



2015 Comprehensive Plan
City of Algona Washington

2015 Comprehensive Plan

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Adopted by the Algona City Council
June 2015

Prepared in accordance with the Washington Growth Management Act - RCW 36.70A - and the State Environmental Policy Act - RCW 43.21C. The Plan was also prepared with Washington Department Guidelines for updating comprehensive plans. See Appendix C.

The City of Algona plans under the Washington Growth Management Act (GMA) (RCW 36.70A). The Act requires that cities periodically update their plans with current information, new rules and revised city codes. Algona adopted its last plan in 2005, with forecasts and policies geared toward a Year 2025 vision. This updated Plan has a “horizon year” of 2035 and embraces the Puget Sound region’s Vision 2040.

The City utilized the Expanded Comprehensive Plan Checklist prepared by the Washington State Department of Commerce; and the Plan Update Manual prepared by the Puget Sound Regional Council (PSRC). Use of these guidelines ensures consistency with State, regional, King County and local policies and regulations.

Vision Statement

The Algona's comprehensive plan has been updated based on residential and employment targets that align with the the Washington Growth Management Act and the region's VISION 2040. We have identified the number of people, jobs and housing units expected the year 2035. We have confirmed how land uses will develop in our community and have also established an affordable housing goal for the 2035 planning period consistent with the residential and employment targets for the County and region. The comprehensive plan addresses local implementation actions in VISION 2040, including MPP policy review as part of all project or plan proposals and encouragement of new development on underused lands in line with our housing targets.

Our plan calls for more compact urban development and includes residential design guidelines for mixed-use, provision for live/work housing, and allowance for higher density housing in planned mixed-use environments. Policies in the Plan address habitat protection, water conservation, air quality, and climate change. We advance environmentally friendly development techniques, such as native landscaping, low water usage irrigation and drought resistant vegetation. We maintain a current stormwater management plan and have adopted up to date sensitive areas protections.

The City embraces the following principles in future decision-making, project planning and its participation in regional or inter-jurisdictional undertakings:

- o It should provide an effective stewardship of the environment to protect critical areas and conserve land, air, water, and energy resources.
 - o It should encourage changes that promote livability, pedestrian orientation and high quality design to limit stress factors such as noise pollution and traffic congestion. In addition, the City of Algona should identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.
 - o It should use local resources whenever possible to encourage local involvement in community actions and to enhance community pride. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism and activism.
 - o It should encourage the 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.
 - o The City of Algona should enhance the opportunities for enjoyment of recreational and cultural activities, providing a range of activities for all ages. The enjoyment and educational value of such activities is enhanced by diversity in the available choices.
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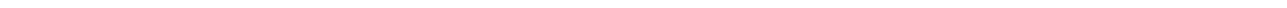
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Chapter 1: Introduction



Chapter 1: Introduction

This comprehensive plan was prepared by the City of Algona in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address growth issues in the City of Algona and the adjacent proposed annexation area. It represents the community's policy plan for growth over the next 20 years. The Plan is part of broader planning efforts in the Puget Sound region including Vision 2040, Transportation 2040, the region's multi-county planning policies and King County's Countywide Planning Policies. Population and employment forecasts (Chapter 4), which serve as the foundation for long range land use planning, are based on estimates for the State, region and county.

The goals of GMA and Vision 2040 include reducing urban sprawl, encouraging affordable housing, protecting the environment, and enhancing the State's high quality of life. Vision 2040 recognizes the different roles cities play in the region - from regional centers to small communities. Within each, communities are to develop plans that strive to encourage compact development, provide for a fair share allocation of jobs, population and housing so as to reduce rural growth pressures. Most growth is to be absorbed in larger cities; the character of smaller communities such as Algona are acknowledged in GMA and Vision 2040. This updated plan, in turn, has planned for the jobs and population growth forecasted by the Puget Sound Regional Council (PSRC).

A further goal is to ensure that public facilities and services necessary to support future development are adequate and timely. The 2015 Algona Plan updates information from 2005 on traffic, utilities and services (Chapters 9 through 11). It shows that the moderate growth forecasts can be accommodated with existing roads and with the capital facility plans currently in effect.

In order to meet the spirit and the letter of the GMA, the 2015 Algona Comprehensive Plan contains six major elements:

- Land Use
- Housing
- Parks and Recreation
- Economic Development
- Capital Facilities
- Utilities and Transportation

The 2015 update is focused on maintaining elements of the 2005 plan that are still current and valid, while making those changes necessary because of changes in the law and changes in the community.

The Past and Present

Before looking forward to 2035, a brief look back will set the stage. In 2005 the City adopted a “preferred” plan that would:

- Accommodate population growth from 2,590 to 3,540 in 2025 through apartment and mixed use developments.
- Develop a robust retail/commercial area along Boundary Boulevard.
- Develop mixed use commercial/residential west of Algona Boulevard between 8th and 11th Avenues.
- Encourage medium density development east of Algona Boulevard between 10th and 11th Avenues.
- Develop higher revenue, more intensive commercial development west of SR 167.
- Encourage mixed use retail/residential development along 1st Avenue and along the southern perimeter of the City (between 4th and 5th Avenues).

All of these Plan features were implemented by amendments to the zoning map.

Ten years later:

- The population is about 3,100.
- The target population for 2025 has been revised by regional planners to 3,226, less than the 3,540 person goal in the 2005 Plan.
- The target population for 2035 has been set at 3,436 by regional and county plans, less than the 2025 figure in the last plan.
- There has been development north of Boundary Boulevard (in Auburn), with the area south to 11th Avenue still vacant. The south area contains wetlands.
- The area west of Algona Boulevard remains vacant or undeveloped for commercial uses. There are significant wetlands in the area.
- The area east of Algona Boulevard has seen growth in medium density single-family development.
- The area west of West Valley Highway remains relatively undeveloped, with the King County Transfer Station still a dominant feature.
- The southern perimeter of the City remains undeveloped for mixed use, but with new housing being built in the medium density areas.

Generally, since 2005 the residential areas have seen development consistent with moderate population growth, while the commercial sector has remained somewhat dormant.

The 2005 Plan was based on findings that the transportation system (roads, mass transit, pedestrian paths, bike lanes) were adequate to handle both the 2005 and the 2025 growth. In 2006, the Puget Sound Regional Council issued a *Certification & Consistency Report* which recommended that the Executive Board certify that the transportation related provisions in the City of Algona 2005 Comprehensive Plan conformed to the Growth Management Act and were consistent with Destination 2030 (now Transportation 2040). Specific findings are cited throughout this Plan, but in summary, the conditions which existed in 2005 and exist in 2015 were found to meet regional and county transportation goals.

The biggest capital need ten years ago involved the *unsignalized* intersection with West Valley at 1st Avenue. It now has a signal. Future pressures were foreseen for the Broadway/Algona Boulevard intersection; the Algona/Main Street intersection; and the Algona Boulevard/1st Avenue intersection. However in 2015 all three intersections are functioning at acceptable levels. Overall, traffic volumes fall within the Level of Service (LOS) thresholds contained within the 2005 Plan. This is generally expected to continue through 2035.

In 2015, traffic volumes along an under-improved West Valley Highway are seen as posing LOS issues. This is important to the City's plans to intensify development in its commercial district and to the County's plans for a possible expansion of the solid waste transfer station.

The 2015 Plan that follows views the future as follows:

- A 2035 population of 3,436.
- A total of 2,346 jobs located within the City.
- Growth can be accommodated with the existing Land Use Plan.
- There will be a need for more "market rate" housing serving households with higher income levels.

Chapter 2: Maps and Figures



Figure: 2-1
 City Boundary and PAA Boundary
 Aerial Map

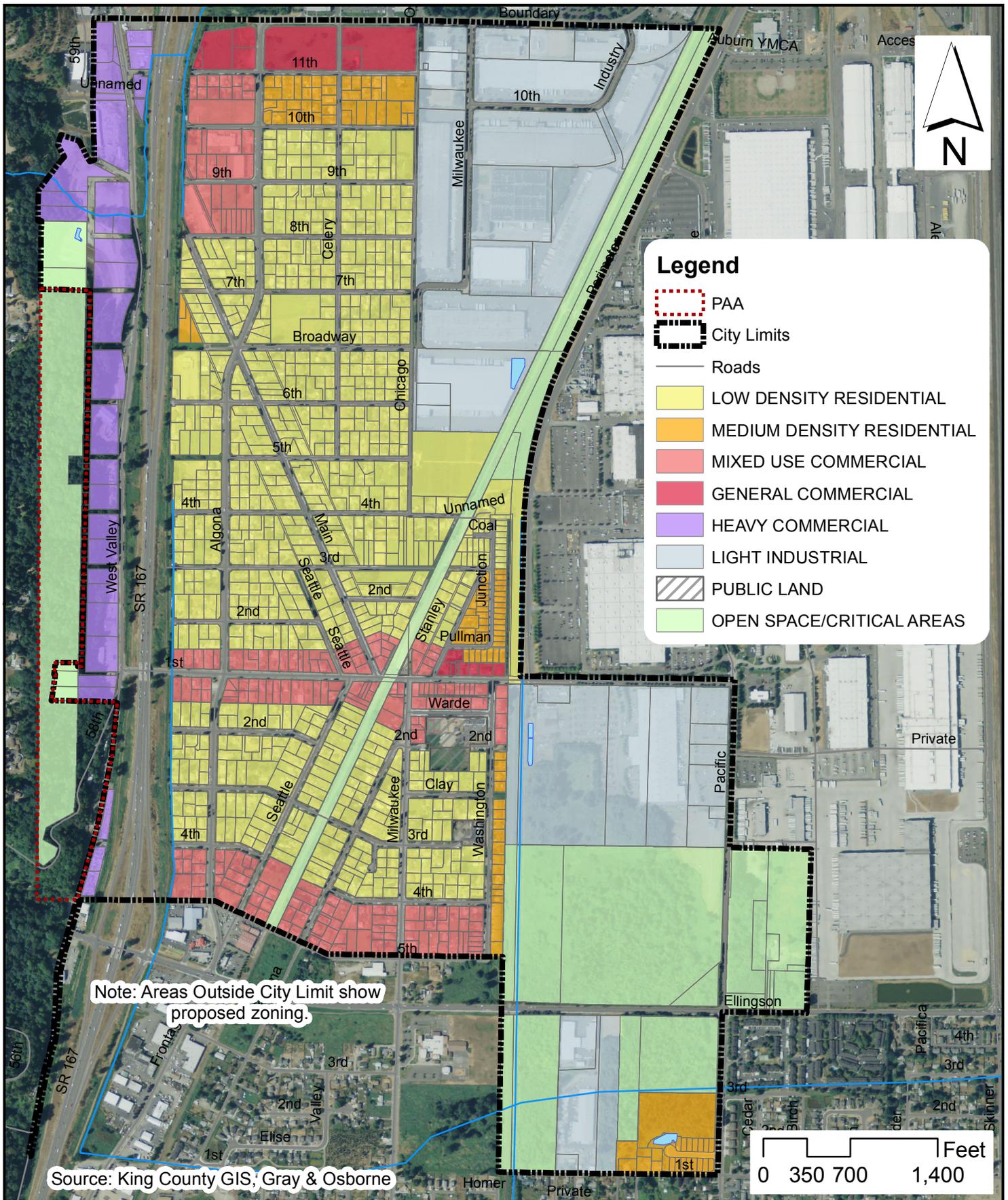


Figure: 2-2
Land Use & Zoning

City of Algona

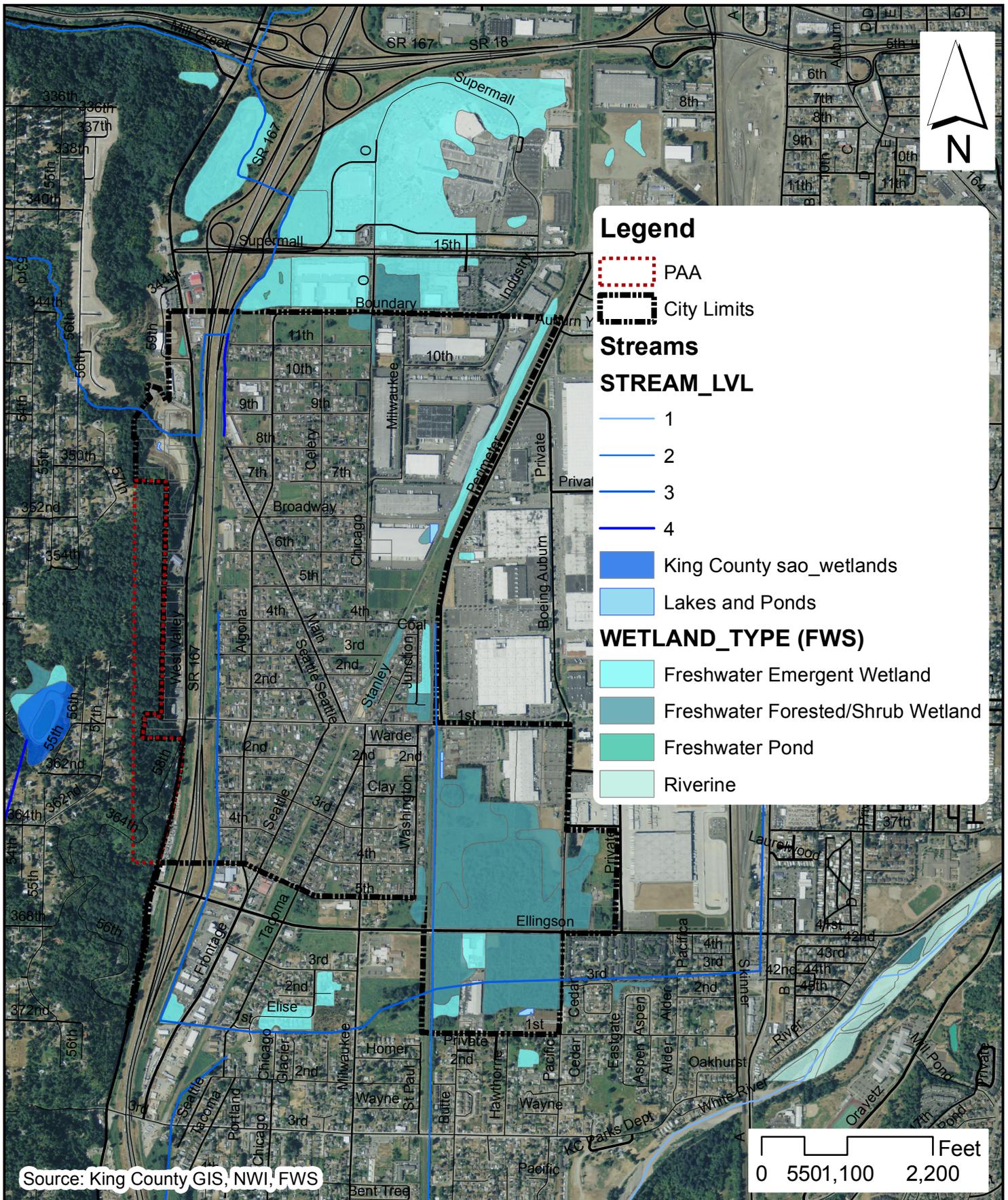


Figure: 2-3
Wetlands

City of Algona

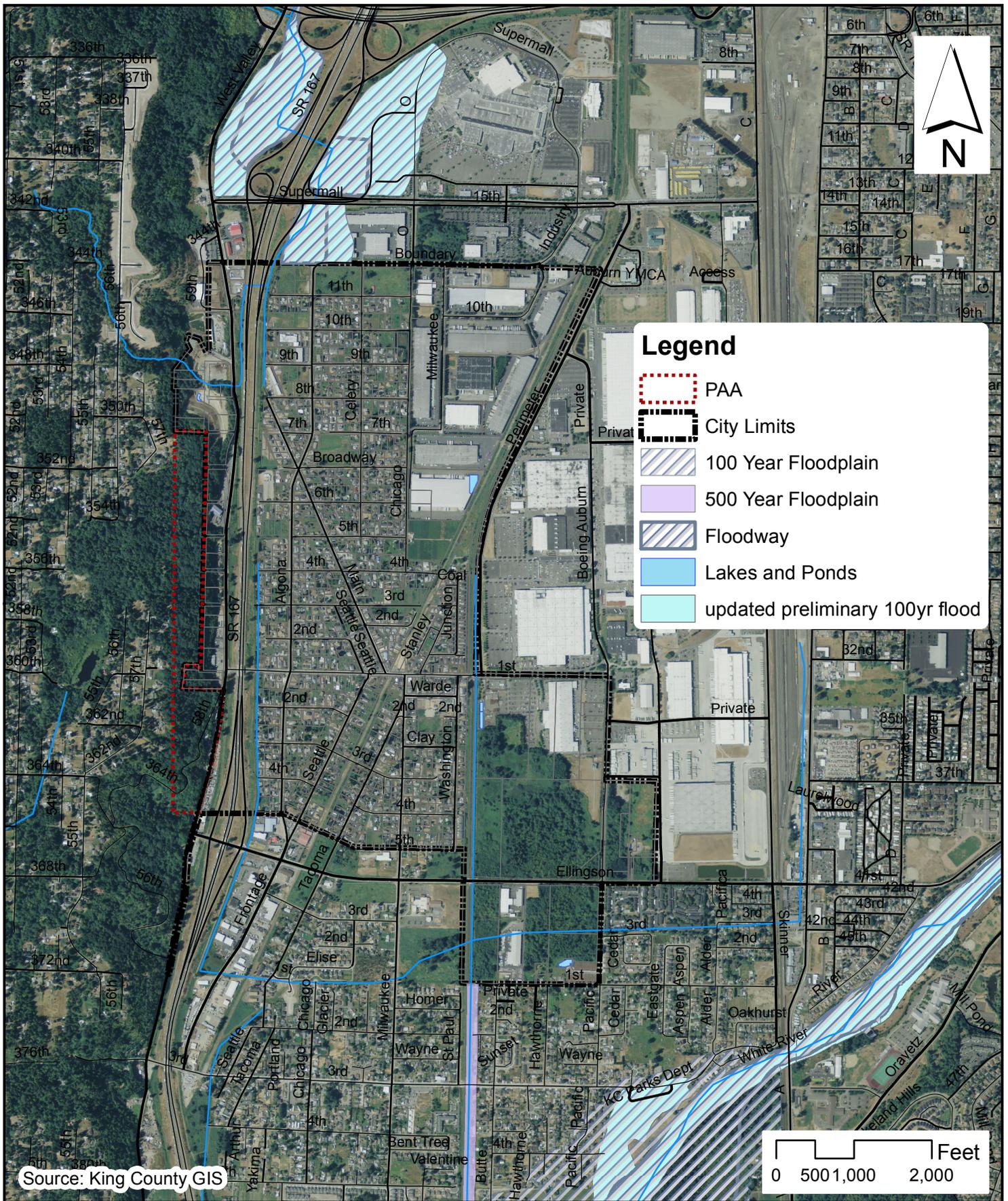


Figure: 2-4 a
Floodway & Floodplain Map

City of Algona



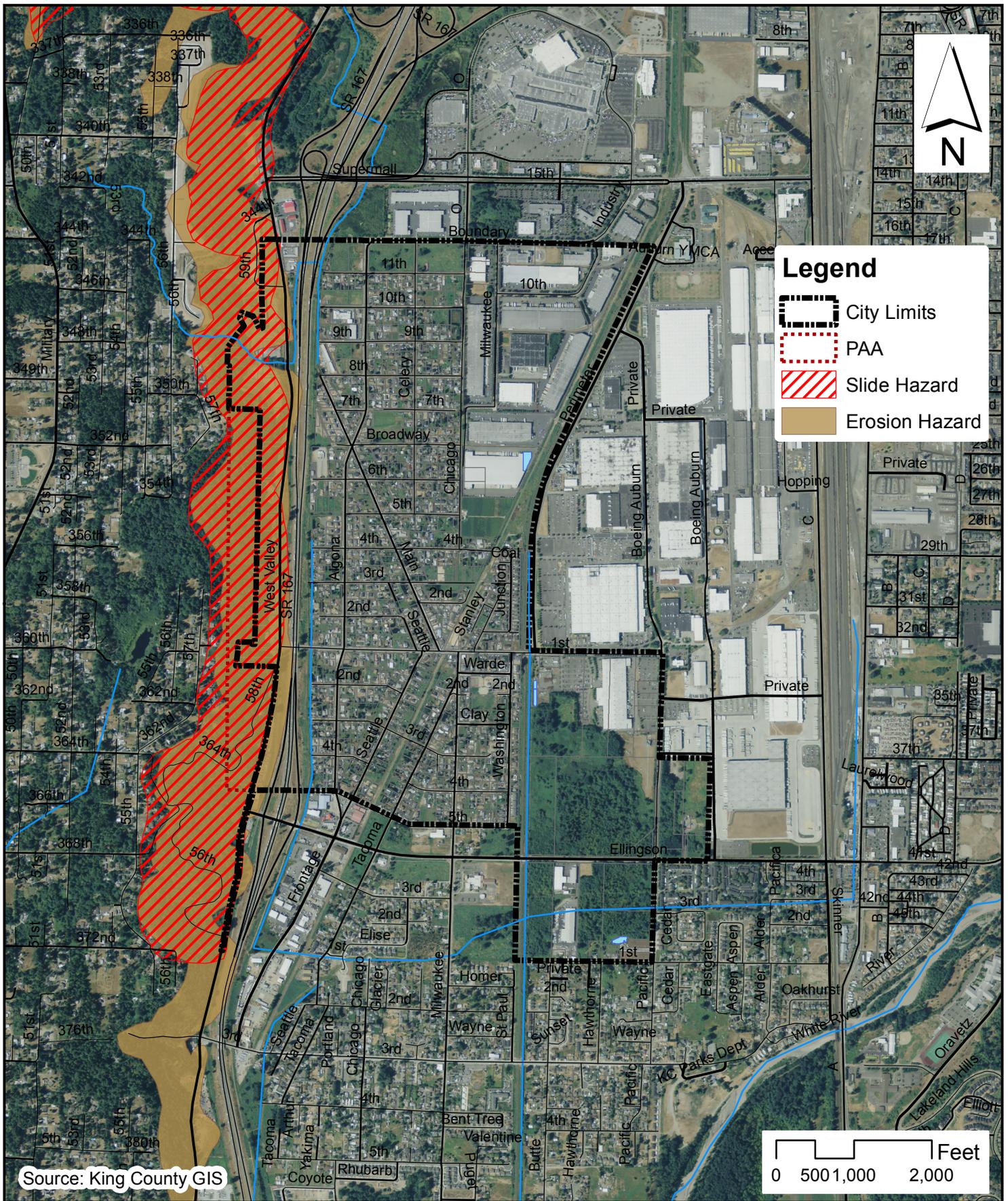


Figure: 2-5
 Step Slopes & Erosion Hazard

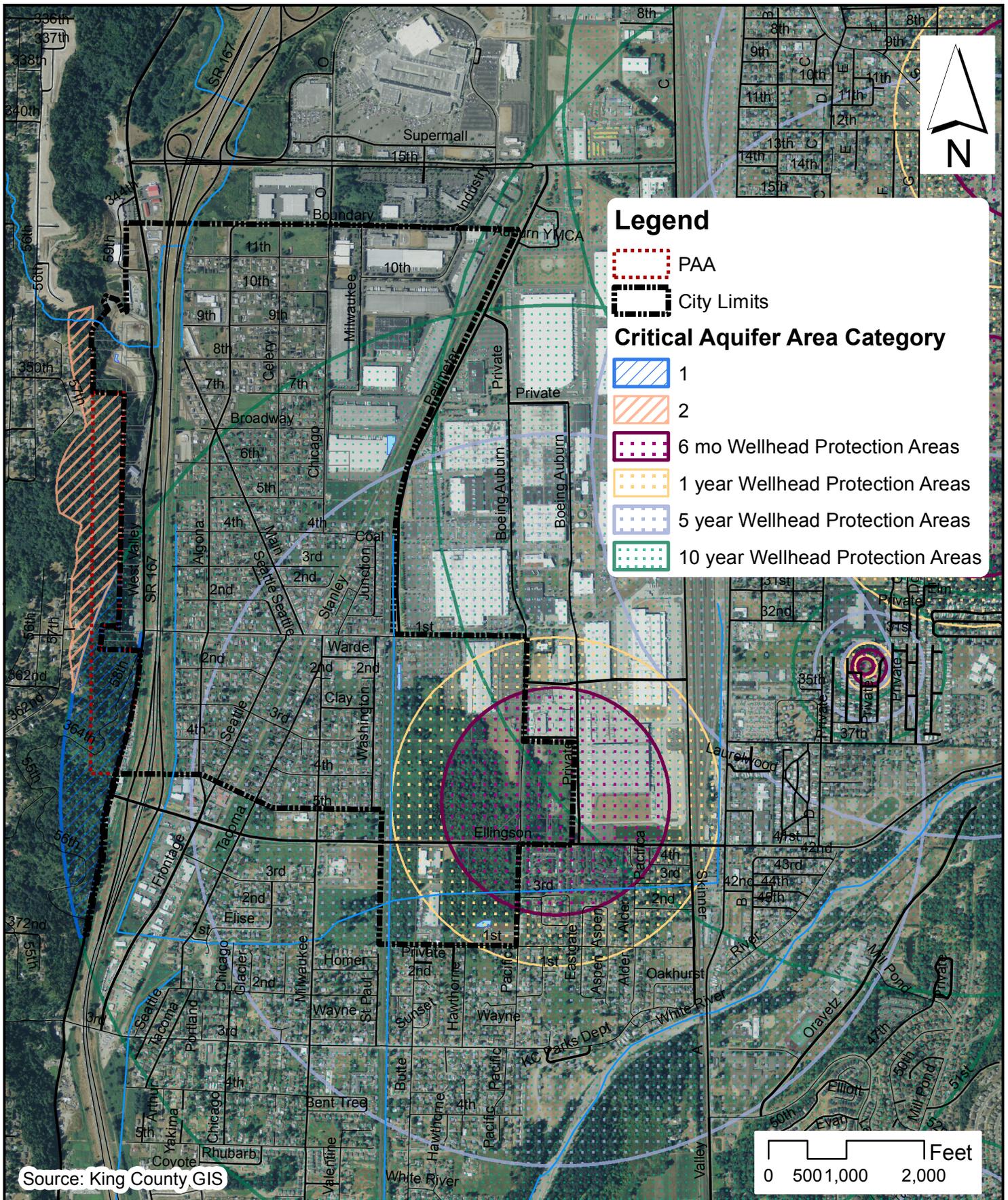


Figure: 2-6

City of Algonia

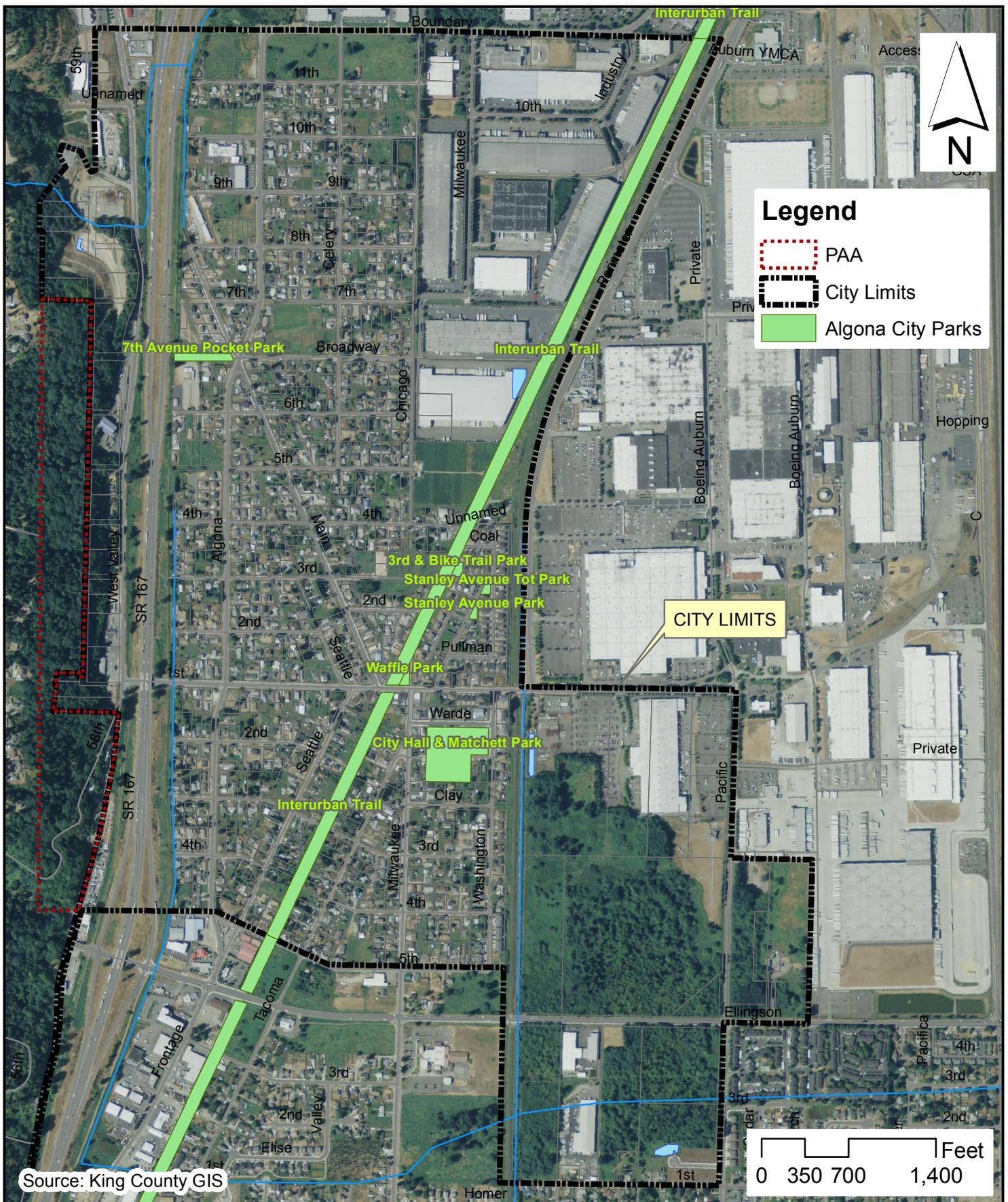


Figure: 2-7
Parks & Open Space

City of Algona

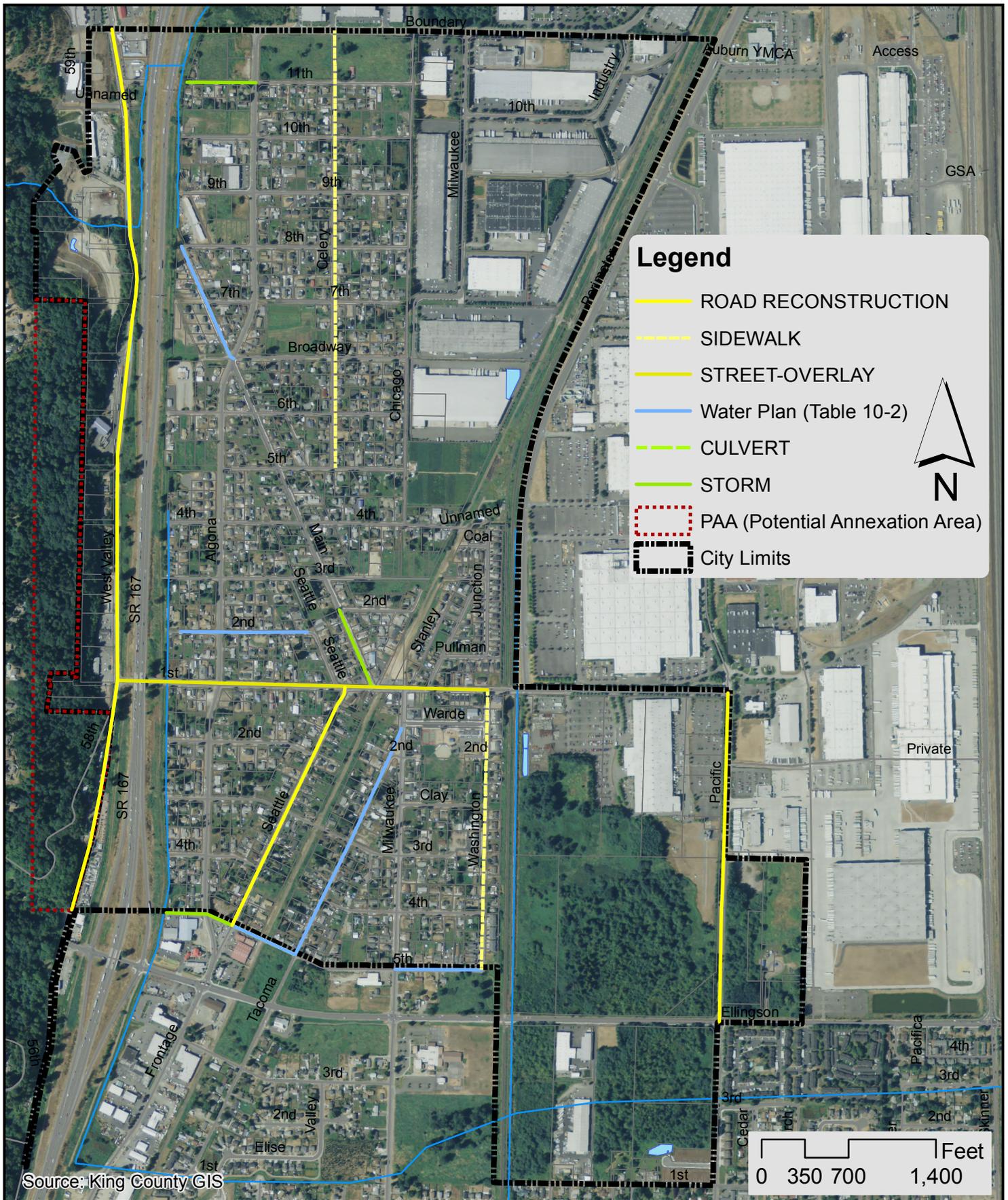


Figure: 2-8
 Capital Improvement &
 Transportation Improvement Plan Map

Chapter 3: Goals and Policies

Chapter 3: Goals and Policies

Goals and Policies guide decision making when specific programs, projects or land use decisions come forward for approval. They are not regulations and how one or another policy is actually applied to a decision is a matter for the Mayor or Council based on the information specifically related to the decision being made. The following Goals and Policies will be reviewed as part of the decision making process, but other factors may play a role as well. The intent is to acknowledge federal, state, regional and local policies and strive for consistency; but pertinent regulations (federal, State and local) will have the ultimate control over decisions, as they must.

