needs of their residents. This program will focus on helping communities in need address maintenance backlogs for key local parks facilities and capital improvements. Accessed through a simple application process, grants can be used for general maintenance of things such as trails, restrooms, picnic sites, playgrounds, signs, and kiosks.
No Child Left Inside	<p>The Washington State Legislature created the No Child Left Inside grant program to provide under-served youth with quality opportunities to experience the natural world.</p> <p>Grants are available for outdoor environmental, ecological, agricultural, or other natural resource-based education and recreation programs serving youth. Funding focuses on serving youth with the greatest needs and helping them improve their overall academic performance, self-esteem, personal responsibility, community involvement, personal health, and understanding of nature.</p>

<p>Youth Athletic Facilities</p>	<p>The Youth Athletic Facilities program provides grants to buy land and develop or renovate outdoor athletic facilities such as ball fields, courts, swimming pools, mountain bike tracks, and skate parks that serve youth through the age of 18.</p> <p>While the program focuses on youth, RCO strongly encourages grant recipients to design facilities to serve all ages and multiple activities.</p> <p>An athletic facility is an outdoor facility used for playing sports or participating in competitive athletics and excludes playgrounds, tot lots, vacant lots, open or undeveloped fields, and level open space used for non-athletic play.</p>
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**Partnerships**

Partnerships are another pathway to supporting growing demands for parks and recreational activities in Algona, and can include land donations, funding, interlocal agreements, and park stewardship. Partnerships can happen between public, private, and non-profit agencies to help meet community needs publicly or privately. Mutual goals shared between agencies drive the need to develop partnerships.

Algona does not currently have any parks partnerships, however there is interest in beginning to partner with other agencies, community groups, and non-profits to increase public access to recreation and garner environmental stewardship. Partnerships in particular are beneficial in granting opportunities to participate in recreation programs. The City of Auburn has an established recreation program that the City of Algona could develop an interlocal agreement to help fund and participate in. Other cities in King County have similar agreements – in particular the City of Clyde Hill has an interlocal agreement with the City of Bellevue to be eligible for participation in Bellevue’s recreational programing.

Partnerships can advance completion of various park projects and opportunities and also reduce the demand for funding from local taxpayers. For example, Algona could consider a partnership with it’s jurisdictional neighbors (City of Auburn or City of Pacific) to help meet mutual needs for parks or recreation in mutually underserved areas.



*The YMCA held a booth at 2022 Algona Days presenting different opportunities for youth and adults to get active in nearby YMCA facilities in Auburn or Kent. Photo by Tanner Machala.*

### *Washington Recreation and Conservation Office (RCO)*

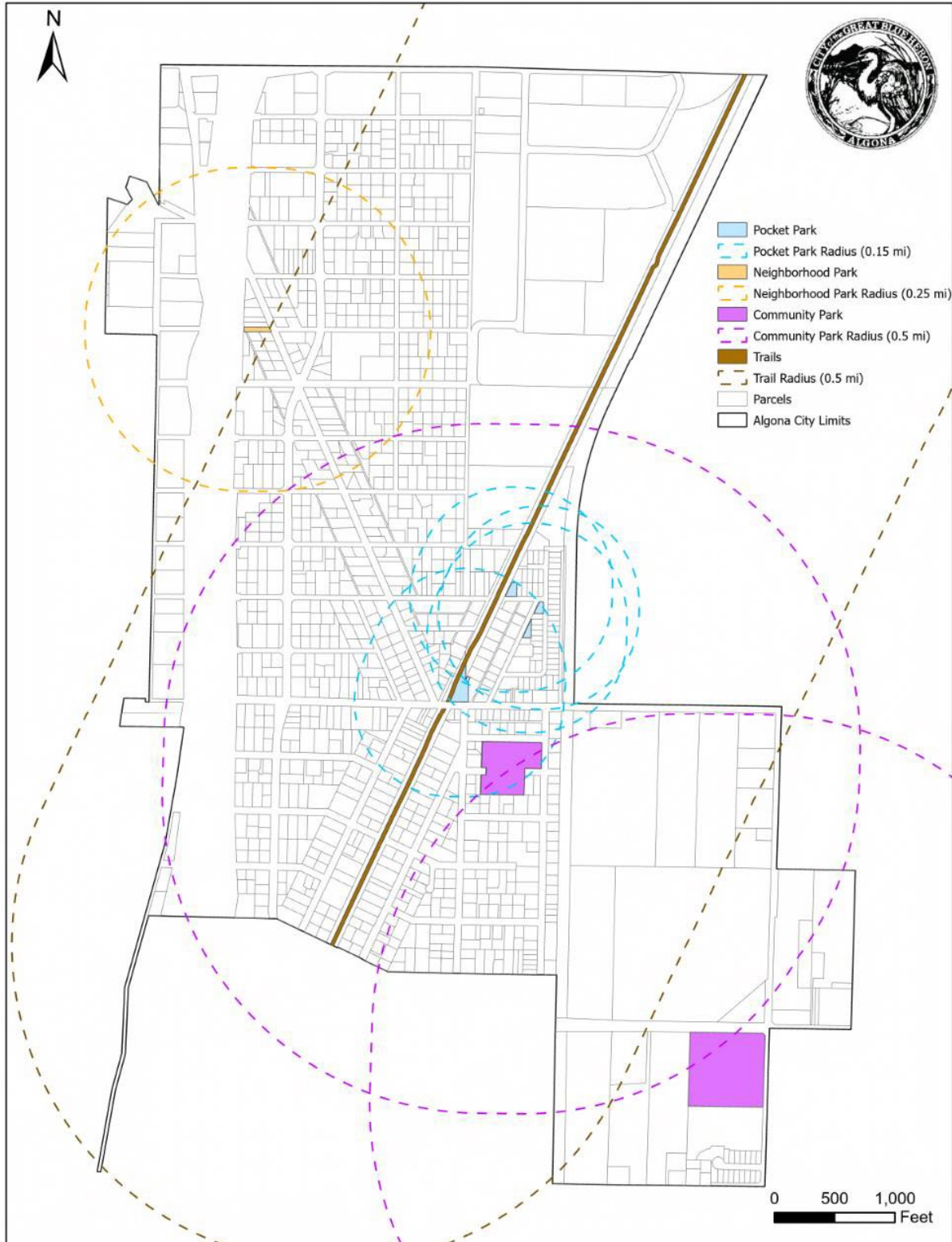
The Washington RCO offers a number of grant programs annually to assist local jurisdictions in planning for parks and recreation to meet local and future demands. While some grants are eligible for any jurisdiction to apply for, there are a number of grants that are exclusively developed and eligible for cities that develop a *Parks, Recreation, and Open Space Plan (PROS Plan)*. A PROS Plan would need to be reviewed and certified by the RCO to allow Algona to have additional grant opportunities. Certification is conducted by RCO every even numbered year and expires after six (6) years. A PROS Plan requires the following elements to be considered a complete report:

1. Goals and Policies
2. Inventory
3. Public Engagement
4. Needs and Demand Analysis
5. Capital Improvement Plan
6. Adoption



*Civic events like Algona Days bring the community together sparking a love for the outdoors, community, and recreation while championing community pride and identity. Photo by Tanner Machala.*

Figure 8: Parks Service Area Map



## *Goals and Policies*

### **Goal PR-1 Uniting Park and City Identity**

**Maintain and enhance a parks system that meets the needs and desires of Algona Residents.**

Policies:

**PR-1.2**

Emphasize physical activity in the review and approval of public or private recreational facilities proposed in site plans or park designs.

**PR-1.2**

Promote revision of standards for public street development that include aesthetic enhancement, distinctive street signage, lighting, and/or furnishings, enhanced pedestrian walkways, and street tree plantings. Ensure coordination of changes with Public Works standards.

**PR-1.3**

Features, signs, and design should be compatible with the capability of the site to sustain the anticipated recreational uses

**PR 1.4:**

Incorporate placemaking or educational signage at parks to communicate historical context and explain park naming practices.

**PR-1.5:**

Prioritize investment in parks to serve historically underserved neighborhoods.

### **Goal PR-2 Enhancing User Experience**

**Maintain and improve the Parks and Recreational opportunities within the City of Algona to the benefit of its citizens.**

Policies

**PR-2.1**

Work with new development and other agencies to fund park maintenance, development, and acquisition.

**PR-2.2**

Encourage low-maintenance park facilities options with consideration to minimize long-term maintenance, operation, and renovation /replacement costs.

**PR-2.3**

Seek to increase federal, State, regional, and local grants for Park & Recreational facilities.

**PR-2.4**

Explore concession “enterprises” at Matchett Park from April 1 to September 1, to provide services to the public in exchange for rental fees. These fees are to be designated to the Park Facilities fund for park upkeep and improvement.

**PR-2.5:**

Develop and maintain the Algona Wetland Preserve to provide additional recreational opportunities for community members.

**Goal PR-3 Expanding Our Trails**

**Maintain a trail system that joins the existing public/ private trail system with future trail systems both inside and outside the city limits.**

Policies:

**PR-3.1**

Facilitate the creation of a trail system corridor where new development can link the existing trail system.

**PR-3.2**

Facilitate public education and awareness of Electric Avenue (P.S. P&L. Co. R.O.W.) Bike Trail as a length in a “Heron Bike Tour Route”.

**PR-3.3:**

Work with PSE and King County to maintain and improve the Interurban Trail by maintaining the trail surface and adding trailside amenities.

**Goal PR-4 Considering Natural Lands**

**Enhance the natural environment through the preservation of natural vegetation and the addition of landscaping throughout the city.**

Policies:**PR-4.1**

Use open space, greenbelts, and natural vegetation to reduce noise and visual pollution and encourage natural buffering between land uses and separate incompatible land uses from residential areas.

**PR-1.1**

Parks, Bike/Pedestrian Corridors, and Open Space areas shall emphasize and protect the environmental qualities and natural amenities within and along their boundaries.

**PR 1.3**

Include natural areas such as wetlands, streams, and wildlife habitats into the park design and identified with interpretive signage to foster understanding of the natural environment.

## **Goal PR-5 Improving Park Accessibility**

**New and existing parks should be safe and convenient.**

Policies:

### **PR-5.1**

Park and recreation facilities, park designs, facilities, and fixtures should be encouraged to incorporate measures that reduce the exposure of users to unsafe conditions.

### **PR-5.2**

Park facilities shall meet the requirements of the Americans with Disabilities Act (ADA) by incorporating designated spaces for barrier-free parking, curb cuts, hard surface trails, low gradient ramps and inclines, recreational equipment, plumbing fixtures, and any other improvements required by the ADA that ensure that parks are accessible to all persons.