Land Use

GOAL LU-1 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 ensure 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 Through the Land Use Element work to balance residential, commercial, industrial and public uses.

Policies:

LUP-2.1 Review development regulations to remove unnecessary requirements and to balance development goals for housing and economic development, with public opinion, public participation and environmental protection.

- LUP-2.2 Ensure regulations, programs, and project specific review are consistent with the policies of this plan.
- LUP-2.3 Coordinate with King County and adjacent municipalities through joint planning to ensure service provision and development is consistent with this plan.
- LUP-2.4 Commercial and industrial development should complement the small town character of Algona.

GOAL LU-3 Support quality residential neighborhoods.

Policies:

- LUP-3.1 Provide for innovative design options that support residential neighborhoods and provide for more efficient use of single-family residential lands.
- LUP-3.2 Direct public investment toward physical improvements that foster growth, maintain current infrastructure, serve population concentrations, and promote targeted changes in land use densities.

GOAL LU-4 Attain a wide range of residential patterns, densities, and housing types throughout the City.

Policies:

- LU-4.1 Identify a diversity of zoning designations within this plan that permit a full range of residential dwelling types within Algona, with minimum densities of four dwellings per acre.

GOAL LU-5 Encourage affordable housing and home ownership opportunities.

Policies:

- LU-5.1 Substandard housing that is “affordable” by virtue of its poor condition, undesirable location, or other such physical factor is not an acceptable substitute for livable affordable housing.
- LU-5.2 Encourage a variety of affordable housing types in addition to single-family homes.
- LU-5.3 Encourage and support efforts to increase home ownership.
- LU-5.4 Provide for modular housing.

GOAL LU-6 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.

GOAL LU-7 Encourage industrial development that strengthens the local economy and tax base, and attracts complimentary uses and businesses.

Policies:

LU-7.1 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Algona on appropriately zoned industrial land.

LU-7.2 Protect industrial land from encroachment by incompatible uses such as housing.

LU-7.3 Expand the number and type of industrial uses in the City by intensive use of existing industrial lands.

LU-7.4 Discourage industrial development that interferes with residential and commercial land uses in close proximity.

LU-7.5 Mitigate negative impacts of noise, light, glare, dust and other effects when considering the development of an industrial use.

LU-7.6 Install adequate landscape or structural buffers to separate differing land uses from the adverse impacts of industrial development.

LU-7.7 Protect existing industry from possible future land use conflicts.

LU-7.8 Facilitate the integration and/or buffering of industrial development with adjacent non-industrial areas.

LU-7.9 The City should review and amend, if necessary, the design criteria for both the existing Landscape Ordinance and the Signage Ordinance.

GOAL LU-8 Plan for parks, open space, trails and recreational opportunities for the citizens of Algona.

Policies:

- LU-8.1 Identify the recreational needs of the community and provide for those needs within the existing land use pattern and funding capacity of the City.
- LU-8.2 Identify potential open space opportunities within the City and explore acquisition possibilities.
- LU-8.3 Explore the possibility of linking new and existing passive open spaces areas to create a network of active green spaces.

GOAL LU-9 Coordinate growth and development with adjacent jurisdictions.

Policies:

- LU-9.1 Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies within the adopted Urban Growth Area or proposed Planned Action Area.

Housing

GOAL HU-1 Provide fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability.

Policies:

- HU-1.1 Encourage the use of affordable housing techniques and incentives to assure housing opportunities for people of all incomes, ages, and assistance needs. This could include siting of manufactured housing.
- HU-1.2 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.
- HU-1.3 Encourage and assist in rehabilitating and preserving existing affordable housing.

GOAL HU-2 Provide a range of housing types to ensure an adequate choice of living accommodations for those desiring to live in Algona.

Policies:

- HU-2.1 Encourage the development of a wide range of housing types to meet the needs of all citizens of Algona.

- HU-2.2 Balance the housing needs of the entire community when determining development regulations.
- HU-2.3 Encourage single and multi-family housing close to transportation facilities and public services.
- HU-2.4 Encourage the development of townhomes or other housing types in appropriate zones to promote affordable housing.
- HU-2.5 Allow manufactured housing in all residential zones, subject to City development regulations.
- HU-2.6 Support opportunities to accommodate home buyers and renters with varying income levels.
- HU-2.7 Maintain a balance of percentages of housing availability for low, moderate and high income residents.
- HU-2.8 Maintain the ability of different types of group homes to locate in appropriate residential neighborhoods.
- GOAL HU-3 The City of Algona should undertake actions that promote residential development at densities that will allow pedestrian access to commercial areas, employment and park or recreational areas.**

Policies:

- HU-3.1 Continue to allow home occupations.
- HU-3.2 Promote flexibility and creativity in the layout and design of new residential development.
- HU-3.3 Design guidelines should be developed and added to the Algona Municipal Code to implement this strategy.

- GOAL HU-4 Encourage rehabilitation of older housing and infrastructure and preserving existing housing units.**

Policies:

- HU-4.1 Encourage property owners to retain and rehabilitate existing older residential stock.
- HU-4.2 Encourage rehabilitation of older commercial buildings.
- HU-4.3 Encourage improvements of streets and sidewalks on both sides of rights-of-way.
- HU-4.4 Pursue state and federal funding for housing assistance.

GOAL HU-5 Minimize environmental impacts of new housing developments.Policies:

- HU-5.1 Services for new housing development shall be in place concurrently with the occupancy of the structures.
- HU-5.2 Allow for clustering and smaller lot sizes in return for protection and rehabilitation of sensitive areas.

Economic Development**GOAL ED-1 Seek and encourage a strong and diverse economy with a variety of different types and sizes of business, and maintain employment base.**Policies:

- ED-1.1 Provide adequate land for industrial development which enhances the community goals, augments the tax base, and does not disproportionately drain the City's natural or physical resources.
- ED-1.2 Work with the regional organizations and surrounding municipalities to promote the economic development potential of the City.
- ED-1.3 Work with King County to ensure that economic development strategies are carried out consistently.
- ED-1.4 Promote a diversity of goods, services and employment opportunities within the City.
- ED-1.5 Encourage energy conservation and energy efficiency through the building code.
- ED-1.6 Foster a regulatory framework that provides incentives to encourage appropriate economic development.

GOAL ED-2 Assure that adequate public facilities and public services are available to support industrial and commercial development.Policies:

- ED-2.1 Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.
- ED-2.2 Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.

GOAL ED-3 Algona should foster a regulatory environment that supports diverse businesses, property owners, and regional and local developers.

Policies:

- ED-3.1 Coordinate economic development policies and activities with other Comprehensive Plan Elements.
- ED-3.2 Provide City requirements such as zoning and development regulations that are responsive to customer requests.
- ED-3.3 Provide efficient processing of applications.
- GOAL ED-4 Diversify the City's economy and market the community.**

Policies:

- ED-4.1 Promote opportunities for a variety of retail, and related uses to locate in the community.
- ED-4.2 Encourage the use of incubator facilities to attract start-up businesses.
- ED-4.3 Explore opportunities to expand and enhance the use of the Interurban Trail and other points of interest.
- ED-4.4 Expand the use of festivals, events, attractions and other techniques to create a positive image.
- GOAL ED-5 Strengthen partnerships with other government and not-for-profit organizations.**

Policies:

- ED-5.1 Work cooperatively with Port of Seattle, King County, and other agencies to focus on economic growth and job creation in Algona.
- ED-5.2 Act to influence federal and State legislation and regulations affecting Algona's economy.
- ED-5.3 Seek to increase federal, State, regional, and local grants.
- ED-5.4 Work with appropriate local and regional human resource and social service agencies to provide programs for underemployed and unemployed persons in the community.
- GOAL ED-6 Develop a balanced regulatory environment that promotes economic activity and a high quality of life.**

Policies:

- ED-6.1 Balance zoning and land use regulations to stimulate economic growth and re-development.

- ED-6.2 Regularly evaluate how regulations promote or constrain economic development.
- ED-6.3 Provide high quality customer service for development review/land use permitting process.
- ED-6.4 Provide prompt access to information and data relevant to economic activity.

Parks and Recreation

GOAL PR-1 Emphasize physical activity in the review and approval of public or private recreational facilities proposed in site plans or park designs.

Policies:

- 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-1.2 Features, signs and design should be compatible with the capability of the site to sustain the anticipated recreational uses.
- PR-1.3 Include natural areas such as wetlands, streams, and wildlife habitat into the park design and identified with interpretive signage to foster understanding of the natural environment.

GOAL PR-2 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.

GOAL PR-3 Maintain trail system that joins the existing public/ private trail system with future trail systems both inside and outside the City limits.

Policies:

- PR-3.1 Facilitate the creation of a trail system corridor where new development can link existing trails 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”.
- GOAL PR-4 Preserve natural vegetation and promote the addition of landscaping throughout the City to enhance the natural environment.**

Policies:

- PR-4.1 Use open space, greenbelts and natural vegetation to reduce noise visual pollution and encourage natural buffering between land uses and to separate incompatible land uses from residential areas.
- PR-4.2 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.
- GOAL PR-5 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.

Transportation

- GOAL TR-1 Emphasize physical activity in the location and design of proposed transportation improvements.**
- GOAL TR-2 Coordinate with WSDOT, Auburn, Federal Way, Pacific and King County on transportation improvements affecting each or all communities.**
- GOAL TR-3 Ensure through review of WSDOT projects within the vicinity and City limits of Algona that noise is mitigated.**

GOAL TR-4 Provide a variety of transportation services for citizens and business.

Policies:

TR-4.1 New roads within new development shall be routed so as to avoid traversing publicly or privately owned natural preserves, parks and recreation areas identified as critical wildlife habitat, except in cases of overriding public interest.

GOAL TR-5 The City of Algona will encourage a transportation network that promotes livability, pedestrian orientation, high quality design, physical activity and limits stress factors such as noise pollution and traffic congestion.

Policies:

TR-5.1 The City should increase the mileage of avenues for non-motorized travel by at least five percent (5%) over the base 2014 condition.

TR-5.2 The City should implement a sidewalk maintenance program.

TR-5.3 The City should formulate and adopt development regulations requiring new sidewalks corresponding to adopted road design standards in conjunction with large construction projects or contributions toward the scheduled road improvements, when adjacent to the construction project.

TR-5.4 The City should strive to include bike lanes in new road improvements.

TR-5.5 The City should coordinate with the Auburn School District to identify sidewalk locations to provide for safe and efficient routes to schools. The City should consider these routes for inclusion within future street programs.

TR-5.6 Where appropriate, the City should install new sidewalks in pedestrian corridors considered by the City to be high priority (i.e. parks and areas used by elderly or handicapped persons).

TR-5.7 The City should conduct a study to identify standards to be developed that will enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and property access.

TR-5.8 The City should reduce the accident rate at representative locations on the City roadway system by at least five percent (5%) below the base 2011 - 2014 conditions. It should seek elimination of serious injury or fatalities at these locations.

TR-5.9 The City should correct specific high accident intersections on both the arterial and collector system.

TR-5.10 The City should support efforts to improve and maintain the Interurban Trail system.

TR-5.11 The City will consider the following Vision 2040 programs and policies as it plans for future trail and transportation improvements as these are relevant to Algona:

- Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.
- Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned METRO transit services.
- Coordination with Sound Transit planning.

GOAL TR-6 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-6.1 New transportation facilities extended to new development will be provided by the developer.

GOAL TR-7 Create balance between future growth and the transportation systems that serve it.

Policies:

TR-7.1 Maintain a concurrency management system, explore alternatives for demand management, and secure adequate public or private financing for transportation facilities in order to ensure that a consistent LOS is provided.

TR-7.2 Review all development proposals and other City actions to ensure coordination with the Transportation Element.

TR-7.3 Examine creating a Transportation Benefit District for the purpose of providing regional transportation through cooperation with regional transit systems.

TR-7.4 Maintain needed traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Department of Public Works.

GOAL TR-8 Maintain a reasonable and affordable level of service for roads.

Policies:

- TR-8.1 The City should maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.
- TR-8.2 Coordinate with the Puget Sound Regional Council, WSDOT and adjacent jurisdictions to ensure consistency and compatibility between transportation plans.
- TR-8.3 Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.

GOAL TR-9 Encourage alternatives to auto travel.Policies:

- TR-9.1 The City should prepare a non-motorized transportation plan for the City. This plan would integrate both the access and movement within the City for non-motorized traffic.
- TR-9.2 Promote public education efforts aimed at reducing transportation-related activities that increase air pollution.
- TR-9.3 Encourage large employers to develop transportation demand management strategies, including such things as carpooling, subsidized transit passes, and staggered work schedules.
- TR-9.4 Consider the air quality implications of new growth and development when making Comprehensive Plan and regulatory changes, and when planning street and utility line extensions.
- TR-9.5 Work with industries and businesses to assist in implementing their Transportation Demand Management (TDM), Commute Trip Reduction or similar traffic mitigation programs.

Natural Environment**GOAL NE-1 Review and amend as necessary, local codes to protect critical areas and habitat.**Policies:

- NE-1.1 Ensure that codes, when updated, contain Best Available Science and Best Management Practices (BMP) covering the following environmental elements:
1. Wetlands
 2. Critical Aquifer Recharge Areas
 3. Habitat Conservation Areas
 4. Frequently flooded areas
 5. Geohazards

- NE-1.2 Ensure that the City maintains a Sensitive Areas Ordinance (SAO) consistent with the current Washington State Department of Ecology Stormwater Management Manual for Western Washington (SWMM).
- NE-1.3 Work with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals

Capital Facilities

GOAL CF-1 Provide needed public facilities to all residents concurrent with development.

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 capital facilities plan as necessary to balance those facilities with future growth and development. Amend plans accordingly.

GOAL CF-2 Future development should bear a fair share of facility improvement cost necessitated by the development to achieve and maintain adopted LOS standards and concurrency with growth.

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 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.

Utilities

GOAL UT-1A: Ensure long term maintenance of service levels in the design of utilities.

GOAL UT-1B: 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: 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.

GOAL UT-3: 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.

GOAL UT-4: Maintain a Surface Water Management Utility.

UT-4.1: Adopt stormwater regulations that are consistent with the Department of Ecology's SWMM.

Chapter 4: Population and Employment

Chapter 4: Population and Employment

Table 4-1 Population Growth

Year	Population	10-Year Growth
1960	1,311	--
1970	1,276	- 2.7%
1980	1,467	15.0%
1990	1,694	15.5%
2000	2,460	45.2%
2010	3,014	22.5%

To update its 2005 Plan and prepare a land use strategy for 2035, the City estimated population and employment growth, and then estimated how much housing and commercial acreage is needed to accommodate those numbers. It then determined how much land is available for development, then determined if the land use map

needs changes to handle the growth.

Population

Table 4-1 tracks growth since 1960. Growth was fairly moderate until new developments caused a rapid growth between 1990 and 2010. For years 2000 through 2010 annual growth has averaged about 2.6 percent per year.

Population density in 2010 was about 13 persons per acre based on the amount of developable land in the City’s two residential zones.

**Table 4-2
Age Distribution 2010**

Population			
	Algona		King County
Under 18	855	28.37%	23.52%
Ages 18-24	315	10.45%	9.67%
Ages 25-44	823	27.31%	27.39%
Ages 45-64	824	27.34%	27.12%
65 Years and Over	197	6.54%	12.31%
Total	3,014		
Median Age		33.1	34.4

The population is slightly younger than the County as a whole. The 2010 distribution on Table 4-2 shows a close relationship in the 18-64 age range, with a significantly higher proportion in the Under 18 group and a smaller proportion in the Over 65 range.

Table 4-3

Year	Population
2000	2,460
2010	3,014
2025	3,266
2030	3,341
2035	3,436

Population growth is proceeding at a slower pace in Algona than estimated in the 2005 Plan. Future population forecasts are based on the Puget Sound

Regional Council “*Land Use Baseline*”, updated as of April 2014. In the 2005 Plan, the estimated 2025 population was 3,540 persons; the current County estimate for 2025 is 3,266. It assumes an

annual growth rate about 1/3 the rate of 2000-2010, about 17-20 new residents per year.

**Table 4-4
Algona Employment
2010**

	Employment		
	Algona		King County
Manufacturing	1,633	79.12%	17.21%
Retail	27	1.28%	15.78%
Office Services	104	4.95%	47.22%
Education	186	8.85%	14.82%
Construction	122	5.8%	4.97%
Total	2,072		

Growth figures will be closely monitored over time to ensure that any accelerated population growth can be adequately handled by City services. The 2005 Plan showed that growth to the level of a 3,540 population could be accommodated with the existing Land Use Plan. The updated forecast 2035 falls within that range. No changes to the Land Use Plan are seen as necessary.

Employment

The Growth Management Act (GMA) includes economic development as one of its basic goals and it is a theme that runs throughout the Act. It considers the need to stimulate economic development throughout the State, but requires that these activities be balanced with the need to protect the physical environment.

GMA encourages the efficient use of land, the availability of urban services, and the financing strategies necessary to pay for infrastructure needed for economic development.

The economic development element of Algona’s Plan analyzes the current economic health of the community and lays the ground work for future economic development endeavors. Its main purpose is to provide the foundation for a vibrant, healthy and active business community.



Employment in Algona is weighted more heavily toward manufacturing and less toward office and retail. The community would like to further develop its commercial base which is constrained by critical areas along West Valley Highway and wetlands located in the northern portion of the City. The 2015 Land Use Map and implementation strategies emphasize this goal. The goal is to

maintain the strong manufacturing base, while increasing employment targets in the Office and Retail sectors.

**Table 4-5
Employment Forecasts
Adjusted Distribution**

	2010		2035 -- PSRC		Algona 2035 Adjusted	
	Employment	% of Total	Employment	% of Total	Employment	% of Total
Manufacturing	1,663	79.11%	1,723	73.44%	1,760	75.00%
Retail	27	1.28%	56	2.39%	210	9.00%
Office	104	4.95%	208	8.87%	100	4.30%
Construction/Resource	122	5.80%	143	6.10%	85	3.60%
Other	186	8.85%	216	9.21%	190	8.10%
Total	2,102	100.00%	2,346	100.00%	2,346	100.00%

Employment forecasts used by most communities for their comprehensive plan updates are those developed by the Puget Sound Regional Council as part of Vision 2040. Use of these numbers meets the “external consistency” requirements of GMA.

Table 4-5 shows the employment forecast by the Puget Sound Regional Council through 2035. The City must hold to the official total employment figure of 2,346 but may adjust the subcategories as it deems necessary. Table 4-5 shows an adjustment based on the economic objectives of the community.

Chapter 5: Housing

Chapter 5: Housing

A GMA Plan must inventory existing housing and project housing needs using the latest population projections. The inventory must include existing housing units and an analysis of the



number (and type) of housing units necessary to provide for projected growth over the planning period. The Housing Element must address affordable housing, an evaluation of the “extent to which the existing and projected market can provide housing at various costs and

for various income levels, and an estimation of the present and future populations that would require assistance to obtain housing they can afford.”

The 2015 Housing Element was developed in accordance with the Growth Management Act, the King County Buildable Lands Report and King County Countywide Planning Policies. It specifically considers a variety of housing types to match the lifestyles and economic needs of the community. Table 5-1 shows the total housing need for Algona through 2035.

**Table 5-1
Housing Units**

	2000	2005	2010	2025	2030	2035
Algona	904	879	1,018	1,129	1,167	1,205
King County	766,081		851,261	988,965	1,037,381	1,085,798
Region			1,570,662	1,903,119	2,011,201	2,119,282

In 2010, Algona comprised a little over a tenth of one percent of the County housing total. As housing is provided to accommodate the 2035 population of 3,436 (Table 4-3), the percentage will remain stable; that is, forecasters expect housing supply to keep pace with demand.

Communities are required to address housing affordability as part of their Plan updates. Affordable housing is defined as when:

“ the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the county median family income, adjusted for family-size, and for owners, 80 percent or less of the county median family income, adjusted for family size for owners)¹”.

In 2012, the median price of a house in Algona was \$217,100, which is lower than the state average of \$272,900 and higher than the national average of \$181,400².

In 2012, the median household income of Algona residents was \$63,600, an increase from \$50,833 in 2000. 11.3 percent of Algona residents have incomes below the poverty level.

**Table 5-2
Housing Affordability
(2014)**

	<30% MI	30-50% MI	50-80% MI	80% +MI
King County Goal	12.0%	12.0%	16.0%	60.0%
Algona Actual	0.5%	19.6%	45.6%	33.9%

Source: King County Consolidated Plan (2010-2014)

Table 5-2 shows how many units were in a price range that was affordable to four income groups - less than 30 percent of median income, between 30-50 percent of median income, between 50-80 percent of median income, and over 80 percent. The “King County Goal” is taken from King County’s Countywide Planning Policies and represents the goal for how the dwelling units should fall within the affordable ranges. King County’s Countywide Planning Policies identify the need from 0-80 percent. The 80+ percent includes the balance of units. From a policy standpoint, 40 percent of housing units - at a minimum - should be affordable to those earning 80 percent or less of median income. Algona provides 65.9 percent.

Algona had housing stock that was comparable to the County and cities for incomes below 50 percent of median, but a substantially higher percentage in the 50-80 percentile and lower percentage in the 80 percent+ category. This indicates a need for more housing available to low income residents and an abundance of



units in the 50-80 percent category. To meet County affordability goals, up to 40 of the 187 new

¹ WAC 365-196-410(e)(i)(C) (I-V)

² Source: Census.com

housing units through 2035 should be accommodated as assisted housing for the very low income.

It also shows a need for more “market rate” housing serving higher income levels.

About 16 percent of the total housing stock is 15 years old or newer. In 2012 there was a vacancy rate of 8 percent, which will likely be reduced with recovery from the Great Recession. There has been little change in the percentage of occupied houses that are owned and rented. The owner-occupancy rate of 80.4 percent compares with the King County rate of 62.8 percent.

Table 5-3 breaks down housing types for 2012 and compares them to totals contained in the 2005 comprehensive plan. The distribution of new housing has changed slightly to single-family residential with a reduction in alternative housing types (mobile home/other). Between 2007 and 2013, 97 percent of residential building permits were issued for single-family dwelling with the remainder for duplexes or 4-unit structures.

Future Demand

Regional forecasts (Vision 2040) and Countywide Planning Policies forecast a 2035 housing need of 1,205 dwellings, an increase of 187 units over 2010 levels (Table 5-1). Assuming a vacancy rate of 8 percent total new construction each year should be about eight units to meet 2035 targets.

**Table 5-3
Dwelling Units by Type**

2005			2012	
Population				
Type	Number	Percent	Number	Percent
Single-Family	698	79.41%	818	82.79%
2 to 4 Family	28	3.19%	32	3.24%
5 to 9 Family	3	0.34%	---	
10 or more Family	5	0.57%	5	0.51%
Mobile Home / Other	145	16.50%	133	13.46%
Total Housing Units	879	100%	988	100%
Owner Occupied		80.1%	80.4%	
Renter Occupied		19.9%	19.6%	

From 2001 to 2005, the City of Algona issued permits for 104 units of new single-family units, 80 of which were in one development. The overall density was 6.7 dwelling units (d/u) per net acre. The City also issued permits for 4 multi-family units, with an overall density of 6.5 units per net acre. According to the King County Buildable Lands report in 2007, the pace of growth exceeded

the expected rate necessary to meet Algona’s 2025 growth targets.

Between 2007 and 2010, an average of 12 single-family dwellings were built each year. This dropped sharply between 2011 and 2013, likely due to the recession. It is reasonable to assume that in a post-recession environment, housing demand will be closer to the 12-25 units per year witnessed in the two pre-recession reporting periods. Land availability for this growth is discussed in Chapter 7 (Land Use).



Over the planning period (2012-2035) to meet growth targets, 187 dwelling units would be added to the 1,018 that currently exist (Table 5-1). Assuming a need for at least eight housing units per year to meet growth targets and housing goals, six of these would be owner occupied; two would be rentals. Using these estimates along with the ratio of single-family to other unit types (Table 5-3), the land inventory for Algona might allow for a Year 2035 distribution as follows:

- Residential Low Density (RL): 90 Single-Family Detached, Predominately Owner Occupied, including Mobile Homes
- Residential Medium Density (RM): 45 Townhouse Attached, Owner and Rental
18 Apartments, Predominantly Rental
- Mixed Use (C-1): 34 Mixed Use dwellings with commercial

Total: 187

These are, of course, guidelines intended to address GMA growth targets. Market demand, zoning, developer decisions and numerous other factors will dictate how many additional units are actually built over the next 20 years.

In terms of the City’s obligation to address “*existing programs and policies to promote adequate affordable housing and evaluate their effectiveness*” this array of housing would allow for various price ranges from subsidized to market rate, with the market itself determining location and cost structure. In other words, no major regulatory changes are needed to meet 2035 housing needs.

Growth Management rules require that cities accommodate manufactured homes. In Algona these are allowed within the residential zones, provided they exceed 1,000 square feet in building area (AMC 22.34).

Chapter 6: Natural Environment

Chapter 6: Natural Environment

There have been no major changes to the environmental setting of Algona since 2005; however GMA requires cities to ensure that Best Available Science measures are used to protect slopes, soils, aquifers, stormwater runoff and other elements of the environment. Algona adopted a revised critical areas ordinance in early 2015 as part of Plan implementation to provide these assurances. A future decision on how a new King County Transfer Station may be placed on an expanded site will also be scrutinized carefully to assure protection of critical areas and steep slopes.

The City of Algona lies in a river valley running in a north/south direction. The valley floor is relatively flat (slopes less than 1 percent). The base elevation of the City is approximately 70 feet. To the west of the City inside and outside the Urban Growth Boundary are steeply sloping bluffs (slopes of 50 to 90 percent) which are regulated through the Critical Areas Ordinance. To the north and south the terrain is level with a gradual slope, with drainage generally moving north and south. A portion of the City drains to the Green River via Mill Creek, and the remainder drains to the White River.

Soils

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

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

Surface Water

Algona sits on the basin boundary between the White and the Green Rivers. Most of the City north of 3rd Avenue drains north to the Green River system. The rest of the City drains to Mill Creek and the White River. A stream south of Ellingson Road and the unclassified water feature that runs north/south next to the Boeing facility (known locally as the Boeing Canal or Government Ditch) drain south to the White River. An unnamed tributary to Algona Creek to the west of SR 167 drains north to the Mill Creek/Green River system. It may also connect with the ditch along the east side of SR 167 and a portion of that ditch may drain south to the White River.

Future development must consider point source discharges, non-point source discharges, and soil erosion. Development within Algona 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 Department of Ecology Stormwater Manual.

Flooding

FEMA has not mapped any areas in Algona as floodplain and officially there is no floodplain in the City (see Figure 2-4a). However, Figure 2-4b 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 by the City.

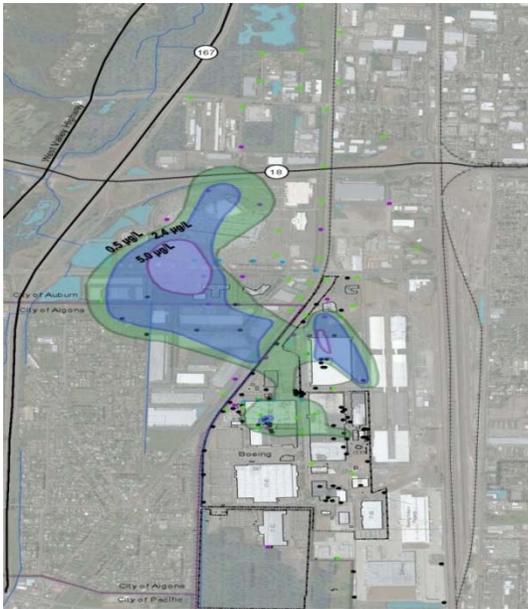
To mitigate the apparent flood hazard condition, the City passed an ordinance setting a minimum floor elevation. The ordinance was updated in 2001. Chapter 22.48.060 of City Code now establishes a finished floor level of at least seventy-one feet above sea level or one foot above the level of any abutting street, whichever is higher. This is considered adequate to accommodate the area shown on the map.

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 very difficult, often impossible, to clean.

Groundwater in Algona can be near surface in the winter which, in turn, can cause increases in surface water (ponding) and decreased stormwater runoff efficiency.



The City of Algona purchases its drinking water from the City of Auburn. The water quality is chlorinated and treated by the City of Auburn. The City of Algona checks water quality at monthly intervals in compliance with the Washington Department of Health requirements.

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” which 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). 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 Street.

Wetlands

Wetlands are fragile ecosystems that assist in the reduction of erosion, flooding and ground, and surface water pollution. Wetlands also provide an important habitat for wildlife, plants and fisheries.



Ten wetland areas have been inventoried from aerial mapping and field reconnaissance; however,

it is expected that other wetlands will be identified on a case-by-case basis as new developments are proposed. The wetlands will be identified and protected according to the Sensitive Areas ordinance to be adopted in early 2015.

Critical Area Impacts

The Land Use Element of the 2015 (Chapter 7) measures the amount of vacant developable land, which excludes critical areas. It confirms that sufficient buildable land is available for housing and employment, after environmentally sensitive areas have been considered.

Climate

The climate should be considered in land use planning. For example, the use of roadways, public transit, and pedestrian/bicycle pathways is affected by the climate. Temperature variations are significant factors in the level of energy usage. Annual precipitation provides a source of water. Summers are dry (average daytime temperature in the 70s) and winters are comparatively mild (average daytime temperature in the mid-40s). The frost-free period for the City generally begins in mid-April and ends near the first of November. Most of the precipitation is in the form of rain during the winter months and relative humidity is comparatively low. Average annual precipitation is 35 inches which does not vary greatly from year to year. The prevailing wind is southwesterly most of the year.

Vegetation and Wildlife

Disturbance of ecological communities and division into isolated habitats are the major cause for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most efficient way of conserving vegetation and wildlife. Many animals that use habitats that are conserved for environmental or scenic reason cannot survive division of the habitat into small isolated land parcels.

The City supports various deciduous and coniferous trees and native shrubs and grasses. 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. The City has not designated any wildlife habitat conservation areas.

Chapter 7: Land Use Element

Chapter 7: Land Use Element

This Land Use Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address land uses in the City of Algona and the adjacent Potential Annexation Area. 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 Countywide Planning Policies to ensure consistency as required by GMA. To meet GMA standards in 2015, the Land Use Map must reflect adequate land availability to accommodate the 422 new residents, 187 new houses and 244 new jobs anticipated by 2035 (See Population and Employment; and Housing sections).

Many communities planning under GMA are required to update their buildable land inventories as a matter of compliance with the law. Algona is one of several communities where this inventory is not required for compliance. It has been deemed to have sufficient buildable lands. In updating its plan for 2015, however, an inventory was conducted to ensure that, for its own planning purposes, there are adequately zoned properties to achieve the City's vision, goals and policies.

**Table 7-1
Algona Land Use (Acres)**

Zoning	RL	RM	C1	C-2	C3	M1	OS/CA	Public	Total
Developed	210.0	30.6	58.0	2.1	25.4	152.8	115.1	3.9	597.9
Vacant Developable	24.9	4.2	10.6	8.5	11.5	15.3			75.0
Vacant Undevelopable	0.4	4.3	0.5	4.0	3.3	22.0	108.7	1.4	144.7
Total	235.4	39.1	69.1	14.6	40.2	190.1	223.8	5.3	817.5
Parcels	795	120	226	6	32	35	36	6	1256

Algona contains about 817 acres of land within its current city limits. Another 45 acres lie outside the City but inside the Potential Annexation Area. The City is divided into private residential and commercial parcels, public parks, streets, schools, wetlands, slopes and trails. Some have been developed, other areas are vacant; some vacant areas are usable for future growth, others are limited for development because of slopes, wetlands or other physical features. Privately owned land that is vacant and developable is what will accommodate future houses and commercial/industrial uses. In 2005, there were 139 acres of vacant developable land. In 2015

there are 75. Again, the City has already been officially certified as meeting the GMA requirement for buildable lands.

Existing Land Use

Existing Algona land use is shown on Table 7-1. Tables 7-2 and 7-3 show the breakdown of developed and undeveloped land in terms of current use. Commercial land is discussed in terms of acreage available to accommodate the 244 future jobs; residential land is discussed in terms of area available to accommodate the estimated 187 future homes needed.

**Table 7-2
Algona Developed Land -- 2014**

Zoning	RL	RM	C1	C-2	C3	M1	OS/CA	Public	Total
Residential	189.0	18.7	40.0	2.1	5.0	0.6	7.0		262.4
Commercial			5.8		16.3				22.1
Industrial						139.4	36.8		176.2
ROW, Utility, Access Tracts	19.0	11.9	12.2		4.2	12.8	71.3		131.5
Institutional Private	2.0								2.0
Public								3.9	3.9
Total	210.0	30.6	58.0	2.1	25.4	152.8	115.1	3.9	597.9

The land use survey shows that of the 75 acres that are developable, about 29 are located in the two principal residential zones (RL and RM); about 11 are located in the mixed use zone (C1); about 20 are zoned for heavy commercial (C2 and C3); and 15 are zoned for industry (M1).

**Table 7-3
Algona Vacant Land 2014**

Zoning	RL	RM	C1	C-2	C3	M1	OS/CA	Public	Total
Developable	24.9	4.2	10.6	8.5	11.5	15.3			75.0
Undevelopable:	0.4	4.3	0.5	4.0	3.3	22.0	108.7	1.4	144.7
Wetlands in vacant area		0.6		4.0	1.0	18.7	59.3	0.0	83.6
Wetlands		3.5					2.2		5.7
Streams in vacant area			0.5	0.01	2.3	3.3	3.4		9.5
Steep Slope							2.0		2.0
Park	0.4	0.3					25.3	1.4	27.4
Other							16.5		16.5
Total	25.4	8.5	11.1	12.5	14.8	37.3	108.7	1.4	219.6

Future Land Use

RL Zone

There are 795 lots platted in the RL residential zone. Homes are built on the majority of these lots. According to the King County Buildable Lands Study (2007) the developed density is about 7.4 dwellings per acre.

59 parcels are currently vacant in the RL zone.

- 6 of these are in excess of 20,000 square feet, which could be subdivided into approximately 40 lots³.
- 37 lots are between 8,000-19,000 which could yield about 50 lots⁴.
- 16 lots are up to 8,000 square feet, the regulatory minimum.
- Some areas designated for future residential (RL) are impacted by non-residential uses (farmland, etc.). It can be assumed that much of this land will convert to residential use by 2035. Existing “farm” land totaling 6.9 acres would yield about 28 building lots.

**Table 7-4
Employment Land Availability**

	Employment Growth 2010-2035	Employee Per Acre	Acres Required – Net	Gross Acres Available	Less 20% Road Allowance	Less 20% "Market Factor"	Net Acres Available	Surplus/ Deficient Land Area
Total	244		20.7	44.8	35.8	26.9	26.9	6.4
Manufacturing Construction/ Resource	97	10.0	9.7	24.3	19.4	14.6	14.6	4.9
Retail	-37	10.0						
Office	183	17.0	10.8	20.5	16.4	12.3	12.3	1.5
Other	-4	15.0						
Other	4	15.0	0.3					

3 Total area X 80%/7.4 units per acre (BLR)

4 Assumes 37 lots plus another 13 (est.) assuming some of the larger lots are divided.

RM Zone

There are 4.2 vacant acres (18 parcels) of RM-zoned land to accommodate approximately 63 townhouse and apartment units in the 2035 needs forecast (See Table 7-3). This would require a development density of about 15 dwellings per acre, which the City's regulations allow subject to height limits and issuance of a Conditional Use Permit.

Commercial/Industrial Zones (C-1, C-2, C-3, M-1)

Algona's four commercial/industrial zones are available to serve the projected 244 new jobs by 2035. Office/retail lands are fairly evenly split with manufacturing acreage with some overlay where retail can locate in manufacturing zones.

The City's mixed use zone (C-1) allows for commercial and residential uses to develop together and promote a pedestrian "community center" character. Areas are designated north of 5th Street (adjoining Pacific), both sides of 1st Street and west of Algona Boulevard and in the north end of the city. Based on 11 available acres of developable lands in these areas, the Plan assumes that at least 34 residential units could be incorporated into mixed-use developments. Taken together, there is sufficient developable land area in the City to accommodate projected employment growth through 2035.

Chapter 8: Parks and Recreation

Chapter 8: Parks and Recreation

Since 2005 several initiatives have been undertaken to promote physical and health activities in communities and through the Comprehensive Plan processes. The Growth Management



Checklist directs local governments to identify lands useful for public purposes, as well as open space corridors within the Urban Growth Area useful for recreation. It encourages planning and design policies that integrate park and recreation opportunities with new public and private development.

The Puget Sound Regional Council produced an “Active Communities Guidebook” in 2012 to assist

communities in updating plans in line with these new initiatives and with the Multi-County Planning Policies. The guidebook describes land use and transportation approaches to promote physical activity, with a focus on bicycle and pedestrian planning. The Department of Commerce, with the Interagency Committee for Outdoor Recreation, published “Planning for Parks, Recreation, and Open Space in Your Community” which included level of service analyses from the National Recreation and Park Association (NRPA). These documents were consulted for the Algona Plan update.

Inventory

The 2005 Plan listed three parks in Algona. (See Figure 2-7 in Chapter 2)

- A small pocket park, developed since 2005, is located at the west end of 7th Avenue N, adjacent to the SR 167.
- Matchett Park covers an area of approximately 3.75 acres. It adjoins the Algona City Hall Campus. At this time the park site contains a fenced baseball playing field, sport courts, basketball court, playground and a public restroom facility.



- Waffle Park is a triangle shaped parcel of land, approximately 23,000 square feet. However in practice the park is larger because it adjoins a vacated street and the “Electric Avenue R.O.W.”

Three additional Algona parks include the following:

- Third Avenue small park adjacent to the Interurban Trail
- Stanley Avenue Tot Park
- Stanley Avenue Park.

The Electric Avenue Interurban Trail, although not part of City owned property, is maintained by Puget Sound Power and Light Company and is part of the larger Interurban trail system connecting several south county cities. Future plans for the Interurban Trail include four projects in the general Algona vicinity:

- A new east-west trail connection serving the residents of Auburn and Pacific and connecting through other existing trails to the Auburn urban center.
- A trail extension from 15th Street SW to the Pacific City Limits.
- A new trail connection that will link south-east Auburn residents to the Auburn urban center via travel on the future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail and the Interurban Trail.
- Williams Trail: A new trail connection that will link south-east Auburn and Pierce County residents to the Auburn urban center via travel on the White River Trail, future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail and Interurban Trail.



In addition to these more developed parks and trails, a large passive open space lies on 96 acres of property south of the Boeing Facility and west of Washington Boulevard (Photo). This is not public land, but holds the possibility of future nature trails

through this wetland area. There is also a 9-acre parcel across Ellingson. This area presents a future opportunity for interruptive park and trail development. This natural resource will become more valuable for passive recreation in the future, and will be a long-term asset, which will remain part of the natural character of the town.

Level of Service

There are no hard and fast level of service standards for parks, however the City of Algona strives to acquire, develop and maintain parks within close proximity to residents. Standards in common use by other communities follow a standard of various sizes of parks being located at certain walkable distances from residential areas. For example:

- Neighborhood Park -- 75% of population within ½ mile
- Community Park -- 90% of population within 1½ miles
- Trails -- 90% of population within ½ mile of a trail

Algona does not have a formally adopted level of service, but with the actual inventory of local parks, regional trails and future park lands under its ownership, it has developed a park and open space system that meets the sample standards listed above. The City will continue to acquire parcels for pocket parks within its neighborhood as those opportunities become available. The City's 9-acre parcel on Ellingson adds to potential park assets. As the C-1 Mixed Use area in the northwest part of the City, along with future development of the transfer station property on West Valley occur, opportunities for open space features will also be considered.



The City is developing plans for a future Community Center as part of a new City Hall building. The Community Center would be on the ground floor, with a full commercial kitchen. The new building would be located on City-owned property south of the existing City Hall.

Chapter 9: Transportation

Chapter 9: Transportation

The Transportation Element is based on state and regional policies including the Growth Management Act (GMA), King County's Countywide Planning Policies (CWPP) and *Transportation 2040* adopted by the Puget Sound Regional Council. The objective of the Algona Plan is to meet the certification requirements of PSRC and thereby, meet the standards outlined in the Department of Growth Management Checklist. The analysis has been interlaced with the *Guide to Updating and Implementing Your Transportation Element* published by the Department of Commerce.

Transportation influences the Land Use Element by determining how Algona's street, highway, transit and pedestrian systems will be affected by growth. Under the "concurrency" requirements of GMA, growth must be adequately served by transportation as it occurs. If it cannot be served, the Land Use Plan must be adjusted accordingly. As with utilities, growth must be in balance with services if it is to be allowed.

Plan Review Requirements

The Department of Growth Management Checklist advises that comprehensive plans be consistent with relevant Countywide Planning Policies and Growth Management laws. Generally, the guidelines for compliance are that the comprehensive plan establish a means of accommodating a specified amount of growth, based on a locally established population forecast, that a community's growth strategy be financially feasible and that regulations be in place to ensure transportation concurrency (mitigation fee ordinance, subdivision standards, etc.).

The Checklist further advises cities to ensure that their plans encourage multi-modal transportation (roads, rail, buses, trails, etc.) and that they contain policies consistent with regional clean-air and transportation policies. It requires an updated transportation inventory and updated rules to ensure concurrency.

The 2015 Algona Plan relies heavily on the regional forecasts by PSRC and King County. Given the relatively small increase in projected population and jobs, the City will assume that Plan consistency with regional transportation forecasts will ensure concurrency.

Transportation Plans

The Puget Sound Regional Council (PSRC) is the regional planning agency responsible for

reviewing, prioritizing and funding of transportation projects throughout the four-county region. The foundation principles are found in *Transportation 2040*, which in turn is based on *Vision 2040*, the overarching growth plan for the region. *Transportation 2040* is also related to the PSRC-based “*Prosperity Partnership*”, the economic development plan for Central Puget Sound, and MAP-21, the federal transportation funding program. All of these combine to define how transportation systems will be developed from the State level to the region to the County and to Algona.

“The Growth Management Act emphasizes intergovernmental coordination and consistency. To advance coordination between regional and local planning, the Act requires regional transportation planning organizations, including the Puget Sound Regional Council, to formally certify countywide planning policies and local comprehensive plan transportation provisions. To be certified, the transportation provisions must demonstrate that they are consistent with the regional transportation plan, with regionally established guidelines and policies, and with Growth Management Act requirements for transportation planning.”

--PSRC Policy and Plan Review Manual, Page iii.

Vision 2040 and Transportation 2040 call for “the development of a transportation system that creates more travel choices while preserving environmental quality and open space”⁵. Since Algona’s plan was adopted in 2005, Transportation 2040 has been updated (2010) with several changes:

- Updated forecasts.
- A new Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc. This relates well with new GMA requirements that a “physical activity” component be considered in Plan updates.
- Updated Coordinated Transit/Human Services Plan requiring consideration of the special needs population (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- New “Growing Transportation Communities” concepts linking land use and transportation, such as locating housing, jobs, and services close to transit.
- Updated Transportation 2040 financial strategy.
- Coordination with planned transit services.

⁵ *T2040 Plan Update*, PSRC Page 38

- Coordination with Sound Transit planning.

In 2014, the top priority in the region in terms of funding is “State of Good Repair”, which addresses maintenance of existing assets (pavements, stormwater, etc.). Additional work on rural community linkages to urban areas will also be carried out as the PSRC completes its full update by 2018. Other priorities will include:

- Transit
- HOV programs
- HOT lanes and tolls
- Replacement of bridges and other vulnerable structures
- Bike and pedestrian facilities connecting regional growth centers

These priorities will potentially affect improvements along SR 167 and West Valley Highway in Algona, as well as improvements within the City for interurban trail connections to employers and transit facilities.

Transportation 2040 makes revenue assumptions based on the region’s assumed level of recovery from the Great Recession of 2008-2012. The Motor Fuel Taxes, Sales Tax and Motor Vehicle Excise Tax are the major local funding sources and all have suffered from the recession. The 2040 Plan admits that forecasting revenues will be difficult until the region is fully recovered and actual, unencumbered trends can be evaluated.

Algona Transportation

Roadway System

Algona is served by two State highways, SR 167 and Highway 18. There is no direct access to either highway within the City limits. West Valley Highway, a City road, parallels SR 167 and provides the principal local access into the City. It also handles bypass traffic when SR 167 becomes overloaded during peak hours. It has insufficient width and the pavement is in poor condition. There are frequent landslides, which close the road. In 2009, it carried daily volumes of about 10,000 vehicles.





Each street in Algona was functionally classified according to the WSDOT Functional Classification 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 either Minor or Collector arterials (See Table 9-1)

or local access streets. All roads not listed on Table 9-1 are local access streets.

Table 9-1: Roadway Functional Classifications

MINOR ARTERIAL

ROADWAY	FROM	TO
West Valley Highway	South City Limits	North City Limit
Ellingson	East City Limits	Railroad Tracks

COLLECTOR ARTERIAL

ROADWAY	FROM	TO
Pacific Avenue South	1 st Avenue	South City Limits
Milwaukee Boulevard	South City Limits	1 st Avenue
	7 th Avenue	Boundary Boulevard.
1 st Avenue	West Valley Highway	Pacific Avenue South
Algona Boulevard	South City Limits	North City Limits
Main Street	1 st Avenue	8 th Avenue North
Boundary Boulevard	Algona Boulevard	Industry Drive
Seattle Boulevard		
Celery Avenue		
Tacoma Boulevard		

Three signalized intersections exist on Algona’s borders:

- On 1st Avenue, east of the railroad, serving a Boeing plant access in Auburn
- At Pacific Avenue and Ellingson Road, on the border with the City of Pacific
- At West Valley Highway and 1st Avenue

Traffic signals are maintained by King County.

Transit

Transit is an important alternative to automobile travel for both regional and local 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 the 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.

Transit service is provided by METRO with DART Route 917 connecting the City to Auburn Station. Route 578 from Auburn Station provides service to downtown Seattle as does Sounder.

Private Transportation

The Commerce Update Checklist suggests a review of locally owned transportation services to ensure that growth does not cause service to decline below adopted levels of service. The City is not aware of any such services in Algona, except for possible Commute Trip Reduction (CTR) or other programs sponsored by Boeing at its facility. The City provides for CTR through AMC 16.16 affecting businesses with 100 employees or more. Whether Boeing monitors issues that need addressing by the City, County or other jurisdictions is not known. Given the minor change in traffic growth since 2005, none is anticipated as a result of this update.

Bicycle Trails/Paths

The Interurban Bicycle Trail runs through the Green River Valley from Pacific to Tukwila, and through Algona. Considering the availability of this trail, the provision of bike lanes along roadway corridors has not been an adopted standard for the City of Algona.

Pedestrian Facilities

The 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 Pacific Avenue, 1st Avenue, Milwaukee Avenue South, Ellingson Road, Boundary Boulevard, Milwaukee Avenue North, Main Street, Industry Drive, Stanley Avenue, Iron Avenue, Coal Avenue, Pullman Avenue, and Junction Boulevard.

In accordance with 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. No significant need was found

requiring actions beyond the sidewalks that may be required as part of some new developments.

School Bus Routes

There are no public schools located within the City of Algona. The Auburn School District 408 buses students from Algona to ALPAC Elementary School, Olympic Junior High School, or Auburn Riverside High School. These bus routes travel along West Valley Highway; Algona Boulevard North; Seattle Boulevard South; Tacoma Boulevard; Milwaukee Avenue; 1st Avenue from the West Valley Highway to Washington Boulevard South; Main Street from 1st Avenue to Algona Boulevard; and Celery Avenue.

Parking Facilities

Parking facilities include both on- and off-street parking. Demand is currently being satisfied by on-street parking on arterial and collector roadways. However, this tends to contribute to traffic congestion and hamper pedestrian safety. On-street parking is currently allowed on all roads. 1st Avenue, Algona Boulevard, Milwaukee Avenue, Warde Street and Main Street are striped for on-street parking. There are physical constraints to on-street parking on some roads due to roadside ditches.

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.

Street Level of Service Standard

How growth affects traffic on local roads is a key criterion in updating land use and growth policies in the Comprehensive Plan. If roads can handle the growth, the system is “concurrent”. If the “Level of Service” standard cannot be



met and improvements cannot be made concurrent with development, then growth policies must be changed. Level of service (LOS) is a measure of the ability of a transportation system to serve demand volumes. The capacity of the intersections dictate the capacity of the road network. Since arterial and collector streets carry the largest traffic volumes, intersections of arterial and collector streets will define the level of service for the City's road network. For signalized and unsignalized intersections, the level of service is evaluated using methods established in the 2000 *Highway Capacity Manual* (HCM), published by the Transportation Research Board.

The Growth Management Checklist requires Levels of Service standards for local, state and regional facilities and recommends that the LOS standards be based on the urban or rural character of the City and surrounding areas. It allows for a balance of general standards vs. local desires and for consideration of funding capacity (while meeting concurrency standards).

Table 9-2: Level of Service Categories		
Level of Service	Unsignalized Approach Delay	Signalized Intersection Delay
A	0 - 10 sec	0 - 10 sec
B	10 - 15 sec	10 - 20 sec
C	15 - 25 sec	20 - 35 sec
D	25 - 35 sec	30 - 55 sec
E	35 - 50 sec	55 - 80 sec
F	> 50 sec	> 80 sec

In 2005, the City adopted an 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 (Table 9-2). It is considered an acceptable urban standard for roads.

Current Trends

Traffic volumes were measured for both the 2005 and 2015 plans. The locations are shown in Figure 9-1. 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. Table 9-3 compares the 2004 volumes with 2014 at proximate intersections.

Table 9-3 Peak Hour Traffic

Street or Intersection	North/South	
	2004	2014
Boundary Blvd/Celery Avenue	115	
• 8 th & Celery		325
Broadway/Main/Algona Blvd	370	
8 th at Algona		1069
West Valley Highway/North		
1 st Avenue		Signalized
• West Valley	1,438	
• Algona Blvd	343	
• Seattle Blvd	18	
○ 2 nd & Seattle		47
• Main St	205	
○ 4 th at Main		444
○ 3 rd & Main		423
• Milwaukee	215	
○ 3 rd & Milwaukee		348
• Stanley	10	
• Washington Blvd	35	
5 th Avenue		
• Seattle Blvd	270	
• Tacoma Blvd	190	
○ 2 nd & Tacoma		136
• Milwaukee Avenue	26	

The change in volumes near intersections surveyed in 2004 is consistent with the known increase in housing between 2004-2012 and the low level of commercial and industrial development. All 2014 volumes fell within acceptable LOS levels.

Level of Service -- 2035

Table 9-4 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 on Table 9-4 will therefore continue in place for the 2015 Plan 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.

Future Road Needs

The Plan update is to measure the need for transportation improvements, which are to be included in the Capital Improvements Plan. The CIP is to include a Six-Year Transportation Improvement Plan (TIP). These plans are to be outgrowths of the 2035 population and jobs forecasts, which in turn are to be consistent with regional forecasts.

The Algona Plan update relies heavily on the regional forecasts by PSRC and King County. Given the moderate growth rate population and jobs; and the relatively small increase in projected population and jobs, the City will assume that Plan consistency with regional transportation forecasts will ensure concurrency. The 2015 Plan borrows on the PSRC and King County visions of “State of Good Repair”, i.e. preserving roads instead a major new construction. The City has adopted a Six-Year Improvement Plan involving sidewalk constructions, street overlays and additional lane capacity. The Plan is shown on Table 9-5. It is a part of the Capital Improvement Plan discussed in Chapter 10.

The City’s top priority is reconstruction West Valley Highway as part of the possible construction of a new King County Solid Waste Transfer Station. The road is currently in poor condition and susceptible to landslides. The increased commercial traffic anticipated with the transfer station improvement requires mitigation measures to meet the concurrency requirements of GMA and to ensure the long term structural integrity of the road. These will be analyzed as part of the County’s environmental review, the Essential Public Facility (EPF) analysis (See Chapter 10), and review of a future Conditional Use Permit request by the County to the City.



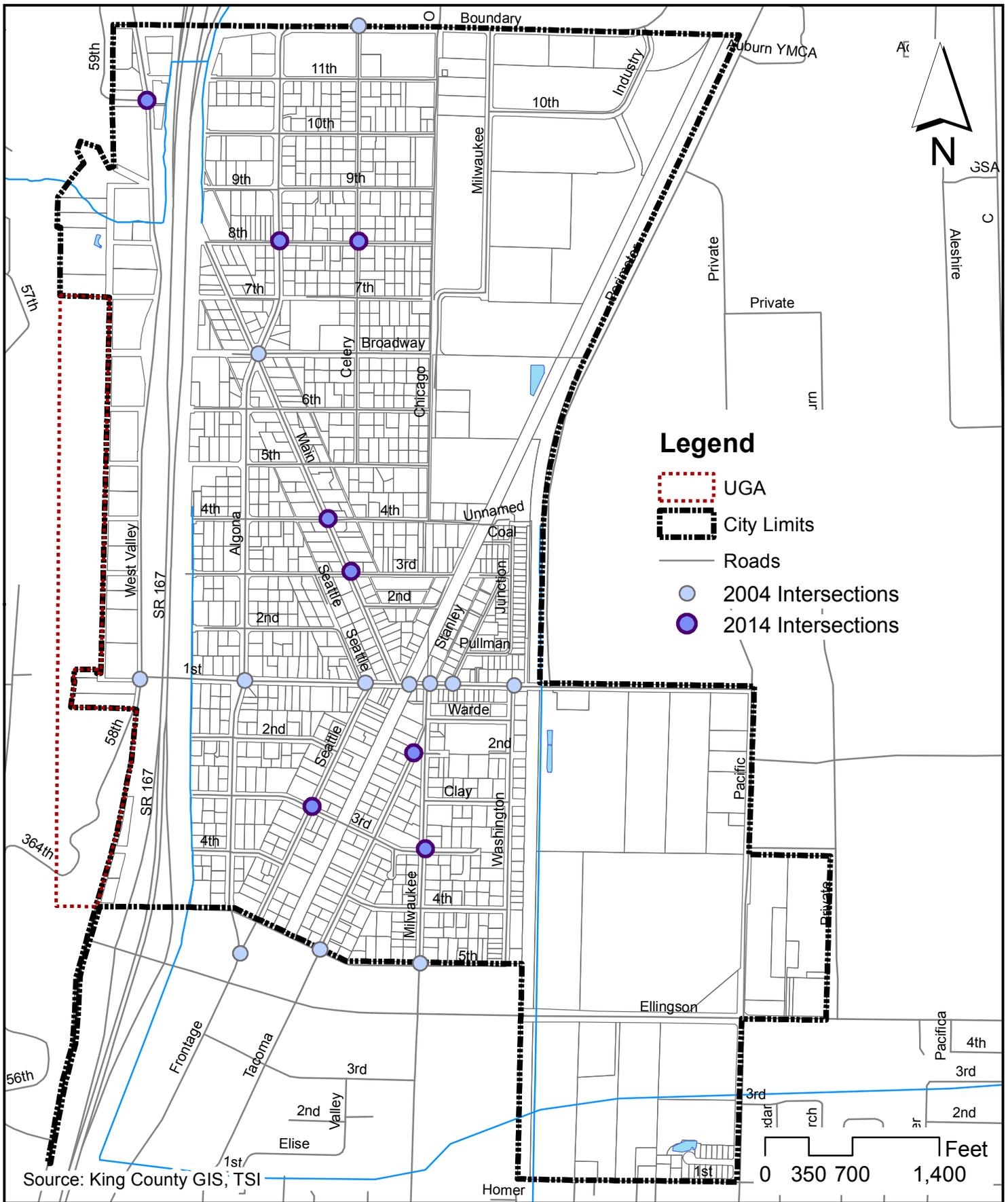


Figure: 9-1 Algona Comprehensive Plan
 Traffic Count Locations - 2004 & 2014 Transportation Element

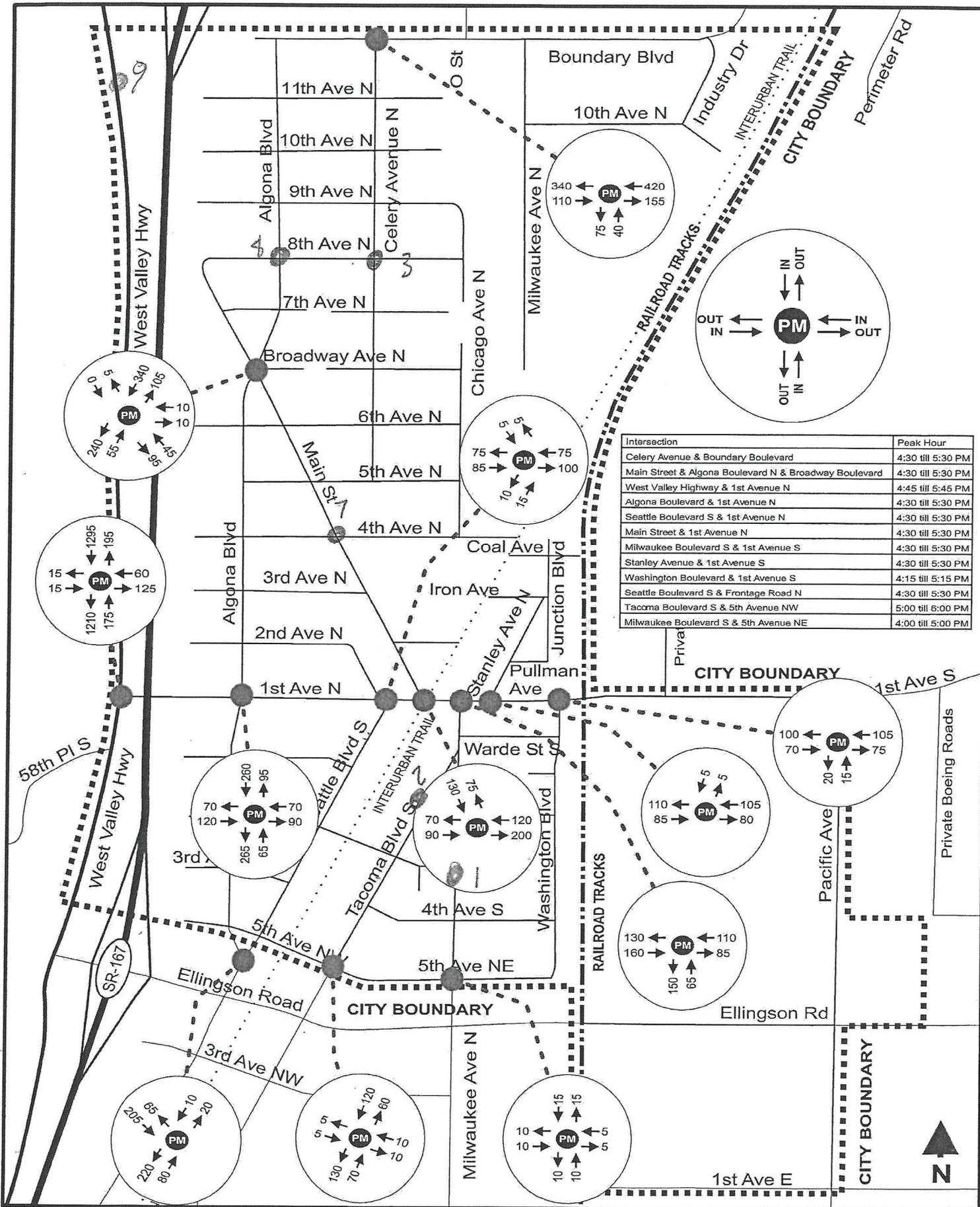


Figure 9-2
2004 Major Intersection Volumes

**Table 9-4
2005 LOS Forecasts for 2025; 2035 Forecast**

Intersection	2025 Forecast (2005 Plan)	2035 Forecast (2015 Plan)
Celery Avenue/ Boundary Boulevard	A	A
Algona Boulevard/ Broadway Boulevard	F	D
Algona Boulevard/ Main Street	D	D
West Valley Highway/ 1 st Avenue	F	B
Algona Boulevard/ 1 st Avenue	D	D
Seattle Boulevard/ 1 st Avenue	B	B
Main Street/ 1 st Avenue	B	B
1 st Avenue/ Milwaukee Avenue	B	B
1 st Avenue/ Stanley Avenue	B	B
1 st Avenue/ Washington Boulevard	A	A

Other Transportation Needs

Future plans for the Interurban Trail include four projects in the general Algona vicinity:

- A new east-west trail connection serving the residents of Auburn and Pacific and connecting through other existing trails to the Auburn urban center.
- A trail extension from 15th Street SW to the Pacific City Limits.
- A new trail connection that will link south-east Auburn residents to the Auburn urban center via travel on the future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail and the Interurban Trail.
- Williams Trail: A new trail connection that will link south-east Auburn and Pierce County residents to the Auburn urban center via travel on the White River Trail, future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail and Interurban Trail.

These improvements are under the control of other jurisdictions and will not be included on the City’s CIP. The City supports these projects.

For any future road improvements, the City will review the need for bicycle lanes as may be warranted for safety or connection to other lanes and trails.

**Table 9-5
Six Year Transportation Improvement Plan**

Project Title	From	To	Cost	Schedule	Federal Source	Federal Amount	State Source	State Amount	Local
Sidewalks									
Milwaukee Blvd S.	1st Avenue	South city limit	\$866,762	2015-2016			SRTS	\$809,902	\$56,860
Celery Avenue	Boundary Boulevard	5th Avenue North	\$319,202	2015-2016	CDBG	\$303,242			\$15,960
Street Overlay									
1st Avenue	West Valley Highway	Washington Boulevard	\$407,672	2017-2018			TIB	\$342,543	\$65,128
Road Reconstruction									
West Valley Highway - Phase 2	5th Avenue North	Boundary Boulevard	\$6,100,000	2015-2017	STP	\$5,276,500			\$823,500
West Valley Highway - Phase 1	1st Avenue	5th Avenue North	\$1,249,150	2016-2017	STP	\$1,080,515			\$168,635
Seattle Boulevard	South City Limit	1st Avenue	\$3,189,608	2015-2018					\$3,189,608
West Valley Highway - Phase 3	5th Avenue South	1st Avenue	\$1,089,850	2019-2020	STP	\$942,720			\$147,130
Pacific Avenue South	Ellingson Road	1st Avenue	\$2,743,634	2019-2020			TIB	\$2,606,452	\$137,182

Chapter 10: Infrastructure and Public Services

Chapter 10: Infrastructure and Public Services

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 they can't, then a city must reassess its land use plan and other policies to ensure that growth can be accommodated, i.e. that forecasts, standards and services are in balance. Transportation needs are assessed in Chapter 9.

The Growth Management 2015 Update Checklist calls for:

1. An Inventory showing the locations and capacities of existing capital facilities owned by public entities including water, sanitary sewer, stormwater, solid waste management, school, park, and recreation facilities, police and fire protection facilities.
2. Adopted levels of service (LOS) i.e. standards for public services. The types of public services for which the City has adopted LOS standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.
3. Forecast of future needs to maintain the adopted levels of service through 2035.
4. Proposed locations and capacities of expanded or new capital facilities.
5. A proposed schedule to ensure that facilities will be available when growth occurs. Items 1 & 2 are discussed below. Items 3-5 are contained in the City's Capital Improvements Plan (Chapter 11).

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 Growth Management Act are maintained. These plans, agreements and regulations are as follows:

- Resolution No. 689-02 and Water System Intertie Agreement No. 3A
- Uniform Fire Code
- Puget Sound Water Quality Management Plan
- NPDES Phase II Stormwater Permit
- King Country METRO Interlocal Agreement for sewer service
- 2012 Stormwater Management Manual for Western Washington

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
- City Codes

Algona's implementation strategy calls for future decisions to be compared with the 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.

Public Utilities

Water

Existing Facilities

Potable water is provided to Algona citizens through an interlocal agreement with the City of Auburn. Auburn's water comes from deep well aquifers and springs. Algona consumers use about 870,000 gallons per day (170 gal. per capita + per employee). Total usage is about 7 percent higher than what was forecast in the 2005 Plan.

Level of Service

Common standards for water consumption are between 80-100 gallons per capita per day. LOS standards, per se, are not contained in the City's Plan, however the 2032 estimate of usage, when compared with the Comprehensive Plan estimate for population and employment in 2035, produces an estimated per capita/per job consumption rate of 180 gallons per day per "equivalent residential unit" (ERU), about 5 percent higher than 2014, somewhat lower than the 7 percent increase in consumption forecast in the 2005 Plan.

The City fire flow standards are established by the Uniform Fire Code (UFC). The UFC fire flow standards establish a minimum fire flow requirement of 1,000 gpm for single-family residences and 1,500 gpm for multi-family residences, commercial buildings, and industrial buildings. The City has set a goal, however, to meet a fire flow requirement of 2,500 gpm in areas zoned heavy commercial and light industrial.

2005 Plan

In 2005 the Plan built on the 1996 agreement (amended in 2002) that relied upon Auburn's

system of wells and springs for source, chlorinating stations and aeration for treatment, pump stations and pipelines for transmission, and steel and concrete enclosed reservoirs for storage. The Plan forecasted needs through 2025. These are shown on Table 10-1.

**Table 10-1
Water Usage Forecast 2005 vs. 2013 Update**

Year	Forecasted Daily Water Consumption (gpd)		
	2005 Plan	2013 Plan	Purchase Requirement
2004	734,200		
2009	777,800		
2014	812,000	870,960	1,058,000
2016	826,400	886,759	1,076,000
2022		937,409	1,132,000
2025	896,400		
2032		1,032,668	1,238,000

The City’s 2013 Water System Plan update outlined a “purchase requirement” which shows when future volume purchases will be made to assure a continuous supply. Auburn has sufficient water capacity to meet these needs.

Based on the 2013 projections, the City added projects to its Capital Improvements Plan. The improvements are shown on Table 10-2 with an update on implementation.

**Table 10-2
2013 Water Plan vs. 2014 Status**

Project Name	Cost*	2014 Status
Auburn Reservoir	\$185,000	1 st Storage Volume Purchased 2 nd Storage Volume Needed
Water Main West Valley Highway 1 st Avenue N to 5 th Ave N	\$340,000	Complete
Water Main - Seattle Blvd, 5 th Avenue S and Tacoma Blvd	\$363,000	
Water Main - Main Street 8 th Avenue N to Broadway	\$310,000	

Table 10-2
2013 Water Plan vs. 2014 Status

Project Name	Cost*	2014 Status
Water Main - West Valley Highway, 9 th Avenue N to Broadway	\$451,000	
Water Mains: 5 th Avenue S, between Washington Boulevard S. and Milwaukee Boulevard S.	\$189,000	
Water Main - West Valley Highway 1 st Avenue to 4 th Avenue S	\$487,000	
Water Main - 2 nd Avenue N, west of Main Street	\$147,000	
Replacement of AC Water Mains	As needed	

Sanitary Sewer

Existing Facilities

King County METRO provides wholesale wastewater treatment services to Algona and other cities throughout the region. There are no capacity limits for sewer. King County owns a main sewer trunk line through the City and provides sufficient capacity for the moderate growth forecast for 2035. 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.

Billing for sewer service is handled between METRO 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 is \$48.91 per month. Algona retains \$9.12 of the sewer charge for maintenance and operations with the balance being passed on to King County METRO. 15 percent discounts are available to qualifying low income and disabled persons.

Level of Service

The 2005 Plan set a LOS standard for sewer services equivalent to LOS standards adopted by METRO. This remains the standard for 2015 by agreement.

Future Need

Because of its agreement with King County METRO, the City does not list future improvements on its capital improvements plan. It is assumed that capacity will be provided in adequate quantities based on METRO's own capital planning efforts.

Stormwater

Stormwater planning in Algona is driven by its Stormwater Plan in terms of LOS and capital improvements. The purpose of the stormwater management plan is to fulfill the requirements of the Department of Ecology's National Pollution Discharge Elimination System Phase II Municipal Stormwater General Permit⁶ (NPDES Phase II Permit) and the Puget Sound Water Quality Management Plan. The plan identifies specific structural and non-structural solutions to known flooding and water quality problems that exist within the City.

The City conducted a Comprehensive Storm Drainage Study in 1984 which inventoried the existing storm drainage system and identified future needs and improvements. An update was completed in 2003 as part of the 2005 comprehensive planning effort and was updated in July, 2010⁷. It is adopted by reference as part of the 2015 Plan. The City has also adopted Ecology's 2005 SWMM.

Existing Facilities

The City currently has approximately 9.9 miles of open ditch systems, 4.6 miles of piped systems, 110 catch basins and 6 major outfalls. Pipe sizes range from 8 to 36 inches in diameter. As part of its stormwater planning, the City has developed a map of all known stormwater outfalls and facilities.

2005 Plan

The 2005 Comprehensive Plan listed several stormwater projects. Most of these involved increasing pipe sizes to 36" in diameter in order to better handle storm flows. These enlargements were to be located along 5th Avenue South, from Seattle Boulevard to State

⁶ Phase II Permits are required of cities that own and operate a storm drain utility system; discharge to surface waters of the State; are located in urbanized areas; and have a population of more than 1,000 people.

⁷ Council Resolution 1010-10

Route (SR) 167. These stormwater infrastructure improvements were estimated to cost approximately \$250,000 and have yet to be implemented. Another 36” pipe improvement project was listed for construction along 10th Avenue, north from Algona Boulevard to SR 167. These improvement costs were estimated at \$106,000; the project is also pending. A 36” pipe improvement project, totaling \$146,000 in cost has been completed between 1st Avenue and 2nd Avenue along Main Street.

Level of Service

The City’s plan calls for drainage swales to be constructed to a 25-year/24-hour storm event capacity threshold. Other stormwater systems are required to be constructed to provide on-site retention capacity created by a 25-year/24-hour storm event at peak discharge rates. Development will be regulated to ensure that its post-development runoff to City systems does not exceed pre-development discharge volumes and/or rates, ensuring that the LOS of the existing stormwater system is not compromised.

Solid Waste Management

Existing Facilities

Garbage service is mandatory in Algona. The City contracts with Waste Management for garbage and curbside recycling services. Waste Management bills directly for these services. Yard waste services are also available. A 25 percent discount in cost of service is granted to eligible low income and disabled citizens.

Park and Recreation Facilities

Please refer to Chapter 8 - Parks and Recreation

Police

The Algona Police Department has a staff of the Chief, Sergeant, six patrolmen, an Evidence Specialist and three reserve officers. Based on a 2010 population of 3014, this represents a Level of Service of:



- 2.7/1000 for full time patrol staff, including Chief and Sergeant
- 3.6/1000 for patrolmen and reserve officers
- 3.9/1000 for uniformed staff and specialists

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 per one thousand population. Algona falls comfortably in that range.

Fire Protection

Fire protection is provided by the Valley Regional Fire Authority (VRFA), which serves the Cities of Algona, Pacific and Auburn. The VRFA also serves KCFD #31 through a mutual agreement. Emergency Services are provided from five fire stations which operate 24 hours a day.

Level of Service

As described in its 2013 annual report:

“Many different methods are used to calculate response effectiveness in the fire service. Until recently, average response time was used as a measurement tool. Upon closer examination it was found that a few very long responses caused by distance, weather, traffic, and other factors beyond the control of the fire crews would skew the mean to a much higher average. This did not accurately reflect the performance of the crews. The current trend is to measure performance at a fixed percentile of all calls. For instance, a performance standard requiring crews to be out of the station in less than 175 seconds 90 percent of the time compensates for the occasional excessive time due to extraordinary circumstances. If “extraordinary circumstances” become so common as to cause crews to miss performance benchmarks, an analysis is performed to determine the cause and corrective action is taken.”

-- VRFA Annual Report, 2013.

Capital expenditures in the VRFA are typically for equipment. Its 2014 budget was just under \$140,000 for this purpose. Funding for the fire service is by a property tax of \$1.00 per thousand dollars of assessed valuation.

Administrative/Legislative Services



Algona maintains a City Hall located at 402 Warde Street. A new facility is being considered which would be a two-story combined City Hall and Community Center, located south of the current building. The current building would house the Police Department; the new building would house administrative services and the City Council Chambers. The \$3 million building is still in the preliminary planning and funding phase.

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 36.70A.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 CFP 4.5:

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.*

-- Underline Added

Algona City Code (AMC 22.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process.

Only one use in Algona meets the criteria as an Essential Public Facility. The King County Solid Waste Division maintains the Algona Transfer Station on West Valley Highway. Once a siting decision is made and the County completes its environmental review, it must apply for a Conditional Use Permit.

Chapter 11: Capital Improvements Plan

Chapter 11: Capital Improvements Plan

The City's Capital Improvement Plan in terms of the GMA Comprehensive Plan is essentially a financial strategy for providing the facilities necessary to serve 2035 growth based on the Level of Service standards discussed in Chapters 9 and 10. Most important to GMA compliance is the first six years of the planning period: 2015-2021. Existing services in Algona fall within acceptable levels of service and with population and employment forecasts equal to or lower than 2005 Plan estimates, future development through 2035 will be adequately served provided a systematic approach to facility maintenance is employed. This Chapter lays out the approach.

This Capital Facilities Element of the Comprehensive Plan has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the financing of capital facilities in the City of Algona and the adjacent Potential Annexation Area. It represents the community's policy plan for the development and financing of identified public facilities through 2035 and includes a six-year financing plan for capital expenditures. The goals and policies in this plan (Chapter 3) will be used to guide public decisions on the use of capital funds. They will also indirectly guide private development decisions by providing needed public projects.

For the purposes of capital facility planning, capital improvements are major projects, activities or maintenance costing over \$10,000, requiring the expenditure of public funds over and above annual operating expenses. They typically have a life expectancy of more than 10 years and result in an addition to the City's fixed assets and/or extend the life of the existing capital infrastructure.

The plan does not include capital outlay items such as equipment or the City's rolling stock, nor does it include the capital expenditures of private or non-public organizations. Minor projects, activities or maintenance costing less than \$10,000 are considered minor maintenance and are not included as a part of capital improvements analysis. Smaller scale improvements of less than \$10,000 will be addressed in the annual capital budget as they occur over time.

City Budget

In 2014, Algona continues to feel the effects of the Great Recession which constrains its ability to allocate any significant sum of local dollars for major capital improvements. After providing for basic services, these other improvement projects must rely on grants, fees, developer contributions or similar mechanisms.

Table 11-1 shows the past three budget years as an indicator of how capital investment plays a role in the overall City budget.

**Table 11-1
Algona City Budgets
2012-2014**

<i>Fund</i>	2012 Actual	2013 Budget	2014 Budget
Current Expense	2,429,846	2,463,743	2,278,925
Drug Fund	0	2,200	2,200
Street Fund	327,505	575,441	406,850
Arterial Street Fund	0	0	0
Grant Fund	19,308	0	170,000
Contingency Fund	0	0	0
Capital Improvement Fund	8,613	0	0
Park Impact Fund	20,000	0	0
Stormwater Mgmt. Fund	194,173	168,980	186,000
Water/Sewer Maint. Fund	1,494,560	1,475,377	1,453,000
Water Capital Improvement	482,840	0	0
Sewer Capital Improvement	9	0	0
Stormwater Capital Imp.	0	0	0
Unemployment Trust Fund	2,975	5,000	5,000
TOTAL	\$4,979,829	\$4,690,741	\$4,501,975

The total City budget for 2014 includes \$335,525 allocated for capital projects and other capital purchases. The City's guiding principle is to invest in repair and maintenance of existing facilities to avoid larger capital needs in the future. The targeted capital dollars that are growth related were for street paving (\$150,000), fire hydrants (\$25,000) and irrigation system improvements at Waffle Park (\$16,000). Not included in the 2014 budget is a significant improvement to West Valley Highway related to any new Algona Transfer Station facility.. The actual amount of this improvement is under discussion with King County.

A new City Hall and Community Center is being considered which would be a two-story combined City Hall and Community Center, located south of the current building. The \$3 million building is still in the preliminary planning and funding phase.

Beyond 2015, capital facilities will be programmed based on need and on the water, sewer, stormwater and other plans already adopted by the City. Decisions will be made year-to-year as part of the City's budgeting process. Non-local funding will be necessary because of the

limited ability of local dollars to finance major improvements. While such improvements are not foreseen as necessary to maintain growth concurrency, the City will look to other funding sources as necessary:

- Debt Financing
- Local Multi-Purpose Levies
- Local Single Purpose Levies
- Local Non-Levy Financing mechanisms
- State Grants and Loans
- Federal Grants and Loans

Debt Financing

Short Term Borrowing: The extremely high cost of many capital improvements require local governments to occasionally utilize short-term financing through local banks.

Revenue Bonds: These bonds are financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly owned facilities, such as the water or sewer system. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting.

Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without the voter referendum.

Industrial Revenue Bonds: These bonds are issued by a local government, but actually assumed by companies or industries that use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is they carry comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is the private sector is responsible for retirement of the debt.

General Obligation Bonds: These bonds are backed by the value of the property within the Jurisdiction. Voter-approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities or maintenance and operations at existing facilities. These bond monies should be used for projects that benefit the City as a whole.

Local Multi-Purposes Levies

Ad Valorem Property Taxes: The tax rate is figured in mills (1/10 cent per dollar of taxable value). The maximum rate is \$3.60 per \$1,000 assessed valuation. The City is prohibited from raising its levy more than 1 percent, before adjustments for new construction and annexation. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities or maintenance and operations at existing facilities.

Local Option Sales Tax: This tax is derived from a retail sales and use tax of up to 1 percent. Local governments that level the second .5 percent may participate in a sales tax equalization fund. Revenue may be used for new capital facilities or maintenance and operations at existing facilities.

Motor Vehicle Excise Tax: This annual excise tax divided between city, county, and state, is distributed on a per capita basis. The City is required to spend funds for police protection, fire protection, and the preservation of public health.

Utility Tax: This is a tax on the gross receipts of electric, gas, telephone, cable TV, and water/sewer utilities. Local discretion up to 6 percent of gross receipts. Voter approval is required for an increase above this maximum. Revenue may be used for new capital facilities or maintenance and operations at existing facilities.

Real Estate Excise Tax: The first $\frac{1}{4}$ percent (REET 1) was authorized for local capital improvements. The Growth Management Act authorized another $\frac{1}{4}$ percent (REET 2) for specific capital projects and maintenance. Revenues must be used solely to finance new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan.

Local Single Purpose Levies

Emergency Medical Services Tax: This takes the form of a property tax levy of 5.25 for emergency medical services. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities.

Motor Vehicle Fuel Tax: This tax is paid by gasoline distributors. The City receives 11.53 percent of total tax receipts. State-shared revenues are distributed by the Department of Licensing. Revenues must be spent for highway (city streets, county roads and state highways) construction, maintenance or operation; policing of local roads; or related activities.

Local Option Fuel Tax: This is a countywide voter-approved tax, equivalent to 10 percent of the statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to the City on a weighted per capita basis. Revenues must be spent for highway (city streets, county roads, and state highways) construction, maintenance or operation; policing of local roads; or highway-related activities.

Local Non-Levy Financing Mechanisms

Reserve Funds: This revenue is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income, and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User Fees, Program Fees, and Tipping Fees: Revenue is generated from fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer services, and water services. This fee may be based on measure of usage, a flat rate or design features. Revenues may be used for new capital facilities or maintenance and operations at existing facilities.

Street Utility Charge: This is a fee of up to 50 percent of actual costs of street construction, maintenance and operations charged to businesses and households. The tax requires local referendum. The fee charged to businesses is based on the number of employees and cannot exceed \$2.00 per employee per month. Owners or occupants of residential property are charged a fee per household that cannot exceed \$2.00 per month. Both businesses and household must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities and drainage facilities.

Special Assessment District: This is a district created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from, the new service or facility. Funding services includes Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: This district is created to provide a specified service. Often the district will encompass more than one jurisdiction. This includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries. Voter approval is required for airport parks, recreation and cultural arts/stadium, and convention districts. The district has authority to impose levies or charges. Funds must be used solely to finance the purpose for which the special purpose district was created.

Lease Agreements: These agreements allow the procurement of a capital facility through lease payments to the owner of the facility. Several lease packaging methods can be used. Under the lease-purchase method, the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

Privatization: Privatization is generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method, ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities that will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets and roads, publicly owned parks, open space, recreational areas, schools, and fire protection facilities (in jurisdictions that are not part of a fire district).

State Grants and Loans

Community Development Block Grant: These grant funds are made available for public facilities, economic development, housing, and infrastructure projects which benefit low and moderate income households. Grants are distributed by the Department of Community, Trade, and Economic Development, primarily to applicants who indicate prior commitment to a project. Revenue is restricted in type of project and may not be used for maintenance and operations.

Community Economic Revitalization Board: These low interest loans (rate fluctuates with State bond rate) and occasional grants finance infrastructure projects for a specific private sector development. Funding is available only for projects which will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the State's borders. Projects must create or retain jobs. Funds are distributed by the Department of Community, Trade, and Economic Development, primarily to applicants who indicate prior commitment to a project. Revenue is restricted in type of project and may not be used for maintenance and operations.

Public Works Trust Fund: These low interest loans finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans the city must have a capital facilities plan in place and must be levying the original ¼ percent real estate excise tax. Funds are distributed by the Department of Community, Trade, and Economic Development. Loans for construction projects require matching funds generated only from local revenues or state-shared entitlement revenues. Public works emergency planning loans are at a 5 percent interest rate, and capital improvement planning loans are no interest loans, with a 25 percent match. Revenues may be used to finance new capital facilities or maintenance and operations at existing facilities.

Urban Arterial Trust Account (UATA): Revenue is available for projects to alleviate and prevent traffic congestion. Entitlement funds are distributed by the State Transportation Improvement Board subject to UATA guidelines and with a 20 percent local matching requirement. Revenue may be used for capital facility projects to alleviate roads that are structurally deficient, congested with traffic or have accident problems.

Transportation Improvement Account: Revenue is available for projects to alleviate and prevent traffic congestion caused by economic development or growth. Entitlement funds are distributed by the State Transportation Improvement Board with a 20 percent local match

requirement. Revenue may be used for capital facility projects that are multi-modal and involve more than one agency.

Centennial Clean Water Fund: This fund provides grants and loans for the design, acquisition, construction and improvement of Water Pollution Control Facilities and related activities to meet state and federal water pollution control requirements. Grants and loans distributed by the Department of Ecology require a 25 to 50 percent matching share. Use of funds are limited to planning, design and construction of Water Pollution Control Facilities, stormwater management, groundwater protection and related projects.

Water Pollution Control State Revolving Fund: This fund provides low interest loans and loan guarantees for water pollution control projects. Loans are distributed by the Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works and show a dedicated source of funding for repayment.

Federal Grants and Loans

Federal Aid Urban System: Revenue is available for construction and reconstruction improvements to arterial and collector roads that are planned for by the Regional Transportation Authority (RTA) and the Federal Highway Administration. Funds may also be used for non-highway public mass-transit projects. Funds are distributed by Washington State Department of Transportation (WSDOT) with a local match requirement.

Federal Aid Safety Programs: Revenue is available for improvements at specific locations that constitute a danger to vehicles or pedestrians as shown by frequency of accidents. Funds are distributed by based on a statewide priority formula and with a 10 percent local match requirement.

Federal Aid Emergency Relief: Revenue is available for restoration of roads and bridges on the federal aid system that are damaged by extraordinary natural disasters or catastrophic failures. The local agency declares an emergency and notifies Division of Emergency Management (WSDOT); upon approval, entitlement funds are available with a 16.87 percent local matching requirement.

Department of Health Water Systems Support: Grants are provided for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the State Department of Health through intergovernmental review and with a 60 percent local match requirement.

Chapter 12: Action Plan and Implementation

Chapter 12: Action Plan and Implementation

Successful implementation of the goals, objectives, and policies will require code changes, programs, capital investments, and other activities. The plan includes strategies that identify actions to achieve stated goals, objectives, and policies.

The following strategies are proposed to implement the comprehensive plan:

- Confirm zoning designations in the City to be consistent with the Future Land Use Designations Map and policies. No changes are necessary immediately; however future zoning changes will be measured against the vision and policies outlined in the Plan.
- Consider new or modified land use regulations to achieve the goal of the pedestrian-oriented and transit supportive development, address infill and redevelopment, and preserve environmental quality.
- Review the City's current development regulations to clarify conflicting codes, organize them for better reading and enforcement. No changes are necessary for GMA compliance purposes. The City's new GMA-compliant Sensitive Areas Ordinance was recently adopted and is a significant improvement over the former regulations.
- Review all proposals coming before the City against the Comprehensive Plan. Include a consistency analysis of the Plan in staff reports presented for a decision, including consistency with documents adopted by reference in Appendix B.
- Develop urban design plans and development standards, consistent with Algona's Comprehensive Plan, to address compatibility of new development, preserve neighborhood character and create pedestrian-oriented and transit supportive development.
- Develop interlocal agreements with King County and surrounding jurisdictions within the County to facilitate and accomplish joint planning in Algona's designated Potential Annexation Area.

- Invest in city-wide public improvements to facilitate and complement private development including streetscape improvements, public open spaces, and other amenities.
- Support public transit facility and service improvements and integrate transit facilities and services into development design and approval.
- Review and modify existing plans to ensure consistency with the comprehensive plan. In addition, develop neighborhood plans and special area plans that further refine the comprehensive plan as it is implemented. A key priority will be the redevelopment of commercial properties west of West Valley Highway.
- Continue public involvement in the planning process so that the decisions made regarding the growth and development of the City is reflective of general community goals and sensitive to the interests of the citizens.
- Modify the land use regulatory review, permitting, and approval system for consistency with the Growth Management Act and adopted plans, to ensure predictability and to allow for the processing of development permits in a timely and fair manner.

Methods for Addressing Shortfalls

The City may not be able to finance all proposed capital facility projects. Where capital facility shortfalls affect concurrency, the following are the options available:

- Increase Revenue
- Decrease Level of Service Standards
- Decrease the Cost of the Facility or Reduce the Scope of the Project
- Decrease the Demand for the Public Service or Facility
- Reassess the Land Use Element

In deciding how to address a particular shortfall, the City will balance the equity and efficiency considerations associated with each of these options.

Appendix A: Glossary of Terms

Glossary of Terms

Accessory Dwelling Unit (ADU): A dwelling unit accessory to the principal dwelling, wholly contained inside of the principal residence with a separate entrance. This dwelling unit can be located within a basement or an addition to the principal residence that will not change the character of the principal residence.

Adequate Capital Facilities: Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Arterial (Urban Minor): A city street providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Large Area and Urban Principal): A city street providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: Those facilities or services that are in place or for which a financial commitment is in place to provide the facilities or services at the time of development or within a specified time. In the case of transportation, the specified time is no later than six years from the time of development.

Capacity: The measure of the ability to provide a level of service on a public facility.

Capital Budget: The portion of each local government's budget which reflects capital improvements for a fiscal year.

Capital Facility: A physical structure owned or operated by a government entity which provides or supports a public service.

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental, and distribution of products or performance of services.

Comprehensive Plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and of "available capital facilities" as defined above.

Consistency: No feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions.

Contiguous Development: Development of areas immediately adjacent to one another.

Critical Areas: Include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density: A measure of the intensity of development, generally expressed in terms of dwelling units per acre. Density can also be expressed in terms of population density (i.e., people per acre). It is useful for establishing a balance between potential local service use and service capacities.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Financial Commitment: Sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development. There is assurance that such funds will be put to that end in a timely manner.

Geologically Hazardous Areas: Areas, that because of their susceptibility to erosion, sliding, earthquake or other geological events, are not suited to the siting of commercial residential or industrial development consistent with public health or safety concerns.

Growth Management: Method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety and welfare benefits to the residents of the community.

Household: Includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Impact Fee: Fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing or storage of products.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: Measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building construction, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): Indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Manufactured Housing: Conventional housing utilizing pre-manufactured components.

Minerals: Include gravel, sand, and valuable metallic substances.

Mobile Home: A single portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:

1. designed to be used for living, sleeping, sanitation, cooking and eating purposes by one family only and containing independent kitchen, sanitary and sleeping facilities;
2. designed so that each housing unit can be transported on its own chassis;
3. placed on a temporary or semi-permanent foundation; and
4. over 32 feet in length and over 8 feet in width.

Multi-Family Housing: As used in this plan, all housing which is designed to accommodate two or more households.

Overriding Public Interest: When this term is used, (public interest, concern or objective) shall be determined by a majority vote of the City Council.

Owner: Any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease or sublease any form of real property.

Planning Period: Means the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Potential Annexation Area: Those areas designated by a county pursuant to RCW 36.70A.110.

Public Facilities: 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.

Public Services: Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional Transportation Plan: The plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Resident Population: Inhabitants counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population .

Right-of-Way: Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: A directive or requirement.

Should: An expectation.

Single-Family Housing: As used in this plan, a detached housing unit designed for occupancy by not more than one household. This definition does not include mobile homes, which are treated as a separate category.

Solid Waste Handling Facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Transportation Facilities: Includes capital facilities related to air, water or land transportation.

Transportation Level of Service Standards: A measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic intersections, comfort, convenience and safety.

Transportation System Management (TSM): Low capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to, signalization, channelization and bus turn-outs.

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies and/or telecommuting.

Urban Collector: A city street providing service which is of relative moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Urban Governmental Services: Include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Local Road: A city street providing service which is of relatively low traffic volume, short average trip length, or minimal through traffic movements.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and for the disposal of sewage.

Visioning: A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: Those areas of a city that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions or those areas identified as wetlands using the "Federal Manual for Identifying and Delineating Wetlands" currently used by the U.S. Army Corps of Engineers. Wetlands generally include swamps, marshes, bogs, and similar areas (Army Corps of Engineers Regulation 33 CRF 328.3, 1988). Where the vegetation has been removed or substantially altered, a wetland shall be determined by the presence or evidence of hydric or organic soil, as well as other documentation of the previous existence of wetland vegetation, such as aerial photographs.

Zoning: Demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape and coverage of structures within each zone.

Appendix B: Plans Adopted by Reference

Plans Adopted by Reference

The City of Algona Comprehensive Plan incorporates by reference the following documents:

- 2005 Algona GMA Comprehensive Plan, except as otherwise amended by the 2015 Update.
- The 1995 and 2005 Environmental Impact Statements except as revised in Appendix E
- King County Countywide Planning Policies, March 2013 (<http://www.kingcounty.gov/property/permits/codes/growth/GMPC/CPPs.aspx>).
- Multi-County Planning Policies.
- PSRC Vision 2040.
- PSRC Transportation 2040.
- PSRC Industrial Lands Analysis.
- 2006 Certification & Consistency Report, Puget Sound Regional Council.
- Active Transportation Plan encouraging bicycle and pedestrian connections with employers, transit centers, etc.
- Updated Coordinated Transit/Human Services Plan addressing special needs populations (elderly, disabled, etc.).
- Updated Regional Transportation Demand Management Action Plan.
- Updated Transportation 2040 financial strategy.
- Coordination with planned METRO transit services.
- Coordination with Sound Transit planning.
- Puget Sound Cleans Air Agency Growth Management Policies.
- Regional Open Space Strategy.
- Resolution No. 689-02 and Water System Intertie Agreement No. 3A.
- Algona Greenhouse Gas Reduction Resolution.
- International Building Codes, including Fire Code.
- Algona Water Plan.
- Auburn Comprehensive Water Plan as it relates to Algona.
- Puget Sound Water Quality Management Plan.
- NPDES Phase II Stormwater permit.
- 2013 Amended and Restated Solid Waste Interlocal Agreement
- King Country METRO Interlocal Agreement for sewer service.
- 2012 Stormwater Management Manual for Western Washington.
- Resolution 1106-14. Six-year Transportation Improvement Program.

- Valley Regional Fire Authority Strategic Plan 2013 - 2017.
- Valley Regional Fire Authority Regional Fire Protection Service Authority Plan August 29, 2006.

The documents listed will have direct influence on decision-making where provisions are prescriptive. Where advisory only, the documents will be balanced with other policies, regulations and priorities.

Appendix C: Comprehensive Plan Checklist
Department of Commerce

Algona Responses to Expanded Checklist for Comprehensive Plan Update

The Washington Department of Commerce provided a checklist to communities to guide their 2015 Plan update. These are guidelines, not rules, but provide information on updates to State law, regional policies, etc. so that communities can adopt the update with confidence that their plans meet the requirements. The following summary informs Algona citizens of how the 2015 Plan was developed and provides a history to those who will update the Plan in 2025.

The Checklist and responses follow:

1. The Land Use Element should be consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1), and should consider, WAC 365-196-400, WAC 365-196-405, WAC 365-196-300 through 345

a. The element integrates relevant countywide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the Central Puget Sound region, the plan is consistent with applicable multicounty planning policies. WAC 365-196-305

Consistency with countywide planning policies

Consistency with multicounty planning policies, where applicable

1. Countywide Planning Policies and MultiCounty Planning Policies included as Appendix E. Appendix includes list of policies that are compatible with updated City Plan and those that, although not directly relevant to Algona, are adopted in principle.

2. Countywide Planning Policies and MultiCounty Planning Policies adopted by Reference as Appendix B.

3. Implementation strategy includes requirement that land use decisions and other relevant City decisions be reviewed against planning policies, including Countywide Planning Policies and MultiCounty Planning Policies. See proposed policy LUP 11-1.

b. The element includes a future land use map (or maps). Maps fulfill the requirement to show the general distribution of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. RCW 36.70A.070(1) and WAC 365-196-400(2)(d). The future land use map shows City limits and Urban Growth Area (UGA) boundaries. RCW 36.70A.110(6), RCW 36.70A.130, WAC 365-196-310 and WAC 365-196-405(2)(i)(ii).

Land use map

1. 2015 Land Use Map included in Chapter 2; discussed in Chapter 7 (Land Use).
 2. No changes recommended for Land Use map over current Plan.
 3. Land use assessment has confirmed that current map will suffice (Chapter 7).
 4. Additional wording possible after King County Transfer Station issue is decided. SEPA analysis by County is pending.
- c. The Land Use Element includes population densities, building intensities, and estimates of future population growth. RCW 36.70A.070(1) WAC 365-196-405(2)(i) suggests including a table with the range of dwelling units per acre allowed in each land use designation and implementing zone as a projection of existing and projected development capacity.
1. All required elements are in plan: Chapters 4, 5, 7.
 2. Future population, housing and job growth consistent with PSRC allocations as part of Vision 2040.
 3. Tables show adequate area for future housing and employment targets (Table 7-1 through 7-5).

The plan should also indicate the population for which it is planning, which should be consistent with the Washington Office of Financial Management's forecast for the county or the county's sub-county allocation of that forecast, and should be the same for all comprehensive plan elements, and is. If OFM population projection is not used, the plan includes the rationale for using another figure. RCW 43.62.035 and WAC 365-196-405(f).

1. All population and employment figures are consistent with Vision 2040, Transportation 2040, State and County forecasts.

Counties should indicate the percentage of countywide population growth allocated for Potential Annexation Areas. This allocation should be consistent with GMA goals of encouraging urban growth in urban areas, reducing sprawl, and ensuring public facilities and services are efficiently provided. WAC 365-196-405 (f).

Population projection uses latest forecast

1. County issue. The City Plan is consistent with adopted PSRC population projections. It is assumed these same projections have been adopted by King County.

Urban densities and Urban Growth Areas (UGAs) have been reviewed. RCW 36.70A.130(3)(a), (5), and (6) and WAC 365-196-310(2).

By definition, Urban Growth Areas all incorporated lands in cities and town, and unincorporated Urban Growth Areas designated by a county. A review should be completed as part of the 8-year update under RCW 36.70A.130. Review WAC 365-

196-310(2) for suggestions on evaluating and designating UGAs. Supporting information should include: selected population growth forecast scenario RCW 43.62.035; population allocation and percentage of land devoted to urban, rural, and resource uses (counties) RCW 36.70A.070(1); land capacity analysis for UGAs, ability to provide urban services. RCW 36.70A.110, CWPPs and WAC 365-196-310.

There should be a coordinated approach to planning for development in Urban Growth Areas, especially among adjacent jurisdictions. WAC 365-196-330 Urban Growth Areas (incorporated or not) must plan for urban densities and urban services. If a county designates a fully contained community (FCC), part of the county's population allocation should be reserved for the FCC. RCW 36.70A.350(2) If a potential UGA expansion area is within the 100-year flood plain of major western Washington rivers, consider RCW 36.70A.110(8).

UGA review (required every 8 years)

1. No changes proposed to UGA boundary.

a. Sufficient land available for growth.

b. Boundary constrained by Auburn, Pacific, Federal Way and hazardous slopes.

c. A Planned Annexation Area boundary (PAA) is depicted on the Plan map, but it is not intended to represent an Urban Growth Area boundary expansion. The City understands that a UGA adjustment is a prerequisite for annexation.

If a buildable lands analysis shows measures needed to ensure appropriate densities, such measures have been adopted. RCW 36.70A.215 and WAC 365-196-315 The Buildable Lands Program Guidelines includes a list of measures.

Reasonable measures adopted if needed

1. Extraordinary "reasonable measures" not required.

2. Densities will accommodate population and employment targets.

The element considers planning approaches that increase physical activity, such as neighborhood commercial nodes to allow walking and cycling to local services, transit- or pedestrian-oriented development, linear parks and trail networks, and siting schools and other public facilities within neighborhoods to allow easy walking RCW 36.70A.070(1) and WAC 365-196-405 (2)(j).

Planning for physical activity

1. Plan emphasizes (Chapter 8 introduction) how Plan encourages physical activity.

2. Trail system integrated with pedestrian facilities encourages physical activity.

3. Goals (see PR-1) and Policies (e.g. encourage physical activity in park planning, street development, transportation improvements.

- d. Lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified. RCW 36.70A.150 requires that a prioritized list of acquisitions be developed. [The list need not be part of the comprehensive plan.] RCW 36.70A.150 and WAC 365-196-340

- Public use lands
 List of acquisitions

1. Interurban trail improvements (public corridor) cited.
2. Capital Improvements Plan assumes future improvements within existing owned lands, i.e. no acquisitions.
3. Added wording on “public use” possible once Transfer Station decided. Issue is pending with King County.
4. No additional changes from 2005 Plan.

- e. Open Space corridors within and between Urban Growth Areas, including lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified. RCW 36.70A.150 RCW 36.70A.150 requires that a prioritized list of acquisitions be developed. [The list need not be part of the comprehensive plan.] RCW 36.70A.150 and WAC 365-196-340.

- Open Space corridors

1. The update confirms and extends policies from the 2005 supporting Interurban Trail development.
2. Policies supporting maintenance and improvements to Interurban Trail and its relationship to other elements of the community (e.g. Economic Development Policy EDP-5.3, Transportation Policy TR-2.10).
3. Discussion of possible future improvements to Interurban Trail (See Chapter 8: Parks and Recreation, Inventory).

- f. If an airport is within or adjacent to the jurisdiction, the plan includes policies, land use designations, and zoning to discourage the siting of incompatible uses adjacent to general aviation airports. RCW 36.70.547 and WAC 365-196-455 See www.wsdot.wa.gov/aviation/Planning/default for guidance. Any planning adjacent to or within the “imaginary surface” areas of general aviation airports must consult with the Aviation Division of WSDOT.

- No incompatible uses near airports
 WSDOT notified

1. Not applicable

- g. If a U.S. Department of Defense (DOD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, the plan must include policies, land use designations, and consistent zoning to discourage the siting of incompatible uses adjacent to military base. RCW 36.70A.530(3) and WAC 365-196-475. See Map of U.S. bases to help make determination of applicability. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.

No incompatible uses near US DOD bases

Base commander notified

1. Not applicable

- h. Where applicable, the Land Use Element includes a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.70(1); WAC 365-196-405(2)(c). RCW 90.56.010(26) defines waters of the state. Jurisdictions subject to U.S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) Phase 1 and Phase 2, should comply with all permit requirements.

All local governments are also encouraged to:

- Adopt the State Department of Ecology's Stormwater Manual for Eastern or Western Washington or the equivalent.
- Incorporate relevant land-use recommendations from adopted local watershed plans. www.ecy.wa.gov/watershed/index.html.
- Adopt a clearing and grading ordinance if not already existing (See Technical Guidance Document for Clearing and Grading in Western Washington).

Stormwater planning

- 1. Stormwater Plan adopted by reference.**
- 2. Water Quality Plan adopted by reference.**
- 3. Stormwater improvements included in CIP.**

- i. Critical areas are designated RCW 36.70A.170 and WAC 365-190-080. Best available science (BAS) is used to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.172 and WAC 365-195-900 through 925.

Plan policies should address the five critical areas listed in RCW 36.70A.030(5) (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. See Critical Areas Assistance Handbook (2007) and Small Communities Critical Areas Ordinance Implementation Guidebook (2007). Follow the process in WAC 365-195-915 to document decisions.

Endangered Species: If there are anadromous fisheries, or if the jurisdiction affected by an Endangered Species Act (ESA) 4(d) rule, the comprehensive plan should contain policies guiding decisions which may impact listed species. Special consideration may include:

- Revisions to zoning to protect habitat
- Revisions to the location of planned capital facilities
- Revisions to stormwater regulations or clearing and grading ordinances

Establishment or maintenance of monitoring programs to ensure that habitat is being maintained, See WAC 365-195-920.

BAS used to designate and protect critical areas

1. **Critical Areas Ordinance drafted**
2. **Critical Areas Ordinance referenced in policies**

j. Critical Aquifer Recharge Areas:(Required if jurisdictions draw groundwater for potable water or need to manage threats to exempt wells.): WAC 365-190-100

- The plan protects the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1) See Ecology's guidance on Critical Aquifer Recharge Areas (CARAs).
- For water quality, policies and implementing regulations should regulate hazardous uses in critical aquifer recharge areas (CARAs) and protect wellhead areas. See Ecology's Groundwater Quality Information.
- For water quantity, policies and implementing regulations should limit impervious surfaces, encourage water conservation measures, and consider Water Resource Inventory Assessment (WRIA) plans. See Ecology's Stormwater Programs for more information.

CARAs protect water quality and quantity

1. **Critical Areas Ordinance drafted. Ordinance contains significant provision for aquifer protections.**
2. **No Critical Aquifer Recharge Areas known to exist.**
3. **No well-head protection areas designated.**

k. Natural Resource Lands (NRLs) designated and conserved: RCW 36.70A.170 RCW 36.70A.060. NRLs include forest, agricultural, and mineral resource lands. See process to classify and designate at WAC 365-190-040.

If forest or agricultural lands of long-term commercial significance are designated inside UGAs, they must be subject to transfer and/or purchase of development rights (TDR, or PDR). RCW 36.70A.060(4)

TDR or PDR program for forest or agricultural lands inside UGAs

1. Not Applicable. No forestry or agricultural lands.

- i. Designate and Conserve Forest Resource Land: RCW 36.70A.170 RCW 36.70A.060 Forest land is defined at RCW 36.70A.030(8). Review WAC 365-190-060 for recommendations on forest lands.

Forest lands designated

1. Not Applicable. No forestry or agricultural lands.

- m. Designate and conserve agricultural resource lands (ARLs): RCW 36.70A.170 and RCW 36.70A.060. ARLS are defined at RCW 36.70A.030(2). See WAC 365-190-050 for recommendations to designate, and WAC 365-196-815 to protect agricultural lands. Land use and policies should discourage incompatible uses around natural resource areas.

RCW 36.70A.177(3) includes innovative techniques to conserve agricultural land and permitted accessory uses.

Agricultural lands designated

Limit accessory uses on agricultural lands

1. Not Applicable. No forestry or agricultural lands.

- n. Designate mineral resource lands:

RCW 36.70A.131 requires consideration of new information including data available from the Department of Natural Resources relating to mineral resource deposits when reviewing mineral resource land designations. Minerals defined in RCW 36.70A.030(11) to include sand, gravel and valuable metallic substances. See WAC 365-190-070 for guidance on designation.

Review mineral resource lands

1. Not Applicable. No mineral lands.

- o. Development outside UGAs: If applicable, development planned outside UGAs must be consistent with the following:

Major industrial development: RCW 36.70A.365 and WAC 365-196-435

Master planned development: RCW 36.70A.367 and WAC 365-196-470

Master planned resorts RCW 36.70A.360, RCW 36.70A.362, and WAC 365-196-460

If applicable, development outside UGA consistent with RCW

1. **Not applicable.**

2. **The Housing Element**

1. **All sub-elements contained in Housing Chapter 5 and Goals and Policy sections.**

The Housing Element is intended to ensure the vitality and character of established residential neighborhoods, encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. It should be consistent with relevant CWPPs, RCW 36.70A.070(2), and should consider WAC 365-196-410.

a. Include an inventory of existing housing units and an analysis the number (and type) of housing units necessary to provide for projected growth over the planning period. RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c) and Commerce's Assessing Your Housing Needs (1993, Updated by March 2013).

Inventory of existing housing and projected housing needs using latest population projection.

1. **Chapter 5 includes inventory information, past trends, future projections and reconciles the numbers with the population forecasts contained in Chapter 4. The projections divide future housing needs among the three levels of affordability (50 percent, 80 percent and 80+ percent MI).**

b. Include goals, policies, and objectives for the preservation, improvement, and development of housing. RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a).

Goals, policies for housing

1. **Chapter 3 contains eight goals and 24 policies dealing with provision of adequate and affordable housing.**

c. Identify sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes, and foster care facilities. RCW 36.70A.070(2)(c)

Identify sufficient land for housing

1. **Table 7-3 shows that sufficient developable land is available to accommodate the projected need for future housing.**
 2. **The Plan cites existing code AMC 22.34 which allows manufactured homes in residential zones, provided they exceed 1000 square feet in building area.**
- d. Provisions for existing and projected housing needs of all economic segments of the community. RCW 36.70A.070(2)(d)

Affordable housing is defined as when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the county median family income, adjusted for family-size, and for owners, 80 percent or less of the county median family income, adjusted for family size for owners). WAC 365-196-410(e)(i)(C) (I-V).

WAC 365-196-410(2)(e)(iii) recommends an evaluation of the extent to which the existing and projected market can provide housing at various costs and for various income levels, and an estimation of the present and future populations that would require assistance to obtain housing they can afford. This section should also identify existing programs and policies to promote adequate affordable housing and evaluate their effectiveness.

If enacting or expanding affordable housing programs under RCW 36.70A.540, the plan should identify certain land use designations where increased residential development will assist in achieving local growth management and housing policies. Examples include: density bonuses within Urban Growth Areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed use projects.

Affordable housing planned

1. **Goal HU-1, among other goals and policies, promotes “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.”**

3. The Capital Facilities Plan

The **Capital Facilities Plan (CFP) Element** must be consistent with countywide planning policies and RCW 36.70A.070(3), should consider WAC 365-196-415, and should serve as a check on the practicality of achieving other elements of the plan. This element should cover all the capital facilities planned, provided, and paid for by public entities including to local government and special districts, etc. This should include water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the capital facilities plan element. For additional information see Making Your Comprehensive Plan a Reality: A Capital

Facilities Preparation Guide Washington Department of Community Trade and Economic Development (CTED), 1993.

a. ***Goals and policies relating to investment in capital facilities, levels of service and regulatory strategies for concurrency to guide decisions. RCW 36.70A.120 and WAC 365-196-415***

1. Chapters 10 and 11 contain existing and planned facilities updated from 2005 Plan.
2. Chapter 9 (Transportation) has been updated by traffic counts and PW Director review.
3. The Plans are consistent with 2014 Budget goals.
4. The emphasis is on maintenance and preservation related vs. new capital construction. This is consistent with the Multi-County Planning Policies and Vision 2040 which call for a "State of Good Repair" approach to capital funding in the post-recession era.
5. Will be adjusted based on Transfer Station DEIS.

b. Inventory showing the locations and capacities of existing capital facilities owned by public entities RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a) recommends the inventory include water, sanitary sewer, stormwater, solid waste management, school, park, and recreation facilities, police and fire protection facilities. The element should reference water or other system plans, indicate locations of facilities, and show where systems currently have unused capacity. Public services and facilities are defined in RCW 36.70A.030(12) and (13).

Inventory of existing facilities

1. The Valley Regional Fire Authority Plan is adopted by reference.
2. The Auburn School District has verified Plan narrative.
3. Other providers (METRO, METRO Transit, energy providers, solid water collection services, etc.) have adequate capacity to serve the City.

c. **Adopted levels of service (LOS) for public services.**

Adopted LOS.

1. **Level of Service is discussed under each section of Chapters 9 and 10.**

d. Forecast of future needs to maintain adopted levels of service over the planning period. RCW 36.70A.070(3)(b) requires a forecast of future needs, and WAC 365-196-415 (b) recommends the forecast be based on projected population densities, and distribution of growth over the planning period. This section should consider whether the jurisdiction has sufficient water rights, sewage treatment, or other needed public facilities to support the plan's projected 20-year growth. This may also consider system management or demand management strategies to meet forecast need.

Forecast of future needs

1. **No concurrency issues detected. Utilities will serve growth targets.**
2. **Sewer and Valley Regional Fire agreements adopted by reference in Plan.**

- e. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) requires proposed locations and capacities, and WAC 365-196-415 (3)(C) suggests that the phasing schedule in the Land Use Element should dictate when and where capital facilities will be needed over the 20-year life of the plan. Consider if the concurrency ordinance or other mechanisms have been effective in providing public facilities and services concurrent with development.

 Proposed locations and capacities of expanded or new facilities.

1. **Capital facilities are concurrent with present demand.**
 2. **The City's top priority is reconstruction West Valley Highway as part of the reconstruction and expansion of the King County Solid Waste Transfer Station.**
 3. **Other future improvements are targeted toward maintaining quality and meeting level of service standards.**
 - a. **"The City's guiding principle is to invest in repair and maintenance of existing facilities to avoid larger capital needs in the future". (Page 85)**
 - b. **City routinely allocates significant capital dollars in its annual budget. (Table 11-1)**
 4. **Tables 10-1 shows future water system capacity needs. Auburn has confirmed available supply.**
 5. **Stormwater improvements will be provided by new development based on a 25-year storm standard.**
 6. **Other service providers (METRO sewer, Valley Regional Fire Authority, Auburn Water) provide most services via agreement with Algona and can serve the anticipated growth.**
- f. Six-year plan (at least) to finance planned capital facilities within projected funding capacities, and identifies sources of public money for such purposes. RCW 36.70A.070(3)(d), RCW 36.70A.120 and WAC 365-196-415(c)(i)

This CFP should include all public expenditures for capital expenses including water, sewer, transportation, etc. WAC 365-196-415(2)(c)(ii) suggests that the plan be updated at least biennially so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

If impact fees are collected, the public facilities for which money is to be spent on must be included in this element. RCW 82.02.050(4) and WAC 365-196-850

 Six-year funding plan consistent with comp plan Impact fees used only for projects included in the CFP

1. **See 3.e above.**
2. **CIP Chapter under development. All information inputted.**
3. **Six Year Plan will be finalized after Mayor, Commission, and Council Review.**

Policy to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element, and financing plan within the Capital Facilities Element are coordinated and consistent. [RCW 36.70A.070(3)(e) and WAC 365-196-415(2)(d)(iii)(F) recommends that the plan set forth how pending applications for development will be affected while such a reassessment is being undertaken.

Land Use reassessment policy included

1. **See Goals TR-4, CF-1 and proposed policy CFP 1.4.**
2. **Plan is “concurrent”. No reassessment necessary.**

4. Utilities Element

The Utilities Element should relate to all services provided, planned for, paid for, and delivered by providers other than the jurisdiction. This should be consistent with relevant CWPPs and RCW 36.70A.070(4), and should consider WAC 365-195-420.

- a. The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. RCW 36.70A.070(4). WAC 365-195-420 recommends goals and policies relating coordination in construction, permits, utility corridor use and management. Counties and cities should evaluate whether any utilities should be identified as essential public facilities in case of siting difficulties.

General location and capacity of existing and proposed facilities.

1. **Chapters 10 and 11 contain existing and planned utilities updated from 2005 Plan.**
2. **Non-City utility providers being consulted.**

5. Rural Element

1. **Not applicable**

The Rural Element (counties only) should be consistent with RCW 36.70A.070(5), RCW 36.70A.030(15) through (17), and consider RCW 36.70A.011 and WAC 365-196-425. Rural lands are lands not designated for urban growth, or designated as agricultural, forest, or mineral resource lands. For additional information, see Keeping the Rural Vision: Protecting Rural Character & Planning for Rural Development, 1999.

- a. A definition of rural character and rural development consistent with RCW 36.70A.030, (15), (16), and (17). WAC 365-196-425(2) provides suggestions.

Definition of rural character

- b. Allows forestry, agriculture, and a variety of rural densities and uses. RCW 36.70A.070(5). See WAC 365-196-425(3) for examples of rural densities. The plan may include optional techniques such as limited areas of more intensive rural development (LAMIRDs), clustering, density transfer, design guidelines, and conservation easements to accommodate rural uses not characterized by urban growth as specified in RCW 36.70A.070(5)(d). See WAC 365-196-425(5) for innovative zoning techniques.

 Variety of densities

- c. A written record explaining how the rural element harmonizes the planning goals and meets the requirements of the Growth Management Act. RCW 36.70A.070(5)(a). WAC 365-196-425(1) A county may consider local circumstances in establishing patterns of rural densities and uses, but must develop a written record of the rural element harmonizes the planning goals and meets the requirements of the act.

 A written record relating to rural character

- d. A definition of rural governmental services needed to serve the permitted densities and uses, and a policy that limits urban services in rural areas RCW 36.70A.110(4). RCW 36.70A.030((17)) <http://apps.leg.wa.gov/RCW/default.aspx?cite=36.70A.070> and WAC 365-196-425(4) recommends some definitions of rural services and provides suggestions for appropriate level of service standards.

 Definition of rural services

- e. Measures protecting rural character. RCW 36.70A.070(5)(c) Measures include containing/controlling development, assuring visual compatibility, reducing inappropriate conversion to low-density sprawl, protecting critical areas, and protecting against conflicts with natural resource lands.

 Measures to protect rural character

- f. If designated, limited areas of more intense rural development (LAMIRDs) are consistent with RCW 36.70A.070(5)(d). See WAC 365-196-425(6) for guidance relating to LAMIRDs.

Commerce suggests that jurisdictions consider Growth Management Hearings Board cases and Commerce's Keeping the Rural Vision: Protecting Rural Character & Planning for Rural Development, 1999 for guidance on appropriate rural densities and levels of governmental services in LAMIRDs.

 LAMIRDs designated and regulated consistent with GMA

6. Transportation Element

1. Transportation section (IX) updated by traffic counts and PW Director review.
2. West Valley Highway is City's main priority for improvement.
3. Information may be updated after issuance of King County data on proposed Transfer Station.

The **Transportation Element** should be consistent with relevant CWPPs and RCW 36.70A.070(6), RCW 36.70A.108, and should consider WAC 365-196-430 and Your Community's Transportation System: A Guide to Updating and Implementing your Transportation Element (2012)

1. **King County and MultiCounty Planning Policies are adopted as part of the updated Plan.**
2. **WAC 365-196-430**
 - a. Land use, population and employment forecasts for 2035 are approximately those of 2005 Plan estimates for 2025. Transportation element shows little change.
 - b. No direct change in impacts to State owned facilities. City is awaiting King County traffic analysis related to proposed Transfer Facility for further information on impacts to West Valley Highway and State-owned facilities.
 - c. No major changes to City's street system are warranted by Level of Service degradation (See Table 9-3).
 - d. The City's Transportation policies emphasize multi-modal approaches including pedestrian paths, bicycle lanes and encouraging TDM measures. (Policy TRP 6-5).
- a. The element includes goals and policies for roadways; fixed route and demand response public transit; bicycle and pedestrian travel; water, rail, air, and industrial port and intermodal facilities; passenger and freight rail; and truck, rail, and barge freight mobility. WAC 365-196-430(2)(b)].

The element should include policies and provisions consistent with regional efforts to reduce criteria pollutants from mobile sources. WAC 173-420-080 If the planning area is within a National Ambient Air Quality Standards nonattainment area, WAC 365-196-430(2)(d) recommends including a map of the nonattainment area, severity of the violation, and measures to be implemented consistent with the state implementation plan for air quality.

1. City policies will require review of KCCWPP's and MultiCounty Planning Policies dealing with air quality.
2. Transportation Policy TRP 6-5.
3. Existing City code requires CRT program for employers of 100 persons or more. (AMC 16.16)

- b. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports to define existing capital facilities and travel levels as a basis for future planning. RCW 36.70A.070(6)(a)(iii)(A). WAC 365-196-430(2)(c) provides recommendations for meeting inventory requirements.

Transportation inventory

1. Chapter 9
2. Table 9-3

- c. The element includes regionally coordinated level of service (LOS) standards for all arterials and transit routes, LOS for highways of statewide significance, and LOS for other state highways consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(iii)(B)

1. Chapter 9

WAC 365-196-430(2)(e)(v) recommends LOS be set to reflect access, mobility, mode-split and capacity goals. WAC 365-196-430(2)(e)(vi) recommends that measurement methodology and standards vary based on the urban or rural character of the surrounding area. Also, balance community character, funding capacity, and traveler expectations. In urban areas, WAC 365-196-430(2)(e)(vii) recommends methodologies for analyzing the transportation system from a comprehensive, multimodal perspective.

Levels of service for all facilities; local, regional, and state

- d. The element identifies specific actions and requirements for bringing into compliance locally owned transportation facilities and services that are below an established LOS standard. RCW 36.70A.070(6)(a)(iii)(D) and WAC 365-196-430(2)(g)

Concurrency policies must be consistent with RCW 36.70A.070(6)(b), and consider multimodal improvements RCW 36.70A.108. Strategies such as increased public transit, ride sharing programs, and other multimodal strategies may be used to ensure that development does not cause service to decline on a locally owned facility below adopted levels of service.

Concurrency

1. Chapter 9 contains findings that current level of service standard of "D" will not be exceeded by estimated traffic growth, which reflects a more moderate (lower) growth rate than forecasted in the 2005 Plan. 2035 traffic will approximate the 2025 forecast in the 2005 Plan.

- e. The element describes existing and planned transportation demand management (TDM) strategies, such as HOV lanes, parking policies, high occupancy vehicle subsidy

programs, etc. RCW 36.70A.070(6)(a)(vi). WAC 365-196-430(2)(i) provides suggested TDM strategies.

If required, a commute trip reduction plan to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted consistent with the comprehensive plan and submitted to the regional transportation planning organization. RCW 70.94.527.

TDM Strategies

1. **The City's Transportation policies emphasize multi-modal approaches including pedestrian paths, bicycle lanes and encouraging TDM measures. (Policy TRP 6-5).**
 2. **Given its size and moderate growth forecast, the City does not maintain a freestanding TDM program with the exception of its Commute Trip Reduction requirements of Chapter 16.16. However, its physical activity, trail, sidewalk, transit and recreation policies, emphasize a multi-modal approach to transportation.**
- f. The element includes a pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii). WAC 365-196-430(2)(j) recommends jurisdictions inventory existing pedestrian and bicycle facilities, and identify and plan improvements for facilities. Improvements could focus on safe routes to school, hazard areas, or pedestrian-generating areas, and should be funded in capital facility or transportation improvement plans. See Bicycle and pedestrian planning information and resources at www.wsdot.wa.gov/Walk/default.htm and www.wsdot.wa.gov/bike/default.htm.

Bicycle and pedestrian planning

1. **See previous discussion. City policies and inventories show a strong commitment to pedestrian and bicycle users.**
- g. The element includes a forecast of traffic for at least 10 years, based on the Land Use Element, to provide information on the location, timing, and capacity needs of future growth. RCW 36.70A.070(6)(a)(iii)(E). WAC 365-196-430(2)(f) suggests including bicycle, pedestrian or planned transit service in a multimodal forecast. Forecasts should be consistent with regionally adopted strategies and plans.

The forecast should be based on assumptions in the land use element. RCW 36.70A.070(6)(a)(i). WAC 365-196-430(2)(a)(i) recommends counties and cities use consistent land use assumptions, population forecasts, and planning periods for both the land use and transportation elements.

10-year Traffic forecast

Land use element assumptions used to forecast travel

1. **The population and buildable lands analysis showed that growth through 2035 is originally estimated through 2025 in the 2005 Plan update.**
2. **Intersection volumes were updated in 2014 which show that traffic increases were minimal since 2005. (Table 9-3)**
3. **The 2015 Plan update therefore finds that future Level of Service will remain unchanged through 2035. (Table 9-4)**
4. **The exception is the 2005 finding that the West Valley Highway/1st Avenue intersection did not meet the LOS standard. A traffic signal has since been installed, correcting that issue.**

- h. The element identifies state and local system expansion needs to meet current and future demands. RCW 36.70A.070(6)(a)(iii)(F). WAC 365-196-430(2)(f) recommends including bicycle, pedestrian or planned transit service in needs.

WSDOT's Ten-Year Capital Improvement and Preservation Program for state-owned facilities (Required by RCW 47.05.030) is detailed in the Transportation Executive Information System <http://www.transinfo.state.wa.us/> Click on the current projects list, select the most recent legislative final project list and you can select projects by county.

 Future needs

1. **See prior discussion. Emphasis in the future will be on street maintenance vs. major capital projects.**
2. **The exception is West Valley Highway which the City argues must be improved as mitigation for the Algona Transfer Station project.**

- i. A multiyear financing plan is included in the element based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. RCW 36.70A.070(6)(a)(iv)(B). WAC 365-196-430(2)(k)(ii) recommends that the horizon year be the same as the time period for the travel forecast and identified needs.

The analysis should assess the identified needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A). WAC 365.196-430(2)(k)(iv) recommends counties and cities consider the cost of maintaining facilities when considering new facilities.

If probable funding falls short of meeting identified needs, there is a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C). WAC 365-196-430(2)(l)(ii) states that this review must take place, at a minimum, as part of the eight-year periodic review and update and update of UGAs [eight years per 2011 amendments to RCW 36.70A.130]. Several choices for addressing funding shortfalls are provided.

 Funding program

Funding analysis

Funding shortfall strategy

1. **See prior discussion. Emphasis in the future will be on street maintenance vs. major capital projects.**
2. **The West Valley Highway improvement is not considered a City-sponsored capital improvement. It is viewed as mitigation for the upcoming Transfer Station development.**

j. The element discusses intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions. RCW 36.70A.070(6)(a)(v). WAC 365-196-430(2)(a)(iv) recommends developing transportation elements using the countywide planning policies to ensure they are coordinated and consistent with the comprehensive plans of other counties and cities sharing common borders.

Intergovernmental coordination

1. **The Plan update is consistent with Countywide and MultiCounty Planning Policies.**
2. **2005 Plan granted "Consistency" Certification by Puget Sound Regional Council in 2006. Little change to community conditions since.**
3. **The Transportation Element is consistent with the Land Use Element which forms the basis for future traffic estimates.**
4. **Confirmation of the Plan's consistency with adjacent city plans (Auburn, Pacific) is underway.**

k. The element discusses how the transportation plan implements and is consistent with the land use element, and how it is consistent with the regional transportation plan. RCW 36.70A.070(6) and WAC 365-196-430 WAC 365-196-430(2)(a)(i) recommends that consistent land use assumptions, population forecasts, and planning periods should be used for both the land use and transportation elements.

The transportation element must be certified by the regional transportation planning organization. RCW 47.80.23(3) and RCW 47.80.026.

Plan certified by RTPO

7. Economic Development Element

The Economic Development Element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) An Economic Development Element should include:

- a. A summary of the local economy such as population, employment, payroll, sectors, businesses, and sales. RCW 36.70A.070(7)(a), WAC 365-196-435(2)(a) recommends using population information consistent with the land use and housing elements. Employment, payroll, and other economic information is available from state and federal agencies. Consider gathering data and information for your community data profile pertaining to business, transportation, labor, real estate, utilities, incentives, regulatory, government, and quality of life.
- b. A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources. RCW 36.70A.070(7)(b), WAC 365-196-435(2)(b) recommends consulting with local development organizations, economic development councils, or economic development districts. Methods for identifying strengths and weaknesses include shift-share analysis, identify of industry clusters, public input, and asset mapping.
- c. Identification of policies, programs, and projects to foster economic growth and development and to address future needs. RCW 36.70A.070(7)(c), WAC 365-196-435(2)(c) recommends identify policies, programs and projects that address identified weaknesses or capitalize on strengths identified by the community. Consider using performance targets to measure success.

8. Parks and Recreation Element

1. Chapter 7.
2. Existing parks are to be maintained in current and quality condition.
3. Future park development may include trail systems in the 96-acre wetland area adjacent to the Boeing facility west of Washington Boulevard and a newly acquired nine-acre parcel on Ellingson.
4. The City will cooperate with King County on maintenance and improvements to the Interurban Trail system.

A Parks and Recreation Element is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. RCW 36.70A.070(8). Commerce's Guidebook Planning for Parks, Recreation, and Open Space in your Community, can provide step-by-step assistance. Also see www.rco.wa.g-ov/doc_pages/index.shtml for additional assistance. A Parks and Recreation Element should include:

- a. Goals and policies to guide decisions regarding facilities. WAC 365-196-440(2)(b) recommends a visioning process to engage the public in identifying needs, evaluating existing recreational opportunities, and developing goals for the parks and recreation element.

- b. Estimates of park and recreation demand for at least a ten-year period based on adopted levels of service and population growth. RCW 36.70A.070(8)(a). WAC 365-196-440(2)(c) recommends establishing levels of service standards that reflect community goals. LOS should focus on those aspects that relate most directly to growth and development.
- c. An evaluation of facilities and service needs over the planning period. RCW 36.70A.070(8)(b). WAC 365-196-440(2)(d) lists factors to consider when estimating demand for parks, open space and recreational services.
- d. An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. RCW 36.70A.070(8)(c). WAC 365-196-440(2)(f) recommends identifying other local, statewide and regional recreation plans for future facilities and opportunities for public and private partnerships to meet regional demand.
- e. The element is consistent with and is a part of the Capital Facilities Element as it relates to park and recreation facilities. RCW 36.70A.070(3)(e). WAC 365-196-440(2)(e) recommends identification of future facilities and services consistent with the land use and capital facilities elements. WAC 365-196-440(2)(g)(iii) recommends identifying strategies for financing in the parks and recreation element, a separate parks plan, or the capital facilities element.

9. Shoreline Element

1. Not applicable

The Shoreline Element of the comprehensive plan is the goals and policies of the Shoreline Master Program (SMP). RCW 36.70A.480 The SMP goals and policies may also be included in an Environmental Element. The SMP goals and policies should be consistent with the rest of the comprehensive plan.

SMP goals and policies are included in the comprehensive plan. RCW 36.70A.480. When a jurisdiction updates its SMP consistent with Ecology's new guidelines (Chapter 173-26 WAC), and according to a schedule in RCW 90.58.080, protection for critical areas within shorelines is transferred from the critical areas ordinance to the SMP. Protection must be at least equal to that from the CAO under the GMA.

SMP goals and policies.

10. Essential Public Facilities (EPFs)

- 1. Chapter 10.
- 2. Algona has adopted the King County Countywide Planning Policy CFP 4.5.
- 3. Relationship to Transfer Station issue will be discussed as part of Conditional Use Permit once applied for by County.
- 4. No exclusion of EPFs; no denial of EPF's are permitted .

Provisions for Siting Essential Public Facilities (EPFs) should be consistent with CWPPs, RCW 36.70A.200, and should consider WAC 365-196-340 and 550. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.

- a. The plan includes a process or criteria for identifying and siting essential public facilities (EPFs). EPFs include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities(SCTF) (defined in RCW 71.09.020(14)). [RCW 36.70A.200(1)] WAC 365-196-550 provides a list of essential public facilities and suggests a potential siting process.

EPF identification and siting process

- b. Policies that address the statutory requirement that no comprehensive plan may preclude the siting of essential public facilities. RCW 36.70A.200(5). WAC 365-196-550(3) list types of comprehensive plan provisions or development regulations that could make the siting of an essential public facility impossible or impractical.

No preclusion policy

- c. Jurisdiction considered the Office of Financial Management's list of essential state public facilities that are required or likely to be built within the next six years. RCW 36.70A.200(4). (Instructions to find the list are available from GMS.)

List considered

11. Optional plan elements and sub-area plans

Additional elements are included in the plan, such as energy conservation, historic preservation, natural hazards, or community design. [RCW 36.70A.080 and WAC 365-196-445] These elements should be consistent with all other elements of the plan. Resources: Historic Preservation: A Tool for Managing Growth, Commerce, 1994, revised in 2005, Optional Comprehensive Plan Element for Natural Hazard Reduction, Commerce, 1999.

If any sub-area plans included in the plan, they must be consistent with the other plan elements. RCW 36.70A.080(2).

1. Not applicable.

12. Consistency

Consistency is required by the GMA.

1. Appendix E

- a. King County Countywide Planning Policies
- b. Multi County Planning Policies

- a. All plan elements are consistent with relevant countywide planning policies (CWPPs) and the GMA. RCW 36.70A.100 and 210 and WAC 365-196-400(2)(c) and 520. WAC 365-197-400(2)(c) suggests CWPPs be referenced in each element, or be appended to the plan to clearly show consistency. Some jurisdictions use a table to show consistency.

 CWPPs

The plan describes how all elements fit together, such as consistency of plan elements and future land use map, and consistency of land use and capital facilities elements. RCW 36.70A.070 (preamble). WAC 365-197-400(2)(f) recommends inclusion at the beginning of the comprehensive plan a section which summarizes how the various pieces of the plan fit together.

 Internal consistency

Plan is coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100.

WAC 365-196-520 suggests counties and cities circulate their proposed plans and SEPA documents with other counties and cities with which they share a common border or has related regional issues. Counties and cities are encouraged to resolve conflicts through consultation and negotiation.

 External consistency

1. Plan will be shared with Auburn and Pacific.

13. Public participation, plan amendments and monitoring

Plan ensures public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and 140. WAC 365-196-600(3) provides a list of possible public participation choices.

 Public participation

If the process for making amendments is included in the comprehensive plan:

- The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2). WAC 365-196-640

- The plan sets out a procedure for adopting emergency amendments and defines emergency. RCW 36.70A.130(2)(b) and RCW 36.70A.390, WAC 365-196-650(4)
- Broadly publicized plan amendment process.
- Plan amendments no more than once a year.
- a. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comprehensive plan's goals and the goals of the GMA . WAC 365-196-660 discusses a potential review of growth management implementation on a systematic basis.
1. **No major changes in City procedure anticipated.**
 2. **Plan reviewed annually for needed changes.**

Appendix D: Consistency Matrix

**Countywide Planning Policies
Multi-county Planning Policies
2006 PSRC Consistency Certification**

King County Countywide Planning Policies

The Growth Management Act requires that local plans be consistent with Countywide Planning Policies (CWPP) for King County. Originally adopted in 2000, the CWPPs were amended in November, 2012 and again in December, 2012. They were formally adopted in May 2013. The policies are consistent with Vision 2040 and Transportation 2040. It is the full intention of Algona to have its Comprehensive Plan consistent with these policies as well.

Based on the GMA, King County has organized its countywide policies in a format that meets the requirements of the State mandate. Algona follows a similar pattern. The City of Algona has taken into account the goals and policies of King County.

According to the Countywide Planning Policies, at a minimum, GMA requires the policies to address:

1. Implementation of RCW 36.70A.110 (Urban Growth Areas)

The Algona Plan update proposes no changes in the UGA boundaries and contains sufficient buildable lands to meet population, housing and employment targets as identified by the Puget Sound Regional Council.

2. Promotion of contiguous and orderly development and provision of urban services

The City's Land Use map will provide adequate lands for the 2035 population and employment, while providing adequate separation between potentially incompatible land uses to maintain the character and quality of life outlined in the community's vision.

3. Siting of public capital facilities

The public services and implementation section of the updated Plan outlines how the 2035 population can be adequately served by City services, METRO Transit, METRO sewers, Valley Regional Fire and other utility service providers.

4. Transportation facilities and strategies

METRO Transit's recent reconfiguration of service routes did not impact the Dart service to Auburn Transit Center from Algona. Pedestrian facilities - as well as the newly emphasized GMA policy on physical activity and its current emphasis on climate protection - are served by joint development of the interurban trail. Current level of service standards do not require additional street improvements beyond what is contained in the City's current CIP.

The major transportation issue requiring coordination between the City and County is needed improvements to West Valley Highway in anticipation of improvements to the King County Solid Waste Transfer Station. These are currently under discussion.

5. Affordable housing

The 2015 Algona Plan Housing Element has been developed in accordance with the Growth Management Act, the King County Buildable Lands Report and King County Countywide Planning Policies. It specifically considers a variety of housing types to match the lifestyles and economic needs of the community. The Plan documents sufficient housing to meet the 0-80 percent Median Income brackets. It identifies a need for more "market rate" housing serving higher income levels.

6. Joint county and city planning within UGAs

Algona is an active participant in planning at the State, County and subregional level. This includes membership on Sound Cities Association, growth committees of the PSRC and Sound Transit. Its implementation policies confirm a process of collaborative planning as well as notice to neighboring communities of actions of potential interest.

7. Countywide economic development and employment

Algona has used the 2035 employment targets developed jointly through PSRC in determining buildable land need.

8. Analysis of fiscal impacts

The Capital Improvements Plan element of the updated plan charts out a program of local and non-local funding for future facilities. The utility section summarizes how local and non-local service providers assess residents and taxpayers. A joint funding program for Algona Transfer Station mitigation is anticipated prior to final Plan adoption and/or Transfer Station permitting.

The 2015 Plan update meets these overarching requirements of the King County Countywide Planning Policies. The following list provides relevant excerpts from the CWPPs or indicates where policies don't apply.

The Countywide Planning Policies have been adopted by reference in the Algona Comprehensive Plan. The implementation program calls for the CWPPs to be consulted as part of the decision process for related City legislative, regulatory or project actions.

The CWPPs are listed below. In summary,

1. The following Countywide Planning Policies have been reviewed against the updated plan and are deemed consistent:

- G-1 thru G-4
- EN-1 and EN-2
- EN-4
- EN-6 through EN-9
- EN-14 through EN-16
- EN-20 through EN-21
- DP-1 through DP-28
- DP-38 through 44
- DP-62 (re: TDR receiving areas)
- H-1 through H-18
- EC-1 through EC-13
- EC-20
- T-1 through T-24
- PF-1 through PF-20
-

2. The following policies are general in nature; are not specifically addressed in Algona's Plan; but are supported in principle by the City.

- EN-3
- EN-5

- EN-10 through EN-13
 - EN-17 through EN-19
 - DP-29 through DP-37
 - EC-14 through EC-19
3. The following policies are not directly applicable to Algona, but are supported in principle.
- DP 45-61
 - EC-21

King County Countywide Planning Policies
(Adopted by Reference in Algona Comprehensive Plan)

Environmental Sustainability

- EN-1:** Incorporate environmental protection and restoration efforts into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.
- EN-2:** Encourage low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.
- EN-3:** Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation and by meeting reduced needs from sustainable sources.
- EN-4:** Identify and preserve regionally significant open space networks in both Urban and Rural Areas. Develop strategies and funding to protect lands that provide the following valuable
- 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.
- EN-5:** Identify and mitigate unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations.
- EN-6:** Coordinate approaches and standards for defining and protecting critical areas especially where such areas and impacts to them cross jurisdictional boundaries.
- EN-7:** Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.
- EN-8:** Develop an integrated and comprehensive approach to managing fish and wildlife habitat conservation, especially protecting endangered, threatened, and sensitive species.
- EN-9:** Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.
- EN-10:** Coordinate and fund flood hazard management efforts through the King County Flood Control District.

- EN-11:** 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.
- EN-12:** Work cooperatively with the federal, state, and regional agencies and forums to develop regional levee maintenance standards that ensure public safety and protect habitat.
- EN-13:** Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.
- EN-14:** Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water 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.
- EN-15:** 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.
- EN-16:** Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:
- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
 - Directing growth to Urban Centers and other mixed use/ 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 new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and
 - Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.
- EN-17:** Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.
- EN-18:** Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.
- EN-19:** Promote energy efficiency, conservation methods and sustainable energy sources to support climate change reduction goals.
- EN-20:** Plan and implement land use, transportation, and building practices that will greatly reduce consumption of fossil fuels.

EN-21: Formulate and implement climate change adaptation strategies that address the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.

Development Patterns

DP-1: All lands within King County are designated as:

- Urban land within the Urban Growth Area, where new growth is focused and accommodated;
- Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses, and small-scale non-residential uses are allowed; or
- Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved.

DP-2: Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

DP-3: Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- Directing concentrations of housing and employment growth to designated centers;
- Encouraging compact development with a mix of compatible residential, commercial, and community activities;
- Maximizing the use of the existing capacity for housing and employment; and
- Coordinating plans for land use, transportation, capital facilities and services.

DP-4: Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth within countywide designated Urban Centers and locally designated local centers. Focus employment growth within countywide designated Urban and Manufacturing/Industrial Centers and within locally designated local centers.

DP-5: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.

DP-6: Plan for development patterns that promote public health by providing all residents with opportunities for safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments.

DP-7: Plan for development patterns that promote safe and healthy routes to and from public schools.

DP-8: Increase access to healthy food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores and farmers markets, and community food gardens in proximity to residential uses and transit facilities.

DP-9: Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy G-1. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.

DP-10: Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.

DP-11: GMPC shall allocate residential and employment growth to each city and unincorporated urban area in the county. This allocation is predicated on:

- Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council;
- Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities with countywide designated centers and within other larger cities, limited development in the Rural Area, and protection of designated Resource Lands;
- Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and water systems;
- Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;
- Improving the jobs/housing balance within the region and the county;
- Promoting sufficient opportunities for housing and employment development throughout the Urban Growth Area;
- Allocating growth to individual Urban Growth Areas within the urban unincorporated area proportionate to its share of unincorporated capacity for housing and employment growth.

DP-12: GMPC shall:

- Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be incorporated in state-mandated comprehensive plan updates;
- Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy G-1; and

- Adjust targets administratively upon annexation of unincorporated Urban Growth Areas by cities. Growth targets for the 2006-2031 planning period are shown in table DP-1.

DP-13: All jurisdictions shall plan to accommodate housing and employment targets. This includes:

- Adopting comprehensive plans and zoning regulations that provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth needs and is consistent with the desired growth pattern described in VISION 2040;
- Coordinating water, sewer, transportation and other infrastructure plans and investments among agencies, including special purpose districts; and
- Transferring and accommodating unincorporated area housing and employment targets as annexations occur.

DP-14: Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review, and based on the criteria established in policies DP-15 and DP-16, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.

DP-15: Allow amendment of the Urban Growth Area only when the following steps have been satisfied:

- a) The proposed expansion is under review by the County as part of an amendment process of the King County Comprehensive Plan;
- b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area;
- c) The King County Council approves or denies the proposed amendment; and
- d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy G-1.

DP-16: Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:

- a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or
- b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:
 - 1) is at least four times the acreage of the land added to the Urban Growth Area;
 - 2) is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and

- 3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or
- c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.

DP-17: If expansion of the Urban Growth Area is warranted based on the criteria in DP-16(a) or DP-16(b), add land to the Urban Growth Area only if it meets all of the following criteria:

- a) Is adjacent to the existing Urban Growth Area and is no larger than necessary to promote compact development that accommodates anticipated growth needs;
- b) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area;
- c) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services;
- d) Is not currently designated as Resource Land;
- e) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and
- f) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the City's Urban Growth Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Urban Growth Area change.

DP-18: Allow re-designation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and:

- a) Is not characterized by urban development;
- b) Is currently developed with a low density lot pattern that cannot be realistically redeveloped at an urban density; or
- c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.

DP-19: Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:

- To collect and analyze data on development activity, land supply, and capacity for residential, commercial, and industrial land uses;
- To evaluate the consistency of actual development densities with current comprehensive plans; and

- To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.
- DP-20:** If necessary based on the findings of a periodic buildable lands evaluation report, adopt reasonable measures, other than expansion of the Urban Growth Area, to increase land capacity for housing and employment growth within the Urban Growth Area by making more efficient use of urban land consistent with current plans and targets.
- DP-21:** Coordinate the preparation of comprehensive plans among adjacent and other affected jurisdictions as a means to avoid or mitigate the potential cross-border impacts of urban development.
- DP-22:** Designate Urban Growth Areas in City comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Urban Growth Areas do not overlap or leave unincorporated urban islands between cities.
- DP-23:** Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Urban Growth Area in order to provide urban services to those areas. Annexation is preferred over incorporation.
- DP-24:** Allow cities to annex territory only within their designated Urban Growth Area as shown the Urban Growth Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities to coordinate the provision of a full range of urban services to areas to be annexed.
- DP-25:** Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, strive to establish alternative non-overlapping Potential Annexation Area boundaries through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the City's comprehensive plan after the following steps have been taken:
- a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;
 - b) The cities with the Potential Annexation Area overlap and the county have either: i) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or ii) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.
- DP-26:** Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation.
- DP-27:** Evaluate proposals to annex or incorporate unincorporated land based on the following criteria:
- a) Conformance with Countywide Planning Policies including the Potential Annexation Area boundary;

- b) The ability of the annexing or incorporating jurisdiction to provide urban services at standards equal or better than the current service providers; and
- c) Annexation or incorporation in a manner that will avoid creating unincorporated islands of development.

DP-28: Resolve the issue of unincorporated road islands within or between cities. Roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by adjacent cities.

DP-29: Concentrate housing and employment growth within designated Urban Centers.

DP-30: Designate Urban Centers in the Countywide Planning Policies where City-nominated locations meet the criteria in policies DP-31 and DP-32 and where the City's commitments will help ensure the success of the center. Urban Centers will be limited in number and located on existing or planned high capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers

DP-31: Allow designation of new Urban Centers where the proposed Center: a) Encompasses an area up to one and a half square miles; and b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate:

- i) A minimum of 15,000 jobs within one-half mile of an existing or planned high-capacity transit station;
- ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and
- iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center.

DP-32: Adopt a map and housing and employment growth targets in City comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:

- A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction;
- A range of affordable and healthy housing choices;
- Historic preservation and adaptive reuse of historic places;
- Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;
- Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff;
- Facilities to meet human service needs;
- Superior urban design which reflects the local community vision for compact urban development;
- Pedestrian and bicycle mobility, transit use, and linkages between these modes;

- Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and
 - Parking management and other strategies that minimize trips made by single occupant vehicle, especially during peak commute periods.
- DP-33:** Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.
- DP-34:** Concentrate manufacturing and industrial employment within countywide designated Manufacturing/Industrial Centers. The Land Use Map in Appendix 1 shows the locations of the designated Manufacturing/Industrial Centers.
- DP-35:** Adopt in City comprehensive plans a map and employment growth targets for each Manufacturing/ Industrial Center and adopt policies and regulations for the Center to:
- Provide zoning and infrastructure adequate to accommodate a minimum of 10,000 jobs;
 - Preserve and enhance sites that are appropriate for manufacturing or other industrial uses;
 - Strictly limit residential uses and discourage land uses that are not compatible with manufacturing and industrial uses, such as by imposing low maximum size limits on offices and retail uses that are not accessory to an industrial use;
 - Facilitate the mobility of employees by transit and the movement of goods by truck, rail, air or waterway, as appropriate;
 - Provide for capital facility improvement projects which support the movement of goods and manufacturing/industrial operations;
 - Ensure that utilities are available to serve the center;
 - Avoid conflicts with adjacent land uses to ensure the continued viability of the land in the Manufacturing/Industrial Center for manufacturing and industrial activities; and
 - Attract and retain the types of businesses that will ensure economic growth and stability.
- DP-36:** Minimize or mitigate potential health impacts of the activities in Manufacturing/ Industrial Centers on residential communities, schools, open space, and other public facilities.
- DP-37:** Designate additional Manufacturing/ Industrial Centers in the Countywide Planning Policies pursuant to the procedures described in policy G-1 based on nominations from cities and after determining that:
- a) the nominated locations meet the criteria set forth in policy DP-35 and the criteria established by the Puget Sound Regional Council for Regional Manufacturing/Industrial Centers;
 - b) the proposed center's location will promote a countywide system of Manufacturing/ Industrial Centers with the total number of centers representing a realistic growth strategy for the county; and
 - c) the City's commitments will help ensure the success of the center.

DP-38: Identify in comprehensive plans local centers, such as City or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.

DP-39: Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that, where appropriate based on local plans, enhance the existing community character and mix of uses.

DP-40: Promote a high quality of design and site planning in publicly-funded and private development throughout the Potential Annexation Area.

DP-41: Preserve significant historic, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character.

DP-42: Design new development to create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts.

DP-43: Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in Urban Centers.

DP-44: Adopt design standards or guidelines that foster infill development that is compatible with the existing or desired urban character.

DP 45-61: N.A. (Rural and Resource Lands)

DP-62: Use transfer of development rights to shift potential development from the Rural Area and Resource Lands into the Urban Growth Area, especially cities. Implement transfer of development rights within King County through a partnership between the county and cities that is designed to:

- Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;
- Preserve rural and resource lands of compelling interest countywide and to participating cities;
- Identify appropriate transfer of development rights receiving areas within cities;
- Identify incentives for City participation in regional transfer of development rights (i.e. county-to-City transfer of development rights);
- Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;
- Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and.
- Be compatible with existing within City transfer of development rights programs.

Housing

- H-1:** Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:
- 50-80 percent of AMI (moderate) 16 percent of total housing supply
 - 30-50 percent of AMI (low) 12 percent of total housing supply
 - 30 percent and below AMI (very-low) 12 percent of total housing supply
- H-2:** Address the need for housing affordable to households at less than 30 percent AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies and collaborative actions by all jurisdictions working individually and collectively.
- H-3:** Conduct an inventory and analysis of existing and projected housing needs of all economic and demographic segments of the population in each jurisdiction. The analysis and inventory shall include:
- a) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;
 - b) Characteristics of populations, including projected growth and demographic change;
 - c) The housing needs of very-low, low, and moderate-income households; and
 - d) The housing needs of special needs populations.
- H-4:** Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.
- H-5:** Adopt policies, strategies, actions and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very-low, low, and moderate income households. These strategies should address the following:
- a) Overall supply and diversity of housing, including both rental and ownership;
 - b) Housing suitable for a range of household types and sizes;
 - c) Affordability to very-low, low, and moderate income households;
 - d) Housing suitable and affordable for households with special needs;
 - e) Universal design and sustainable development of housing; and
 - f) Housing supply, including affordable housing and special needs housing, within Urban Centers and in other areas planned for concentrations of mixed land uses.
- H-6:** Preserve existing affordable housing units, where appropriate, including acquisition and rehabilitation of housing for long-term affordability.
- H-7:** Identify barriers to housing affordability and implement strategies to overcome them.

- H-8:** Tailor housing policies and strategies to local needs, conditions and opportunities, recognizing the unique strengths and challenges of different cities and sub-regions.
- H-9:** Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.
- H-10:** Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.
- H-11:** Encourage the maintenance of existing housing stock in order to ensure that the condition and quality of the housing is safe and livable.
- H-12:** Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments.
- H-13:** Promote fair housing and plan for communities that include residents with a range of abilities, ages, races, incomes, and other diverse characteristics of the population of the county.
- H-14:** Work cooperatively among jurisdictions to provide mutual support in meeting countywide housing growth targets and affordable housing needs.
- H-15:** Collaborate in developing sub-regional and countywide housing resources and programs, including funding, to provide affordable housing for very-low, low-, and moderate-income households.
- H-16:** Work cooperatively with the Puget Sound Regional Council and other agencies to identify ways to expand technical assistance to local jurisdictions in developing, implementing and monitoring the success of strategies that promote affordable housing that meets changing demographic needs. Collaborate in developing and implementing a housing strategy for the four-county central Puget Sound region.
- H-17:** Monitor housing supply, affordability, and diversity, including progress toward meeting a significant share of the countywide need for affordable housing for very-low, low, and moderate income households. Monitoring should encompass:
- a) Number and type of new housing units;
 - b) Number of units lost to demolition, redevelopment, or conversion to non-residential use;
 - c) Number of new units that are affordable to very-low, low-, and moderate-income households;
 - d) Number of affordable units newly preserved and units acquired and rehabilitated with a regulatory agreement for long-term affordability for very-low, low-, and moderate-income households;
 - e) Housing market trends including affordability of overall housing stock;
 - f) Changes in zoned capacity for housing, including housing densities and types;

- g) The number and nature of fair housing complaints and violations; and
- h) Housing development and market trends in Urban Centers.

H-18: Review and amend, a minimum every five years, the countywide and local housing policies and strategies, especially where monitoring indicates that adopted strategies are not resulting in adequate affordable housing to meet the jurisdiction's share of the countywide need.

Economy

EC-1: Coordinate local and countywide economic policies and strategies with Vision 2040 and the Regional Economic Strategy.

EC-2: Support economic growth that accommodates employment growth targets (see table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies.

EC-3: Identify and support industry clusters and subclusters within King County that are components of the Regional Economic Strategy or that may otherwise emerge as having significance to King County's economy.

EC-4: Evaluate the performance of economic development policies and strategies in business development and job creation. Identify and track key economic metrics to help jurisdictions and the county as a whole evaluate the effectiveness of local and regional economic strategies.

EC-5: Help businesses thrive through:

- Transparency, efficiency, and predictability of local regulations and policies;
- Communication and partnerships between businesses, government, schools, and research institutions; and
- Government contracts with local businesses.

EC-6: Foster the retention and development of those businesses and industries that export their goods and services outside the region.

EC-7: -Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.

EC-8: Foster a broad range of public-private partnerships to implement economic development policies, programs and projects.

EC-9: Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

EC-10: Support the regional food economy including the production, processing, wholesaling, and distribution of the region's agricultural food and food products to all King County communities. Emphasize increasing access to those communities with limited presence of healthy food options.

- EC-11:** Work with schools and other institutions to increase graduation rates and sustain a highly-educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate.
- EC-12:** Celebrate the cultural diversity of local communities as a means to enhance the county's global relationships.
- EC-13:** Address the historic disparity in income and employment opportunities for economically disadvantaged populations, including minorities and women, by committing resources to human services; community development; housing; economic development; and public infrastructure.
- EC-14:** Foster economic and employment growth in designated Urban Centers and Manufacturing/Industrial Centers through local investments, planning, and financial policies.
- EC-15:** Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.
- EC-16:** Add to the vibrancy and sustainability of our communities and the health and wellbeing of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.
- EC-17:** Promote the natural environment as a key economic asset. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is efficient and predictable and minimizes impacts on businesses.
- EC-18:** Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.
- EC-19:** Support Manufacturing/Industrial Centers by adopting industrial siting policies that limit the loss of industrial lands, maintain the region's economic diversity, and support family-wage jobs. Prohibit or strictly limit non-supporting or incompatible activities that can interfere with the retention or operation of industrial businesses, especially in Manufacturing/Industrial Centers.
- EC-20:** Facilitate redevelopment of contaminated sites through local, county and state financing and other strategies that assist with funding environmental remediation.
- EC-21:** Encourage economic activity within Rural Cities that does not create adverse impacts to the surrounding Rural Area and Resource Lands and will not create the need to provide urban services and facilities to those areas.

Transportation

- T-1:** Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use Vision 2040 and Transportation 2040 as the policy and funding framework for creating a system of Urban Centers and Manufacturing/Industrial Centers linked by high-capacity transit, bus transit and an interconnected system of freeways and high-occupancy vehicle lanes.
- T-2:** Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.
- T-3:** Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.
- T-4:** Develop station area plans for high capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, and place-making elements.
- T-5:** Support countywide growth management objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.
- T-6:** Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.
- T-7:** Ensure state capital improvement policies and actions are consistent with the Regional Growth Strategy and support VISION 2040 and the Countywide Planning Policies.
- T-8:** Prioritize regional and local funding to transportation investments that support adopted growth targets.
- T-9:** Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION 2040 and local comprehensive plans.
- T-10:** Support effective management of existing air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities, and users.
- T-11:** Develop and implement freight mobility strategies that strengthen King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area.

- T-12:** Address the needs of non-driving populations in the development and management of local and regional transportation systems.
- T-13:** Site and design transit stations and transit hubs to promote connectivity and access for pedestrian and bicycle patrons.
- T-14:** Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.
- T-15:** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.
- T-16:** Protect the transportation system (e.g. roadway, rail, transit, air, and marine) against major disruptions by developing prevention and recovery strategies and by coordinating disaster response plans.
- T-17:** Promote the use of tolling and other pricing strategies to effectively manage the transportation system, provide a stable and sustainable transportation funding source, and improve mobility.
- T-18:** Develop a countywide monitoring system to determine how transportation investments are performing over time consistent with *Transportation 2040* recommendations.
- T-19:** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- T-20:** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.
- T-21:** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- T-22:** Plan and develop a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.
- T-23:** Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, and reduce the need for new infrastructure.
- T-24:** Promote the expanded use of alternative fuel vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations throughout the Urban Growth Area.

Public Facilities and Services

- PF-1:** Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of services in the Rural Area consistent with Vision 2040.
- PF-2:** Coordinate among jurisdictions and service providers to provide reliable and cost effective services to the public.
- PF-3:** Cities are the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Urban Growth Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.
- PF-4:** Develop plans for long-term water provision to support growth and to address the potential impacts of climate change on regional water resources.
- PF-5:** Support efforts to ensure that all consumers have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.
- PF-6:** Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide reliable and cost-effective sources of water for all users, including residents, businesses, fire districts, and aquatic species.
- PF-7:** Plan and locate water systems in the Rural Area that are appropriate for rural uses and densities and do not increase the development potential of the Rural Area.
- PF-8:** Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.
- PF-9:** Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.
- PF-10:** Encourage water reuse and reclamation, especially for high-volume non-potable water users such as parks, schools, and golf courses.
- PF-11:** Require all development in the Urban Growth Area to be served by a public sewer system except:
- a) single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or
 - b) development served by alternative technology other than septic systems that: provide equivalent performance to sewers; - provide the capacity to achieve planned densities; and will not create a barrier to the extension of sewer service within the Urban Growth Area.
- PF-12:** Prohibit sewer service in the Rural Area and on Resource Lands except:
- a) where needed to address specific health and safety problems threatening existing structures; or
 - b) as allowed by Countywide Planning Policy DP-47; or

c) as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Sewer service authorized consistent with this policy shall be provided in a manner that does not increase development potential in the Rural Area.

PF-13: Reduce the solid waste stream and encourage reuse and recycling.

PF-14: Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

PF-15: Promote the use of renewable and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

PF-16: Plan for the provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and Countywide vision.

PF-17: Provide human and community services to meet the needs of current and future residents in King County communities through coordinated planning, funding, and delivery of services by the county, cities, and other agencies.

PF-18: Locate new schools, institutions, and other community facilities and services that primarily serve urban populations within the Potential Annexation Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate these facilities in places that are well served by transit and pedestrian and bicycle networks.

PF-19: Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report) and locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon rural location and their size and scale supports rural character.

PF-20: Site or expand public capital facilities of regional or statewide importance within the county in a way that equitably disperses impacts and benefits and supports the Countywide Planning Policies.

VISION 2040
Multi-County Planning Policies

-- Adopted as Part of the Algona Comprehensive Plan --

As part of Plan Implementation, the following policies will be reviewed against proposed projects, programs, policies, regulations or other actions by the City to ensure consistency. Where an action is in apparent conflict with the policies, there will be analysis to show the either that the conflict does not exist or that a departure from a Multi-County Planning Policy is warranted.

- MPP-G-1:** Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes where there are common borders or related regional issues, to facilitate a common vision.
- MPP-G-2:** Update countywide planning policies, where necessary, prior to December 31, 2010, to address the multicounty planning policies in VISION 2040.
- MPP-G-3:** Monitor implementation of VISION 2040 to evaluate progress in achieving the regional growth strategy, as well as the environment, development patterns, housing, economy, transportation, and public services provisions.
- MPP-G-4:** Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.
- MPP-G-5:** Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.
- MPP-En-1:** Develop region-wide environmental strategies, coordinating among local jurisdictions and countywide planning groups.
- MPP-En-2:** Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.
- MPP-En-3:** Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.
- MPP-En-4:** Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.
- MPP-En-5:** Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

- MPP-En-6:** Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.
- MPP-En-7:** Mitigate noise caused by traffic, industries, and other sources.
- MPP-En-8:** Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.
- MPP-En-9:** Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.
- MPP-En-10:** Preserve and enhance habitat to prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.
- MPP-En-11:** Identify and protect wildlife corridors both inside and outside the Urban Growth Area.
- MPP-En-12:** Preserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.
- MPP-En-13:** Maintain natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restore them to a more natural state.
- MPP-En-14:** Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.
- MPP-En-15:** Reduce the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.
- MPP-En-16:** Identify and address the impacts of climate change on the region's hydrological systems.
- MPP-En-17:** Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.
- MPP-En-18:** Reduce levels for air toxics, fine particulates, and greenhouse gases.
- MPP-En-19:** Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.
- MPP-DP-1:** Provide a regional framework for the designation and adjustment of the Urban Growth Area to ensure long-term stability and sustainability of the Urban Growth Area consistent with the regional vision.
- MPP-DP-2:** Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.
- MPP-DP-3:** Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.

- MPP-DP-4:** Accommodate the region's growth first and foremost in the Potential Annexation Area. Ensure that development in rural areas is consistent with the regional vision.
- MPP-DP-5:** Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-DP-6:** Provide a regional framework for designating and evaluating regional growth centers.
- MPP-DP-7:** Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.
- MPP-DP-8:** Focus a significant share of employment growth in designated regional manufacturing/industrial centers.
- MPP-DP-9:** Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.
- MPP-DP-10:** Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.
- MPP-DP-11:** Support the development of centers within all jurisdictions, including town centers and activity nodes.
- MPP-DP-12:** Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.
- MPP-DP-13:** Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.
- MPP-DP-16:** Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.
- MPP-DP-17:** Promote transit service to and from existing cities in rural areas.
- MPP-DP-18:** Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.
- MPP-DP-19:** Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to City governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.
- MPP-DP-20:** Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.

- MPP-DP-21:** Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.
- MPP-DP-22:** Do not allow urban net densities in rural and resource areas.
- MPP-DP-23:** Avoid new fully contained communities outside of the designated Urban Growth Area because of their potential to create sprawl and undermine state and regional growth management goals.
- MPP-DP-24:** In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.
- MPP-DP-25:** Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.
- MPP-DP-26:** Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.
- MPP-DP-27:** Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.
- MPP-DP-28:** Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.
- MPP-DP-29:** Protect and enhance significant open spaces, natural resources, and critical areas.
- MPP-DP-30:** Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.
- MPP-DP-31:** Support the sustainability of designated resource lands. Do not convert these lands to other uses.
- MPP-DP-32:** Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.
- MPP-DP-33:** Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.
- MPP-DP-34:** Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.
- MPP-DP-35:** Develop high quality, compact urban communities throughout the region's Urban Growth Area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-36:** Provide a wide range of building and community types to serve the needs of a diverse population.
- MPP-DP-37:** Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being,

contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.

MPP-DP-38: Design public buildings and spaces that contribute to a sense of community and a sense of place.

MPP-DP-39: Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.

MPP-DP-40: Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

MPP-DP-41: Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

MPP-DP-42: Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.

MPP-DP-43: Design communities to provide an improved environment for walking and bicycling.

MPP-DP-44: Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.

MPP-DP-45: Promote cooperation and coordination among transportation providers, local governments, 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.

MPP-DP-46: Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

MPP-DP-47: Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

MPP-DP-48: Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the Urban Growth Area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.

MPP-DP-49: Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.

MPP-DP-50: Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

MPP-DP-51: Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

- MPP-DP-52:** Protect military lands from encroachment by incompatible uses and development on adjacent land.
- MPP-DP-53:** Protect industrial lands from encroachment by incompatible uses and development on adjacent land.
- MPP-DP-54:** Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.
- MPP-DP-55:** Address non-motorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.
- MPP-DP-56:** Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.
- MPP-H-1:** Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
- MPP-H-2:** Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.
- MPP-H-3:** Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals.
- MPP-H-4:** Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.
- MPP-H-5:** Expand the supply and range of housing, including affordable units, in centers throughout the region.
- MPP-H-6:** Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.
- MPP-H-7:** Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.
- MPP-H-8:** Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.
- MPP-H-9:** Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.
- MPP-Ec-1:** Support economic development activities that help to retain, expand, or diversify the region's businesses. Target recruitment activities towards businesses that provide family-wage jobs.

- MPP-Ec-2:** Foster a positive business climate by encouraging region wide and statewide collaboration among business, government, education, labor, military, work-force development, and other nonprofit organizations.
- MPP-Ec-3:** Support established and emerging industry clusters that export goods and services, import capital, and have growth potential.
- MPP-Ec-4:** Leverage the region's position as an international gateway by supporting businesses, ports, and agencies involved in trade related activities.
- MPP-Ec-5:** Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.
- MPP-Ec-6:** Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.
- MPP-Ec-7:** Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.
- MPP-Ec-8:** Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family wage jobs for the region's residents.
- MPP-Ec-9:** Ensure that the region has a high quality education system that is accessible to all of the region's residents.
- MPP-Ec-10:** Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.
- MPP-Ec-11:** Address unique obstacles and special needs – as well as recognize the special assets – of disadvantaged populations in improving the region's shared economic future.
- MPP-Ec-12:** Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.
- MPP-Ec-13:** Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.
- MPP-Ec-14:** Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.
- MPP-Ec-15:** Ensure that economic development sustains and respects the region's environmental quality.
- MPP-Ec-16:** Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.
- MPP-Ec-17:** Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.
- MPP-Ec-18:** Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

- MPP-Ec-19:** Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.
- MPP-Ec-20:** Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth
- MPP-Ec-21:** Recognize the need for employment in cities in the rural areas and promote compatible occupations (such as, but not limited to, tourism, cottage and home based businesses, and local services) that do not conflict with rural character and resource-based land uses.
- MPP-Ec-22:** Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.
- MPP-T-1:** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- MPP-T-2:** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- MPP-T-3:** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.
- MPP-T-4:** Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.
- MPP-T-5:** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- MPP-T-6:** Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.
- MPP-T-7:** Develop a transportation system that minimizes negative impacts to human health.
- MPP-T-8:** Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.
- MPP-T-9:** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.
- MPP-T-10:** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.
- MPP-T-11:** Prioritize investments in transportation facilities and services in the Urban Growth Area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-12:** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.
- MPP-T-13:** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

- MPP-T-14:** Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.
- MPP-T-15:** Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- MPP-T-16:** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.
- MPP-T-17:** Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.
- MPP-T-18:** Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.
- MPP-T-19:** Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.
- MPP-T-20:** Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- MPP-T-21:** Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.
- MPP-T-22:** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.
- MPP-T-23:** Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.
- MPP-T-24:** Increase the proportion of trips made by transportation modes that are alternatives to driving alone.
- MPP-T-25:** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- MPP-T-26:** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the Urban Growth Area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
- MPP-T-27:** Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.
- MPP-T-28:** Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.
- MPP-T-29:** Promote the preservation of existing rights-of-way for future high-capacity transit.

- MPP-T-30:** Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.
- MPP-T-31:** Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.
- MPP-T-32:** Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.
- MPP-T-33:** Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.
- MPP-PS-1:** Protect and enhance the environment and public health and safety when providing services and facilities.
- MPP-PS-2:** Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.
- MPP-PS-3:** Promote demand management and the conservation of services and facilities prior to developing new facilities.
- MPP-PS-4:** Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
- MPP-PS-5:** Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.
- MPP-PS-6:** Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.
- MPP-PS-7:** Develop conservation measures to reduce solid waste and increase recycling.
- MPP-PS-8:** Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.
- MPP-PS-9:** Serve new development within the Urban Growth Area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.
- MPP-PS-10:** Replace failing septic systems within the Urban Growth Area with sanitary sewers or alternative technology that is comparable or better.
- MPP-PS-11:** Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.
- MPP-PS-12:** Promote the use of renewable energy resources to meet the region's energy needs.
- MPP-PS-13:** Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

- MPP-PS-14:** Plan for the provision of telecommunication infrastructure to serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.
- MPP-PS-15:** Coordinate, design, and plan for public safety services and programs.
- MPP-PS-16:** Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.
- MPP-PS-17:** Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing the potential impacts on water supply from climate change and fisheries protection.
- MPP-PS-18:** Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.
- MPP-PS-19:** Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.
- MPP-PS-20:** Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.
- MPP-PS-21:** Site schools, institutions, and other community facilities that primarily serve urban populations within the Urban Growth Area in locations where they will promote the local desired growth plans.
- MPP-PS-22:** Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.
- MPP-PS-23:** Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.
- MPP-PS-24:** Do not locate regional capital facilities outside the Urban Growth Area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.

CERTIFICATION & CONSISTENCY *REPORT*

CITY OF ALGONA 2005 COMPREHENSIVE PLAN UPDATE

April 19, 2006
BACKGROUND

A major emphasis of the Washington State *Growth Management Act* (GMA) is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council have worked together to develop an overall process for reviewing local, countywide, regional, and transportation agency policies and plans for compatibility and consistency* This process also provides an opportunity to coordinate and share information related to local and regional planning.

This report focuses on the amended provisions in the City of Algona comprehensive plan. This update represents the most significant amendments to the comprehensive plan since its original adoption under the Growth Management Act in 1996.

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*The certification requirement in the Growth Management Act is described Chapter 47.80, Revised Code of Washington (RCW). The specific requirements for transportation elements in local comprehensive plans are spelled out in Chapter 36.70A.070, RCW. The Regional Council's *Interlocal Agreement*, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for *Policy and Plan Review* in September 2003.

Review of the 2005 Transportation Element

In April 2005, the Algona City Council approved and adopted the updated City of Algona 2005 Comprehensive Plan. Based on review of the adopted plan the following recommendation is proposed for action.

Recommendation for Certification

The Executive Board of the Puget Sound Regional Council should certify that the transportation-related provisions in the City of Algona 2005 Comprehensive Plan update conform to the Growth Management Act and are consistent with Destination 2030.

DISCUSSION

Algona has updated its comprehensive plan with consideration of state, county and regional planning goals and policies, as well as successfully incorporating regionally determined best practices.

Algona's vision statement offers an overall theme of maintaining its character, identity, and small town atmosphere. The city encourages changes that will promote livability, pedestrian orientation and high quality design, as well as enhanced opportunities for recreational and cultural opportunities. The city also encourages effective stewardship of the environment, economic development and a balance of jobs and housing opportunities.

Conformity with Growth Management Act Requirements

The Growth Management Act includes the following requirements for transportation elements in local comprehensive plans: (1) use of land use assumptions to estimate travel, (2) estimated traffic impacts to state owned transportation facilities, (3) identification of facility and service needs, including an inventory of facilities and established level-of-service standards, (4) identification of a financing plan for transportation facilities and services, (5) a description of intergovernmental coordination efforts, (6) and demand management strategies.

The Regional Council's *Certification & Consistency Report* on the 1998 plan recommended the city consider the following issues:

- *When the transportation element is next amended the city should consider addressing how METRO's service guidelines are used by the city in planning for future land use and transportation needs.*
- *When it next updates the transportation element, the city may want to consider including additional transportation system management improvements such as shared parking for multiple lots, curb cuts and signal coordination.*
- *Algona should develop specific policies and provisions that commit the city to implementing projects and programs that help to meet and maintain federal and state clean air requirements as well as regional air quality policies and programs. These policies and provisions should be incorporated into the transportation element when the city next amends its comprehensive plan.*

The City of Algona successfully addressed the above issues in this plan update.

Land Use Assumptions

The projected population referenced in Algona's comprehensive plan for 2025 is 3,540 people, an increase of 950 from the plan's base year of 2003. The employment target for the city is 2,479 jobs by 2025, an increase of 948 jobs from the 2001. Growth targets adopted by the King County Growth Management Planning Council call for the city to accommodate at least 298 additional households and 108 new jobs by 2022. The land use assumptions in the land use element and

findings referenced from the 2002 King County buildable lands process indicate that the city is planning for, and has sufficient capacity to accommodate these adopted growth targets.

Comment: The City of Algona's comprehensive plan meets requirements for applying land use assumptions in the development of a transportation plan. In the next update to the plan, the city should add discussion of the 2000-2022 household and employment targets adopted by the King County Growth Management Planning Council and how those targets relate to the forecasts and targets referenced in the land use element.

Estimated Traffic Impacts to State Facilities

There is only one state facility within the Algona area. SR-167, a highway of statewide significance, is located along the western border of the city. The adopted level of service for SR-167 is determined by the Washington State Department of Transportation (WSDOT), which has adopted an average capacity ratio of 10, which is equivalent to the level of service standard "D." The city expects no impact to the level of service for SR-167 because of its location outside the city limits.

Comment: The city's transportation element adequately addresses the GMA requirement to identify expected impacts to state facilities from assumed growth. In the future, the city should recognize level of service designations for highways of regional and statewide significance within its plan. In its next update, the city should address impacts to SR-167 due to its close proximity to the city and its importance as a transportation connection to the region.

Identification of Facility and Service Needs

The city uses a functional classification system that is consistent with guidelines developed by Washington State Department of Transportation and Federal Highway Administration, and clearly addresses level-of-service standards and concurrency issues.

Facility Inventories

The *City of Algona Comprehensive Plan update* includes an inventory of facilities and services available for all major motorized and nonmotorized transportation modes. The city uses an effective functional classification system, identifying major and minor arterials as well as collectors in the Algona area.

Comment: The City of Algona 2005 Comprehensive Plan update meets requirements for facility inventories and identifying facility and service needs. The plan's inventory of existing transportation facilities is detailed and thorough.

Level-of-Service Standards

The city calculates level-of-service based on the *Highway Capacity Manual* methodology of relating intersection volume and capacity. The City of Algona adopts a level of service standard "D" for all signalized intersections and a level of service standard "E" for unsignalized intersections.

Comment: The transportation element of the city's comprehensive plan defines and justifies adopted level-of-service standards for local facilities. In its next update, the city should consider including its adopted level of service standards as policy in the transportation element.

Concurrency

Algona commits to the development of a concurrency management system within its transportation element to ensure that the level of service remains consistent. In its capital facilities element, the city adopts policy committing to provide public facilities to all residents in a manner that is concurrent with development. The City of Algona is committed to providing these facilities in a manner that protects investments in current facilities, maximizes the use of existing facilities

and promotes compact urban growth. The city is committed to future development paying its fair share of facility improvement costs. Additionally, in its land use element, Algona commits to managing growth so that the delivery of public facilities and services will occur to support development and redevelopment in the city.

Comment: The City of Algona 2005 Comprehensive Plan update contains a set of policies articulating its concurrency requirements and applications. In its next update, the city could consider including this policy in its transportation element as well.

Financing

The City of Algona's plan identifies current needs for transportation facilities. The city cites recommended transportation maintenance and improvement projects. The city recognizes a number of potential sources in its plan and identifies strategies to address any shortfall in funding. The city's reassessment strategy is included in its capital facilities element. In the event of a shortfall, the city identifies more than one option, including: increasing revenues, decreasing level-of-service standards, decreasing the cost of the facility, reducing the scope of a project, decreasing the demand for public service or facility, and reassessing the land use element.

Comment: The city's comprehensive plan fulfills GMA requirements for transportation financing. The required components stating facility needs, and existing, expected and potential funding sources is detailed and thorough.

Intergovernmental Coordination

The plan reflects a commitment to intergovernmental cooperation. The City of Algona maintains policies that meet coordination requirements with state, regional and local agencies. The city has indicated coordination with King County, City of Auburn, King County METRO Transit, and WSDOT throughout the plan.

Comment: The City of Algona 2005 Comprehensive Plan update meets requirements for interjurisdictional coordination. The city is committed to coordinating its transportation improvement program with adjacent jurisdictions and participating in regional transportation planning.

Demand Management Strategies

Transportation Demand Management requirements are addressed in the *Consistency with Destination 2030* section.

Consistency with DESTINATION 2030

The 2001 update to the Metropolitan Transportation Plan, titled *Destination 2030*, calls for the development of a regionwide, multimodal transportation system that links urban centers with high capacity transit. Four key policy areas are emphasized in reviewing local transportation elements for consistency with the Destination 2030: (1) optimizing and managing the use of existing facilities and services, (2) managing travel demand to address traffic congestion and environmental objectives, (3) coordinating transportation and land use planning in order to support transit and pedestrian-oriented land use patterns, (4) expanding transportation capacity to offer greater mobility options. An additional issue related to transportation planning in the central Puget Sound region and addressed in the *Destination 2030* is conformity with federal and state air quality requirements.

Optimizing and Managing the Use of Existing Facilities and Services

The City of Algona has allocated \$3.18 million over the next five years to improve existing facilities and maintain levels of service in their transportation program. Algona has included numerous projects related to the maintenance and preservation of the system, including widening lanes and installing new traffic signals.

Comment: The city provides clear policy language emphasizing and prioritizing the role of maintenance and preservation programs over new construction. The city prioritizes projects by whether the project corrects an existing deficiency, places a needed facility or provides facilities for future growth.

Transportation Demand Management

Algona's transportation element identifies transportation demand management strategies within its plan. The city intends to prepare a non-motorized plan for the city to help integrate both access and movement. The city also plans to encourage large employers to develop commuter trip reduction programs through vanpools, carpools and subsidized transit passes.

Comment: Strategies to manage transportation demand adequately meet all state and regional requirements.

Coordinating Transportation and Land Use

In its transportation element, the city calls for development regulations requiring new sidewalks to correspond to adopted road design standards and to incorporate regular and routine consideration of bicycles into all transportation improvements. The city plans to develop standards to enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, signs and property access.

Comment: Many of the city's strategies are consistent with the goals in Destination 2030. The plan includes policies that call for ensuring that transportation and land use support each other as the city develops.

Expanding Transportation Capacity to Offer Greater Mobility Options

Destination 2030 emphasizes improvements in the capacity of the region's transportation system to support travel by a variety of modes. Improving connections between modes of travel is viewed as essential for improving the mobility of people. It is the city's goal to prioritize the construction of a continuous network of sidewalks. The city also aims to create a system that connects schools, neighborhoods and community destinations. Policy language in the transportation element calls for increasing the mileage of avenues for non-motorized travel by at least 5 percent over 2005 conditions.

Comment: The City of Algona 2005 Comprehensive Plan update addresses all of the requirements related to the expansion of transportation capacity and mobility. The City of Algona recognizes the importance of increasing non-motorized travel opportunities for its residents. The Interurban Trail, which connects to various regional destinations, runs through the City of Algona, providing non-motorized opportunities. However, the city understands the need to improve other pedestrian and bicycle paths in the community to provide continuity throughout the city. The city intends to increase the mileage for non-motorized travel by at least 5 percent and install new sidewalks in high priority pedestrian corridors to increase connectivity in the city.

*In future updates, the city should be conscious of the requirement amended into the Growth Management Act in 2005 which adds a pedestrian and bicycle component to the required components of the transportation element.**

*See Senate Bill 5186, 2005 legislative session

Related Issue: Air Quality Conformity

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). Within the central Puget Sound region, criteria pollutants include carbon monoxide (CO), ozone (HC and NOx), and particulate matter (PM*). Algona's plan includes a policy to consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes.

Comment: The City of Algona 2005 Comprehensive Plan update includes policies that address regional air quality goals. In the next plan update, the city should add policy language that commits the city to meeting federal and state air quality requirements and working with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals.

Compatibility with VISION 2020

The Growth Management Act requires coordination among jurisdictions and agencies where there are common borders or related regional issues. VISION 2020, the adopted regional growth and transportation strategy, provides an integrated framework for transportation and land use planning within the central Puget Sound area. This portion of the report focuses on general growth management and economic development issues that have both local and regional significance. Five issue areas are reviewed here: (1) urban growth and compact, contiguous and orderly development, (2) facilities and services, (3) housing, (4) economic development, and (5) critical areas, resource protection and open space. For each issue, a discussion of how the issue is addressed in the *City of Algona 2005 Comprehensive Plan update* is presented.

Urban Growth and Compact, Contiguous and Orderly Development

Algona's land use plan supports VISION 2020 in several ways through promoting compact, contiguous and orderly development. The city encourages infill development of vacant properties and encourages a diversity of zoning designations to provide for a mix of land uses including mixed use, commercial and residential. The city also encourages redevelopment and infill construction at appropriate densities and efficient use of single-family residential lands.

*Comment: The city's comprehensive plan and goals are consistent with VISION 2020 policies regarding urban growth and development. In future updates, the city should also be conscious of a new land use element provision under the Growth Management Act that asks cities to consider utilization of urban planning to promote physical activity.**

Efficient Provision of Facilities and Services

The City of Algona's updated comprehensive plan demonstrates commitment to maximizing the use of existing facilities. The city's comprehensive plan contains concurrency policy that ensures the city will provide public facilities to residents concurrent with development and ensure that future development bears its fair share of facility improvement costs. The city also provides policy to expand public facilities so they do not hinder growth.

Comment: The city's capital improvement program, public services provisions and regional facility siting policies are consistent with and support VISION 2020 policies and state law.

*See Senate Bill 5186, 2005 legislative session

Housing

The city's plan encourages the development of a wide range of housing types to meet the needs of Algona. The city encourages efficient infill development and a variety of dwelling types and intensities in neighborhoods. The city plans to revise zoning to assure high-density residential areas are allowed and well located. The city is committed to locate pedestrian-oriented development whenever possible and encouraging single and multiple family housing close to transportation facilities and public services. Algona expects to provide for 120 affordable housing units by 2025.

Comment: Algona is committed to providing a broad range of housing alternatives and opportunities to accommodate growth targets. The city anticipates sufficient land capacity to provide for the growth target of 3,450. The plan, consistent with VISION 2020 goals and policies, has included policies and provisions aimed at maintaining and adding to the current stock of affordable housing and providing for a diversity of housing types.

Economic Development

Algona's plan includes an economic development element that envisions the city as more diversified and self-contained. The city is looking to diversify its employment base and improve its jobs to housing balance. Strategies to enhance the economic development of the city include increasing retail through changes in zoning to allow for mixed use, increasing opportunities for retail sales, and developing a town center. The city plans for the town center would have an emphasis on the Interurban Trail and encourages small-scale business development in this area.

Comment: The City of Algona addresses economic development in its comprehensive plan in a way that is consistent with and supportive of VISION 2020.

**Appendix E: Integrated SEPA/GMA
Environmental Impact Statement**

Following is an “Integrated EIS” for the Algona Comprehensive Plan update. In accordance with SEPA requirements, it contains:

1. **FACT SHEET:** Containing the information required in WAC 197-11-440(2).
2. **ENVIRONMENTAL SUMMARY:** The environmental summary emphasizes the major conclusions, significant areas of controversy and uncertainty, if any, and the issues to be resolved including the environmental choices to be made and the effectiveness of mitigation measures.
3. **ANALYSIS OF ALTERNATIVES** This is a comparative environmental analysis of the principal alternative courses of action that are under consideration [WAC 197-11-440(5)].

The Draft Supplemental EIS having been reviewed, comments responded to and resulting Plan adjustments having been made, Appendix E and F represent the Final Supplemental EIS for the Plan.

Explanation of the SEPA Process

The Washington State Environmental Policy Act (SEPA) requires all State and local agencies to use an interdisciplinary, integrated approach to build environmental factors into planning and the decision-making processes.

During the development of this Comprehensive Plan update, the City of Algona is required to consider the potential environmental impacts of plan policies and alternatives. Cities and counties planning under GMA may address environmental concerns during the growth planning process by combining the requirements of GMA with those of SEPA, as specified by 1995 amendments to Chapter 197-11 of the Washington Administrative Code (WAC), SEPA Rules.

Cities and counties planning under GMA have the option of combining analyses, documentation and public involvement required under environmental and growth management laws. This results in an “integrated document”, satisfying both GMA and SEPA requirements in one document, with the Environmental Summary serving as the Supplemental Environmental Impact Statement (SEIS) for this Plan.

A major benefit of this integrated approach is a more predictable process for development review. Evaluation of environmental choices during the planning process should facilitate analysis of potential environmental impacts as a result of development. This should result in more certainty and predictability for developers and landowners in association with future development proposals. The Comprehensive Plan and subsequent implementing regulations should therefore result in a timelier and more focused environmental review process.

Because of the emphasis on EISs matching the format of the prior environmental impact statements and adding new information; and because this is an update prescribed by the Growth Management Act, this EIS is strongly based on the 2005 SEPA/GMA document. It adds and updates relevant information rather than doing a wholesale redraft of the former Plan. The 2005 Plan adopted the 1995 Environmental Impact Statement by reference, with updates.

Phased Review

The adoption of comprehensive plans or other long-range planning activities are classified by SEPA as a non-project (i.e. programmatic) action. A non-project action is defined as an action that is broader than a single site-specific project and involves decisions on policies, plans or programs. An EIS for a non-project proposal does not require site-specific analysis; instead the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

It is the intent of this Comprehensive Plan to serve as the foundation for environmental review as required under SEPA. Project proposals that are consistent with the future land use designations and this Comprehensive Plan and that incur no major system impacts to utilities such as wastewater treatment, stormwater drainage, domestic water and transportation facilities beyond those identified in this Comprehensive Plan and environmental review, should not be required to undergo further environmental review related to these systems. It is the intent of the City of Algona to employ “phased review” of development in the community, where additional environmental analysis for specific projects on specific sites will be limited to project impacts that were not foreseen or were not otherwise documented in this integrated SEPA/GMA Comprehensive Plan. It is the policy of the City that where proposed developments conform to the policies of this Plan, they are considered to be consistent with the land use and planning vision of the community.

SEPA/GMA Integrated Document: Requirements

An integrated document will constitute the necessary SEPA document, as long as it contains the following as specified by WAC 197-11-235:

- I. Environmental Summary and Fact Sheet
- II. Comments and responses obtained during a 45-day review period ending on May 25, 2015.
- III. Appropriate technical and other materials either adopted by reference or included as appendices to this Plan.

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FACT SHEET

The City of Algona Comprehensive Plan is an “integrated SEPA/GMA document” that combines the planning requirements of the Growth Management Act and the environmental review requirements of the State Environmental Policy Act. (RCW 43.21c).

Project Title	<p>City of Algona 2015 GMA Comprehensive Plan</p> <p>The City of Algona has prepared an Integrated SEPA/GMA Environmental Impact Statement (EIS) to analyze the potential environmental impacts associated with adopting and implementing the City’s updated Comprehensive Plan and Development Regulations.</p> <p>The City prepared the Comprehensive Plan to satisfy requirements of Washington State’s Growth Management Act (GMA). The EIS is integrated into the Comprehensive Plan as encouraged by the Washington State Department of Commerce, which oversees Ecology and GMA matters.</p>
Project Description	<p>The Draft EIS analyzes the effects of updates to the 2005 Comprehensive Plan. In 2005, three alternative means of accomplishing GMA compliance were studied:</p> <ol style="list-style-type: none"> 1. The “Preferred Alternative” which increased the amount of commercial and retail land uses to allow for greater flexibility and to help develop a long term economic stability for the community, 2. An “Alternative 2” which was a variation of the Preferred Alternative; 3. A “No Action Alternative”, which would continue to use the comprehensive plan as it has existed since 1997. <p>The Preferred Alternative was selected for the 2005 Plan. The fundamentals of the 2005 Preferred Alternative have been retained and no new alternatives were considered. The rules for updating the Plan do not require an alternatives analysis, per se. A No Action alternative also was not analyzed because the changes to population, employment, natural environment and capital improvement needs are minor and do not rise to the level where a No Action analysis would produce significant differences over continuation of the Preferred Alternative.</p>
Project Location	<p>The Proposed Action affects the land contained within the existing Algona city limits and it’s identified Potential Annexation Area. These areas have not changed since 2005.</p>
Proponent	<p>The City of Algona</p>
Date of Implementation	<p>June, 2015</p>
Lead Agency	<p>The City of Algona</p>

Responsible Official Mayor Dave Hill
City of Algona
402 Warde Street
Algona, WA 98001

Required Permits N/A

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Date of DEIS Issuance: March 27, 2015

Date Comments Due: May 11, 2015

Time and Place of Public Hearings:

The Supplemental Environmental Impact Statement, as part of the Comprehensive Plan, will be a part of overall Plan review. The Plan was reviewed by the Planning Commission at a public hearing held April 23, 2015. The Planning Commission hearing provided the opportunity for public comment on the Environmental Impact Statement and Comprehensive Plan. A recommendation for Plan approval by the Planning Commission was made to the City Council on April 23rd.

A City Council briefing will be held with the City Council on June 9. A public hearing and decision meeting will be held June 23, 2015. The location will be:

Algona City Hall
402 Warde Street
Algona, WA 98001

Final EIS Issue Date: June 9, 2015. The Integrated SEPA/GMA document, SEPA will be concluded concurrent with adoption of the Plan.

Prior Environmental Review:

In 2005 a Supplemental Environmental Impact Statement was prepared for the Plan. In 2015 an updated EIS was developed, analyzing the incremental changes to the 2005 Plan. This Fact Sheet summarizes changes.

**Subsequent
Environmental
Review:**

No further environmental review is expected for the 2015 Comprehensive Plan Update. Individual development projects within the City will be subject to review for threshold determinations and potentially additional SEPA review when they are proposed.

**Location of
Background Information:**

City of Algona
Algona City Hall
402 Warde Street
Algona, WA 98001
(253) 833-2897

Cost of Document:

Printed copies are available at City Hall at the address above. Copies are also available on CD. The document is also available to view on the City's website at: [www.http://www.algonawa.gov](http://www.algonawa.gov). CD's are free. Each printed copy will cost \$35.

SEPA Distribution List:

Federal Agencies

Bonneville Power Administration (BPA)
Bureau of Indian Affairs
Federal Aviation Administration
Federal Emergency Management Agency (FEMA)
National Marine Fisheries Service
Natural Resource Conservation Service
NOAA Fisheries
NOAA Northwest Regional Office
U.S. Army Corps of Engineers
U.S.D.A. Forest Service
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

State Agencies

Department of Agriculture
Department of Archeology and Historic Preservation
Department of Commerce
Department of Corrections
Department of Ecology
Department of Fish and Wildlife
Department of Health
Department of Natural Resources
Department of Social and Health Services
Department of Transportation
Interagency Commission on Outdoor Recreation
NOAA Northwest Regional Office
Washington State Recreation and Conservation Office
Parks and Recreation Commission
U.S. Army Corps of Engineers, Seattle District
Washington State Attorney General's Office

Washington State Conservation Commission
Washington State Department of Corrections
Washington State Emergency Management Division
Washington State Energy Office
Washington State Patrol
Washington State Utilities and Transportation Commission (UTC)

Regional Agencies

Puget Sound Clean Air Agency
Puget Sound Regional Council
Puget Sound Water Quality Action Team
King County METRO
King County Water & Land Resources Division
Soil Conservation District
Auburn School District

Local Government, Tribes and Utilities

BNSF Railway Company
Puget Sound Energy
CenturyLink
City of Auburn
City of Pacific
King County Department of Permitting and Environmental Review
Muckelshoot Indian Tribe
Snoqualmie Tribe
Puyallup Tribe
Suquamish Tribe
Comcast
City of Algona Police Department
Valley Regional Fire Authority
City of Algona Sewer Department
City of Algona Water Department
King County Health District
King County Parks and Recreation
King County Sheriff

Organizations and Interest Groups

Puget Sound Partnership

Media

Seattle Times
Auburn Reporter

Libraries

Algona-Pacific Library

Plan Comparison

A comparison of the 2005 and 2015 Plans are presented as follows:

In 2005 the City adopted a “preferred” plan that would:

- Accommodate population growth from 2,590 to 3,540 in 2025 through apartment and mixed use developments.
- Develop a robust retail/commercial area along Boundary Boulevard.
- Develop mixed use commercial/residential west of Algona Boulevard between 8th and 11th Avenues.
- Encourage medium density development east of Algona Boulevard between 10th and 11th.
- Develop higher revenue, more intensive commercial development west of SR 167.
- Encourage mixed use retail/residential development along 1st Avenue and along the southern perimeter of the City (between 4th and 5th Avenues).

All of these Plan features were implemented by amendments to the zoning map.

Ten years later:

- The population is about 3,100.
- The target population for 2025 has been revised to 3,226, less than the 3,540 person goal in 2005 (See table).
- The target population for 2035 has been set at 3,436 by regional and county plans, less than the 2025 figure in the last plan.
- 2035 employment projections (See table below) envision a stable manufacturing sector and an increased emphasis on retail/office development, including a mixture with residential uses.
- There has been development north of Boundary Boulevard, with the area south to 11th still vacant.
- The area west of Algona Boulevard remains vacant or undeveloped for commercial uses.
- The area east of Algona Boulevard has seen growth in medium density single-family development.
- The area west of West Valley Highway remains relatively undeveloped, with the King County Transfer Station still a dominant feature.
- The southern perimeter of the City remains undeveloped for mixed use, but with new housing being built in the medium density areas.

Year	Population
2000	2,460
2010	3,014
2025	3,266
2030	3,341
2035	3,436

	2010		2035 -- PSRC		Algona 2035 Adjusted	
	Employment	% of Total	Employment	% of Total	Employment	% of Total
Manufacturing	1,663	79.11%	1,723	73.44%	1,760	75.00%
Retail	27	1.28%	56	2.39%	210	9.00%
Office	104	4.95%	208	8.87%	100	4.30%
Government/Education	186	8.85%	216	9.21%	190	8.10%
Construction/Resource	122	5.80%	143	6.10%	85	3.60%
Total	2,102	100.00%	2,346	100.00%	2,346	100.00%

In the 2005 Plan, utilities were viewed as adequate to handle growth through 2025. Forecasted water, sewer, surface water, fire flow and other demands were considered satisfactory. The Capital Facilities Plan outlined several proposed improvements but all were focused on routine upgrades rather than capacity needs created by new growth. Updated plans are summarize in the 2015 Plan and outline a capital facilities strategy for handling the 2035 growth estimates.

In 2005, the City envisioned few improvements to the park system. There was mention of passive use of other open space areas and minor access improvements at Waffle Park. Use of trail systems was noted as an existing park opportunity (which, in 2014, is supportive of the newer GMA plan emphasis on physical activity opportunities). No new trails were envisioned in the 2005 plan. The 2015 Plan is supportive of regional efforts to develop an integrated bike and trail system.

Public Comment

Once the technical analysis (population, buildable lands, employment forecasts, etc.) were confirmed and updated in the Plan, it was taken to the public for discussion.

The Draft Plan was advertised on the City’s website and in its newsletter to residents. In April and May briefings and hearings were held by the Planning Commission, followed by further briefings and hearings in front of the City Council.

Date	Outreach
March 27, 2015	Plan and EIS issued for public comment
April 23, 2015	Planning Commission Hearing
May 11, 2015	Comment period formally ends
June 9, 2015	Council Hearing and Decision

II Analysis of Alternatives

No-Action Alternative

If the City Council takes no action to adopt a new comprehensive plan, the existing City of Algona Comprehensive Plan adopted in 2005 would remain in effect. However, the portions of those elements noted above that are found to be out of date would cause likely findings that Algona is non-compliant with GMA. As a result, State funding of roads, parks, utilities and other

infrastructure through the Public Works Trust Fund, IAC and other sources could be denied. Other sanctions could be imposed if the Growth Management Hearings Board finds the City of Algona to be out of compliance with GMA rules.

Proposed Action

The Proposed Action is adoption of the City of Algona 2015 updated Comprehensive Plan. The 2015 updated Plan and Environmental Impact Statement (EIS) provide an updated land use plan and policies to address growth for a 20-year planning period through the year 2035 within the Algona Planning Area. The Plan includes updates to certain sections of the 2005 Plan. The major regulatory change occurred in February, 2015 with adoption of a new Sensitive Areas Ordinance, replacing a version that had been found out of compliance with current regulations and Best Available Science. That is now corrected.

The Proposed Action consists of updates to the following components:

- Chapter 3: Goals and Policies
- Chapter 4: Population and Employment
- Chapter 5: Housing
- Chapter 6: Natural Environment
- Chapter 7: Land Use Element
- Chapter 8: Parks and Recreation
- Chapter 9: Transportation
- Chapter 10: Infrastructure and Public Services
- Chapter 11: Capital Improvements Plan

Because the No Action alternative will not be adopted by the City, it is discussed in this integrated SEPA/GMA EIS for comparison purposes only. Discussion of changes from the 2005 Plan should be viewed as a discussion of the “Proposed Action” in relation to the former Plan (the “No Action” alternative).

Objectives of the Proposal

Algona would want to plan its future in any event. However, under the Washington GMA, it is required to do so. In 1991, the Legislature enacted the GMA to guide and coordinate local planning. The Act recognizes the diversity of growth management challenges facing Washington's large, small, urban and rural cities/counties and establishes distinct planning requirements for all cities/counties that vary depending upon population and growth rates.

This Comprehensive Plan was developed in accordance with the GMA to address growth issues in the City of Algona and the adjacent Proposed Annexation Area (PAA). It represents the community's policy plan for growth over the next 20 years. It will assist the management of the City by providing policies to guide decision-making for growth, development and public services. Cities are required to update their plans every ten years. The original Algona GMA Plan was adopted in 1997 and planned through the year 2015. The City adopted an updated Comprehensive Plan in 2005 designed to carry the community forward through 2025. This update is intended Plan for a Vision through 2035.

Again, Algona would *want* to plan jointly with other communities in the region, but as a practical matter, new multi-county planning policies, King County countywide planning policies, the region's Vision 2040 and Transportation 2040, along with the updated plans of neighboring communities

(Auburn, Pacific, Federal Way) all must be coordinated and recognized in the community's Plan. This is a requirement of GMA.

Meeting the update requirements of GMA is, first and foremost, the objective of this proposal. Further planning and programs may continue after 2015, but the Plan must be updated *now*.

Significant Impacts

Even though the planning period for communities has been extended from 2025 to 2035, total population and employment growth in the 2005 Plan was less than or equal to that forecasted for 2035. The updated land use element analyzed what land was being used in 2014 in different land use zones and where the vacant land was. Environmentally sensitive vacant lands were assessed to determine how much vacant land was actually available for development in each zone. Once the amount of land needed for 2035 growth was determined (Chapters 4 and 7), the current land use map was reviewed to determine if additional areas needed to be rezoned, if housing densities needed to increase, the Urban Growth Area expanded, public lands acquired, etc. No amendments were found necessary to meet growth targets.

Because the City has maintained its study of capital facility needs (roads, stormwater) and its agreements with partner providers (Auburn water, METRO sewer, Sound Transit), its capital planning has been kept in balance with projected growth. This is particularly true because its projected growth is very close to forecasts of ten years ago. The City's capital budget for the most part are targeted to maintenance and preservation.

Two significant outcomes from the Plan update involve a land use issue and a road issue. The land use issue relates to the need to promote the means to attract commercial and office uses in the Heavy Commercial area, west of West Valley Highway; and Mixed Use office/retail to areas west Boundary Boulevard in the northwest portion of the City. The road issue involves the need for improvements to West Valley Highway, particularly in the vicinity of the proposed King County Transfer Station redevelopment site and the adjacent area targeted as a potential commercial center.

From a housing supply standpoint the Plan found that affordable housing targets have been met and that more market rate housing is needed. From a recreational standpoint and in response to new GMA requirements to encourage physical activity, new Plan policies call for continued cooperation on improvements to the Interurban Trail system.

Proposed Mitigation Measures

At a programmatic, non-project level EIS, future Comprehensive Plan policies and existing or future development regulations that implement the Comprehensive Plan will serve as mitigation measures. As an integrated SEPA/GMA document, it is a fundamental purpose of this Plan to ensure that future growth and development occurs in a manner that is compatible with the diverse elements of the community. The policies themselves are intended to mitigate the impacts of growth and the regulatory changes that will occur upon adoption of this Plan will add further substance to those policies.

Programmatic mitigation measures described under each element of the environment being addressed in this EIS are identified in the Matrix of Impacts and Mitigation Measures below.

Significant Unavoidable Impacts

It is a fact that the community will grow, that the population will increase and that development will occur. The UGA has finite boundaries within which this growth will occur. The areas outside the UGA will remain rural.

III Environmental Summary

The following Matrix of Impacts and Mitigation Measures is intended to provide a comparison of impacts by key subject area, a review of mitigation measures, and potential significant unavoidable adverse impacts for each.

Matrix of Impacts and Mitigation Measures

2015 Plan Impacts
<ul style="list-style-type: none"> • Population forecast for 2035: 3,436. Slight decrease from 2025 forecast (3,540) contained in 2005 Plan. • Projected need for 187 new houses through 2035 (10 new units per year). This is a lower rate than the pre-recession figure of 12 units per year. It is consistent with the regional population and housing forecasts. • Greatest housing demand will be for market rate housing (affordable to those in the 80 percent + income category). • No major capital improvements necessary to accommodate growth, beyond the plans already in place by Auburn (water), METRO (sewer), METRO Transit, Sound Transit, WSDOT or the City. • New PSRC policies promoting closer cooperation with other jurisdictions on: <ul style="list-style-type: none"> • bicycle and pedestrian connections with employers, transit centers, etc. (Active Transportation Plan); • consideration of the special needs population (elderly, disabled, etc.) (Coordinated Transit/Human Services Plan); • Transportation Demand Management (Regional Transportation Demand Management Action Plan); • coordination with planned transit services; and • coordination with Sound Transit planning. • Transportation impacts are as estimated in the 2005 Plan, given the moderate growth forecasts for 2035 which approximate those estimated for 2025. • The critical intersection in 2005 (West Valley Highway at First St) has been signalized, eliminating the LOS issue. • The current priority need for transportation improvements involves West Valley Highway which has substandard conditions and insufficient capacity. • Updated Critical Areas Ordinance needed to meet Best Available Science standard and to meeting compliance requirements under GMA.
<p>Mitigation Measures:</p> <ul style="list-style-type: none"> • Population and Employment estimates based on Vision 2040 and Puget Sound Regional Council “Land Use Baseline” estimates. <ul style="list-style-type: none"> • Population growth will be reviewed on an annual basis to measure any growth that exceeds PSRC estimates. • No UGA expansion areas have been added since 2004. • No changes to Land Use Map. Existing Map will accommodate forecasted growth.

2015 Plan Impacts
<ul style="list-style-type: none"> • Sufficient buildable lands are available to accommodate population, housing and employment growth. • New goals, policies and action plans address new GMA requirements (e.g. physical activity). • New policy added requiring that Countywide and Multi-County Planning policies adopted by reference in Plan be reviewed when relevant to City actions. • New policies added in support of Vision 2040 transportation programs. • New policies added to encourage cooperation with local industries in implementing their individual Commute Trip Reduction (CTR) programs. • “Maintenance and preservation” approach to annual capital budgeting will maintain level of service in utility and service provision. • Transportation investment will adhere to the King County vision of “State of Good Repair”, i.e. preserving roads instead a major new construction. • Algona will work with King County to resolve deficiencies on West Valley Highway as part of the King County Transfer Station project. • New critical areas ordinance drafted and adopted. • 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. • Joint use or development of open space sites by the City, with Boeing or as part of new development, will help the City meet its level of service standards for parks. A new community center, combined with a new City Hall, will add to the City’s recreation assets.
<p>Significant Unavoidable Adverse Impacts: Both alternatives result in new construction to accommodate population and employment growth. New construction will result in changes of use and the characteristics of parcels of land, including potential demolition and displacement.</p>

Appendix F: Supplemental Environmental Impact Statement
Response to Comments

On March 27, the Algona Comprehensive Plan Draft Update was issued with a Supplemental EIS included as Appendix E. Comments were due on May 11, 2015. Two sets of comments were received - one from the Solid Waste Division of King County and one from the Puget Sound Regional Council. These are included on the following pages, with responses from the City. Some changes were made to the Draft Plan where noted. With these changes, the SEPA portion of the integrated SEPA/GMA Plan is finalized.



King County

Solid Waste Division

Department of Natural Resources and Parks

King Street Center

201 South Jackson Street, Suite 701

Seattle, WA 98104-3855

206-296-4466 Fax 206-296-0197

TTY Relay: 711

May 11, 2015

The Honorable David Hill
Mayor, City of Algona
402 Warde Street
Algona, WA 98001

Dear Mayor Hill:

Thank you for the opportunity to comment on the City of Algona's Draft 2015 Comprehensive Plan and Draft Environmental Impact Statement.

We appreciate that the Draft Comprehensive Plan includes a number of references to a new South County Recycling and Transfer Station (SCRTS) within the City of Algona. We look forward to continuing discussions on the siting of this essential public facility. As a point of clarification, this project calls for construction of an entirely new facility versus reconstructing or expanding the existing station.

Our comments are as follows:

- 1. West Valley Highway:** The proposed Comprehensive Plan contains several references to the City's contention that the "reconstruction" and/or "expansion" of the Algona transfer station will require as mitigation the reconstruction of the West Valley Highway. We think it is premature to include these references in the Comprehensive Plan for several reasons. A decision has not yet been made regarding the County's South County Regional Transfer Station Project and the County has not completed its environmental review for that Project. Additionally the required mitigation for a project is appropriate only for, and to the extent of, the identified impacts directly related to that project.
- 2. Chapter 10, page 10-8,** contains a section entitled Essential Public Facilities. This section cites RCW 36.70A.200 and states that "Comprehensive plans and the regulations that support them must provide for EPFs."

This section then states as follows:

"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 facility is compatible with the surrounding area and that their (sic) significant impacts are mitigated."

"...Algona City Code (AMC 24.44.020) provides for Essential Public Facility approval through the Conditional Use Permit process. The regulations provide for an extensive application, review process and development standards. These are apart from, but related to the Essential Public Facility siting process provided in WAC 365.196.550. If that process finds that, because of their impacts, and (sic) EPF is "impossible or impractical" to site, then it may be denied."

This section of the Comprehensive Plan acknowledges that there is "only one use in Algona [that] meets the criteria as an Essential Public Facility"- the King County Algona Transfer Station on West Valley Highway and that "[o]nce a siting decision is made and the County completes its environmental review, it must apply for a Conditional Use Permit ["CUP"], which will be reviewed under the above siting and permit criteria."

Other than the citation to RCW 36.70A.200, we believe this entire section of the City's Comprehensive Plan, if adopted, will violate the Growth Management Act (the "GMA"). RCW 36.70A.200 (5) states that "No local comprehensive plan or development regulation may preclude the siting of essential public facilities."

The City's proposed Comprehensive Plan provision will violate RCW 36.70A.200(5) because it purports to reserve to the City the discretion to deny CUPs for EPFs and thereby allows the City to preclude the siting or improvement of EPFs contrary to the GMA.¹ The Central Puget Sound Growth Management Hearings Board has held that "no local government plan or regulations, including permit processes and conditions, may preclude the siting, expansion or operation of an essential public facility." (See King County v. Snohomish County, CPSGMHB No. 03-1-0011, FDO at p.12 (2003))

This provision as proposed also precludes EPFs in violation of RCW 36.70A.200(5) because it would make it impracticable to site or improve EPFs by requiring EPFs to satisfy unspecified "regulations, extensive application, review process and development standards" and still be denied. When a permit process purports to reserve to a local government the discretion to deny that which it may not lawfully deny, it will be found to violate RCW 36.70A.200. (See King County I, CPSGMHB FDO at p.12).

King County urges the City to remove provisions which allow the City to deny permits to EPFs from its proposed Comprehensive Plan.

3. Chapter 2: Maps and Figures. Figures 2-1, 2-2, 2-3, 2-4a, 2-6, and 2-7 all show a pond on the property owned by the Solid Waste Division which is under consideration for a new

¹ Appendix C, pages 20-21 of the Comprehensive Plan confirms that the City's proposed Comprehensive Plan permits the denial of EPFs.

The Honorable David Hill
May 11, 2015
Page 3

recycling and transfer station. There is no pond in that location – aerials before 2012 may have shown some seasonal ponding, but it was a remnant of the previous gravel mining operations (see enclosed Figure 2-3 and aerials from 2012, 2013 and 2014).

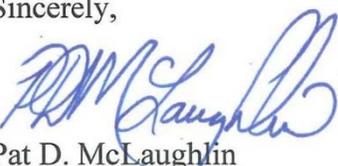
4. Chapter 12: Action Plan and Implementation, pg. 12-1 reads "The City's new GMA-compliant Sensitive Areas Ordinance was recently adopted and is a significant improvement over the former regulations." We have been unable to locate the ordinance on the City's website. Please confirm if the ordinance been adopted and provide us with a copy. Additionally, please add the King County Solid Waste Division to your list to receive SEPA notifications – we did not receive scoping notices for either the Comprehensive Plan or the Sensitive Areas Ordinance.

5. Appendix B, Plans Adopted by Reference. The City may want to consider including reference to the "2013 Amended and Restated Solid Waste Interlocal Agreement". This document is an agreement between King County and the City of Algona, to cooperatively and collaboratively manage the solid waste system. Similar interlocal agreements are already listed in Appendix B.

6. Appendix C: Comprehensive Plan Checklist, Department of Commerce, pg C-4. "3. Added wording on "public use" possible once Transfer Station decided. Issue is pending with King County." Please clarify this statement. It is not clear what it is referring to.

We value the relationship that we have with the City as a long-time host for the Algona Transfer Station. This essential public facility provides important services to Algona residents and businesses, and surrounding communities. I look forward to continued discussions with the City as we seek to site a new South County Recycling and Transfer Station. Please let me know if you have any questions about our comments on the City's Draft Comprehensive Plan.

Sincerely,



Pat D. McLaughlin
Division Director

Enclosure

cc: Diana Quinn, City Administrator, City of Algona
Christie True, Director, Department of Natural Resources and Parks (DNRP)
Verna Bromley, Senior Deputy Prosecuting Attorney, King County Prosecuting Attorney's Office

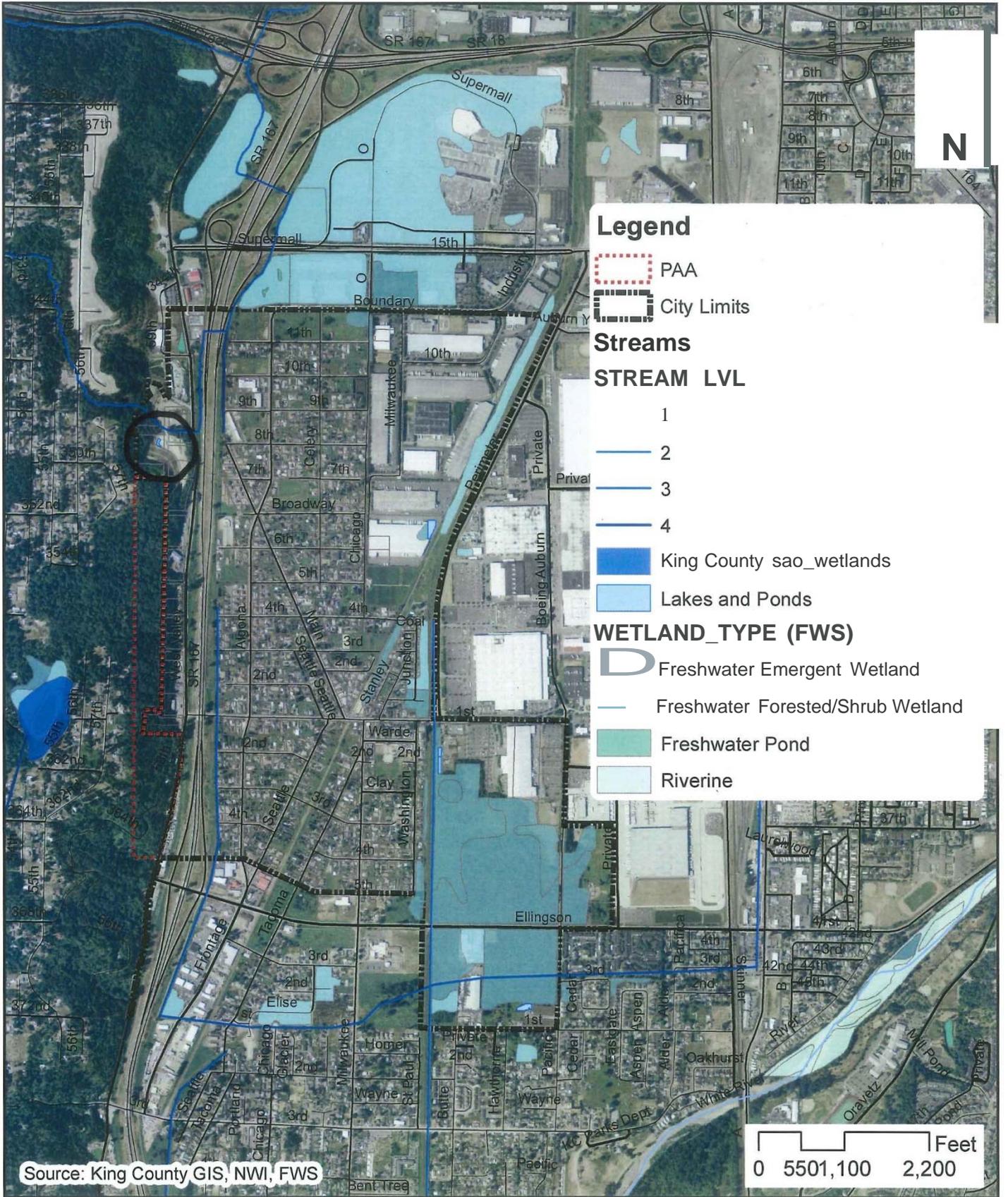


Figure: 2-3
Wetlands

City of Algonia

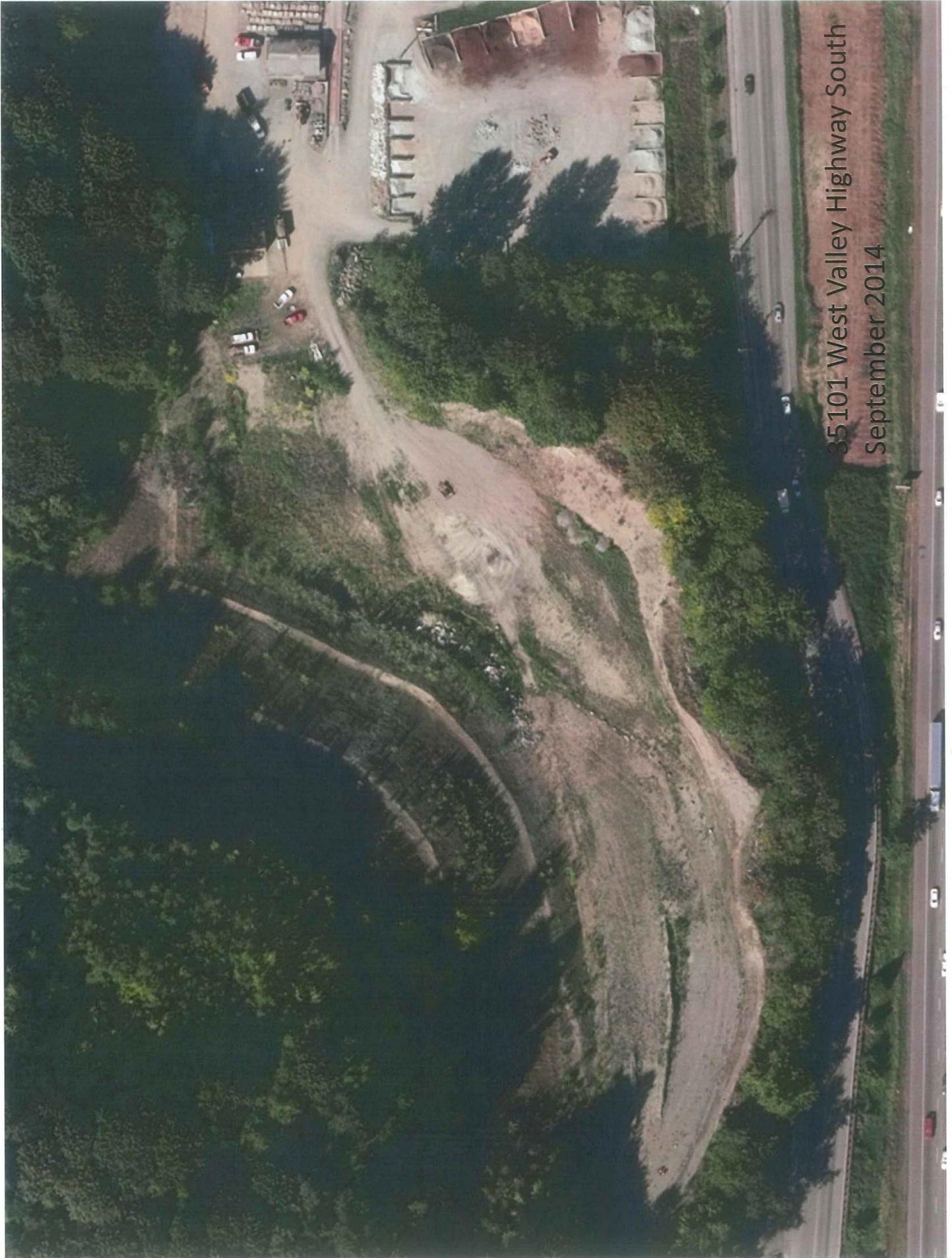




35101 West Valley Highway South
March 2012



35101 West Valley Highway South
March 2013



35101 West Valley Highway South
September 2014

City Response to
King County Solid Waste Division

“As a point of clarification, this project calls for construction of an entirely new facility versus reconstructing or expanding the existing station.”

Response: This has been clarified in the final document

1. West Valley Highway:

Response: The City must have a GMA-compliant comprehensive plan by the required deadline of June 30, 2015. The guidelines for the update require discussion of EPF procedures, public and private utilities and pending land use or transportation issues. Failure to provide this discussion poses the potential risk of a finding of non-compliance. The City fully appreciates that King County is in the midst of its environmental analysis and EPF permitting; however, given the deadline imposed by GMA rules, the City must provide a full discussion of the issues as best it knows them at this time.

We concur in the County’s citation of the dual-nexus requirements of SEPA and this will be considered in 1) its response to the County’s EIS documents and 2) its Conditional Use Permit analysis when and if applied for.

2. Chapter 10, page 10-8:

Response: The typographical errors have been corrected. Thank you for noting those.

The sentence suggesting that an EPF can be denied through the Conditional Use process has been deleted. The City does note that the EPF process and SEPA review by King County has not yet been completed and must be as part of a Conditional Use Permit application.

3. Chapter 2: Maps and Figures.

Response: The information was taken from the King County GIS data files. We assume that the County’s Transfer Station EIS will contain a wetlands analysis, which will be the principal document for use in the Conditional Permit review.

4. Chapter 12: Action Plan and Implementation.

Response: Thank you for your comment. Revised AMC 16.18 will be provided to you and your name added to the SEPA list.

5. Appendix B, Plans Adopted by Reference.

Response: The Interlocal Agreement has been added to the list.

6. Appendix C: Comprehensive Plan Checklist

Response: The reference was to language on Page 8-3:

The City's 9-acre parcel on Ellingson adds to potential park assets. As the C-1 Mixed Use area in the northwest part of the City, along with future development of the transfer station property on West Valley occur, opportunities for open space features will also be considered.

The City considers this to be minor language meant to complement a discussion of future possibilities.



April 30, 2015

Reid Shockey, Consulting Planner
Shockey Planning Group
2716 Colby Avenue
Everett, WA 98201

Subject: PSRC Comments on Draft Algona Comprehensive Plan Update

Dear Mr. Shockey,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft

of the City of Algona 2015 Comprehensive Plan update. We recognize the substantial amount of time and effort invested in this plan, and appreciate the chance to review it while in draft form.

This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards after adoption.

We would like to note the many outstanding aspects of the draft plan. Several particularly noteworthy aspects include:

- The plan's provisions to protect industrial land from encroachment by incompatible uses.
- The plan's commitment to improving the city's streets, including aesthetic enhancement, distinctive street signage, lighting, furnishings, enhanced pedestrian walkways, and street tree plantings.
- The plan's policies to encourage and assist in rehabilitating and preserving existing affordable housing.
- The plan's commitment to energy conservation and energy efficiency.

The draft comprehensive plan advances regional policy in many important ways. There are some items, however, that should be addressed before the plan is finalized. We have concerns with the city's proposal to adopt the multicounty planning policies (MPPs) as a whole in Appendix D of the plan—we recommend instead incorporating relevant policies into your plan directly. Many VISION 2040 policies are already addressed in the plan. Please see the [Plan Review Checklist](#) to see how MPPs can be applied to comprehensive plans. Notable MPPs and requirements not addressed in the comprehensive plan are noted below.

- VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. Examples of context statements are provided in PSRC's [Plan Review Manual](#), page 2-1. PSRC staff is also available to provide examples adopted in local comprehensive plans.
- The land use element should clearly document the city's 2035 land use assumptions and apply them consistently throughout the document. The plan should make clear 1) how land use assumptions relate to and are consistent with adopted growth targets, 2) the method used to extend the city's target from 2031 to 2035, and 3) how the development capacity

provided for in the plan's land use element accommodates those growth assumptions.

- The plan mentions a Potential Annexation Area. Please state whether this area is an unincorporated urban area or outside of the urban growth area. While the Growth Management Act and VISION 2040 encourage annexation of unincorporated urban areas, designation of potential annexation areas should be coordinated through the King County Growth Management Planning Council. If the area has not yet been formally affiliated with the city, please consider using another term to describe this area.
- The city is commended for identifying the proposed community civic area as a mixed use, pedestrian oriented center for the city. We recommend further identifying the center on maps and supporting development of the center with policies in the land use, economic development, transportation, and other elements as appropriate. Grants are occasionally available through state agencies for subarea planning. This also relates to VISION 2040 policies to prioritize infrastructure funding within centers. Adding policies to prioritize funding for Algona's center for transportation, public spaces, and other investments can further support development of the center (MPP-DP-7, MPP-T-11-12).
- Policy TR-5.8 states: *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.* For greater consistency with state goals and MPP-T-4, consider adopting a long-term goal of zero deaths and disabling injuries.
- Freight routes are an important part of the transportation system and should be inventoried and planned for in comprehensive plan transportation elements. For information on how to consider the freight system in your transportation element, see the Washington State Department of Commerce's Transportation Element Guidebook, pages 85-88 (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>).
- PSRC's certification report on Algona's last comprehensive plan update included the following comment: *In the future, the city should recognize level of service designations for highways of regional and statewide significance within its plan. In its next update, the city should address impacts to SR 167 due to its close proximity to the city and its importance as a transportation connection to the region. Include state facilities and reflect related level-of-service standards (RCW 36.70A.070(6)(a)(iii)(C)).* This comment still needs to be addressed.
- The city's guiding principle of investing in repair and maintenance of existing facilities to avoid larger capital needs in the future is supportive of VISION 2040 policies that call for including transportation financing methods that sustain maintenance, preservation, and operations of facilities. We recommend elevating this principle to a policy to further guide investment in the transportation system.
- Transportation and other plan elements have many policies supportive of walking, biking and transit. The Growth Management Act requires level of service standards for all locally owned arterials and transit routes, and the MPPs call for other modes, such as biking and walking, to be addressed through this approach. This will help with the evaluation of needs when comparing the inventories to the standards, as well as multi-modal concurrency requirements. The Washington State Department of Commerce's Transportation Element Guidebook has information on how to set level of service standards and identify system needs (pages 143-150 and 183-189). (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>).
- The plan acknowledges that the city should prepare a nonmotorized transportation plan that integrates both access and movement within the city for nonmotorized traffic. The plan also states that the city will strive to increase the mileage of avenues for

nonmotorized travel by at least five percent (5%) over the base 2014 condition. Please demonstrate how the city is planning for and identifying nonmotorized projects to achieve this goal. In addition to supporting many VISION 2040 MPPs, this is particularly important because the GMA requires transportation elements of local comprehensive plans to contain a pedestrian and bicycle component that include identified planned improvements for nonmotorized facilities and corridors to enhance community access and promote healthy lifestyles (RCW 36.70A.070 (6) (a) (vii), WAC 365-196-430). PSRC's certification report on Algona's last comprehensive plan update had a comment on the need to address this nonmotorized component requirement.

- Include a multiyear financing plan, as well as an analysis of funding capability per RCW 36.70A.070(6)(a)(iv)(A) and (B). Specific projects, including nonmotorized improvements, should be identified in the plan to clearly communicate transportation system needs in the jurisdiction and funding assumptions.
- The plan states that the city will 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. However, the city should add policy language that commits the city to meeting or doing better than federal and state air quality requirements and working with state, regional and local agencies and jurisdictions to accomplish air pollution reduction goals (MPP-En-17).
- The multicounty planning policies call for protecting the transportation system against disaster and developing prevention and recovery strategies for disasters. If such work has been completed by the city, such as an emergency management plan, these efforts should be incorporated in the transportation element (MPP-T-8).
- The housing needs assessment provides valuable insight on some housing characteristics within Algona, but does not fully capture the housing characteristics and affordable housing needs to be addressed in the plan. Please make the following additions to Table 5-2 to strengthen the housing needs assessment:
 - Housing affordability in Algona should be calculated using the King County AMI income thresholds in order to calculate future need (the attached analysis is calculated using King County AMI).
 - The King County CPPs include additional housing goals to plan for 12% of the total housing stock that is affordable to residents earning less than 30% AMI. Once this detail is added to the table, the jurisdiction may need to include additional policies and strategies to accommodate very low-income households (see attached analysis).
- Please strengthen the housing needs assessment to both reference demographic data in the existing comprehensive plan and include new information about current Algona residents, including: assessment of special needs population, household size, and race and ethnicity. An updated needs assessment will demonstrate the existing and future need and may influence the direction of housing element policies and goals.
- Since nearly 15% of the Algona housing stock is comprised of manufactured housing—a critical source of affordable ownership housing— PSRC suggests strengthening HU 1.3 and Goal HU 4 and subsequent policies to focus on preserving and rehabilitating manufactured housing. This is especially important since the share and number of manufactured units in Algona has decreased since 2005.
- VISION 2040 MPPs-En-13 and 14 call for maintaining natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restoring them to a more natural state. Please address this policy in the natural environment element or other element.

- The MPPs in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. See page 42 of VISION 2040 for an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes policies that support positive actions to reduce greenhouse gases, such as promoting energy conservation and alternative energy sources. However, the plan could be strengthened by directly addressing the climate change-related multicounty planning policies and considering additional strategies such as urban forestry provisions, emissions reductions from municipal operations, and additional transportation demand management strategies.

PSRC has resources available to assist the city in addressing these comments. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at <http://www.psrc.org/growth/planreview/resources/>.

Thank you again for working with us through the plan review process. There is a lot of excellent work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information, please contact me at 206-464-6360 or eharris@psrc.org.

Sincerely,



Erika Harris
Associate Planner
Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

Response to Comments
Puget Sound Regional Council

For the final plan, we have adjusted wording in several portions based on PSRC comments. Where we wish to retain the existing language, explanations are provided.

As an update to the City's 2005 plan, the current document reflects a pace of growth through 2035 that is equal to or lower than originally forecasted through 2025 in the 2005 document. These forecasts are as provided by Vision 2040. As we note in the Introduction:

"The 2005 Plan was based on findings that the transportation system (roads, mass transit, pedestrian paths, bike lanes) were adequate to handle both the 2005 and the 2025 growth. In 2006, the Puget Sound Regional Council issued a Certification & Consistency Report which recommended that the Executive Board certify that the transportation related provisions in the City of Algona 2005 Comprehensive Plan conformed to the Growth Management Act and were consistent with Destination 2030 (now Transportation 2040). Specific findings are cited throughout this Plan, but in summary, the conditions which existed in 2005 and exist in 2015 were found to meet regional and county transportation goals.

As discussed in Appendix C, Algona's 2015 Plan addresses all update items and, we believe, is consistent with the April 19, 2006 "Certification of Consistency Report". We do appreciate the PSRC analysis and have the following responses to your comments.

- 1. PSRC has recommended incorporation of MPPs directly into the body of the comprehensive plan, rather than referencing them as an appendix (Appendix D in the Plan).**

First, as noted below, several specific MPPs have been moved to Chapter 3, Goals and Policies. Regarding the inclusion of a freestanding appendix with all MPPs, please note in Chapter 12 (Action Plan and Implementation):

"Review all proposals coming before the City against the Comprehensive Plan. Include a consistency analysis of the Plan in staff reports presented for a decision, including consistency with documents adopted by reference in Appendix B."

Appendix B contains all documents adopted by reference and includes King County Countywide Planning Policies, Multi-County Planning Policies, PSRC Vision 2040 and PSRC Transportation 2040; this along with numerous others.

The City believes that an Action Plan requiring specific review of these documents as part of proposed projects, plan, interjurisdictional issues, etc. is the best assurance

that the case-specific elements are truly given attention. Inserting MPPs in different sections of the Plan does not, by itself, guarantee such review and coordination. "Actions speak louder than words".

2. Your letter also notes several MPPs which are not addressed in the Plan. Commenting on those:

- **VISION 2040 context statement:**

The City has adopted the Vision Statement contained in its 2005 Plan. In a contextual sense, it does reflect the Vision 2040 aspirations, as do several of the goals and policies of Chapter 3, as well as the substantive chapters dealing with the natural environment, housing, public services and capital facilities.

In response to your comments, we have added language to the Vision Statement that borrows from the Plan Review Manual model, to more closely tie the City's work to VISION 2040. We further emphasize in our Implementation section (Chapter 12) that each decision made by the City that affects transit, pedestrians, urban design and other GMA-related topics will be assessed against the policies of Appendix D and the plans adopted by reference in Appendix B. This compulsory review is our best assurance that the numerous plans and policies are considered in the City's decision making. You will also see below, that some of the MPPs that you have highlighted have been brought forward into Chapter 3.

Finally, in Chapter 12 you see that the City will be updating its entire zoning code in 2015-2016. This is being done for several reasons, some of which relate to transit-oriented development, sustainable design and other topics mention in your model Vision language. There are other reasons for the update; the City wants to approach it comprehensively.

- **2035 Land Use Assumptions**

You discuss three topics:

- 1) how land use assumptions relate to and are consistent with adopted growth targets**

As discussed in Chapter 4, growth targets were taken from future population forecasts and are based on the Puget Sound Regional Council "Land Use Baseline", updated as of April 2014. Employment forecasts on Table 4-5 also were based on PSRC estimates. Housing estimates in Chapter 5 were taken from Vision 2040 regional forecasts and Countywide Planning Policies forecast for 2035.

The land use assumptions were based on an inventory. Chapter 7 notes that Algona is not required to inventory land use for GMA compliance and is deemed to have sufficient buildable lands. In updating its plan for 2015, however, the City did perform an inventory to ensure that, for its own planning purposes, there are adequately zoned properties to achieve the City's vision, goals and policies. The results are reflected on the Land Use map (Figure 2-2).

2) the method used to extend the city's target from 2031 to 2035

We operated off of 2035 population and employment targets provided by PSRC and King County in their 2013 LUT Workbooks. The workbooks contained totals for both 2031 and 2035. We simply used the 2035 totals for Algona. In a May, 2014 e-mail to me from Rebeccah Maskin, she confirmed the following:

“The LUT is a PSRC-produced land use input based on locally adopted targets. While two versions of the product have been released in the last 6 months, either would be acceptable for cities to use in their planning efforts (so, if a city has already completed their work, there's no issue). The latest version has a few refinements that we feel make it a more “final” product, but both versions present a target-based representation of future land use. Moreover, cities do not have to use the LUT at all. Planning for the target is the thing, and the LUT is just one representation.”

3) how the development capacity provided for in the plan's land use element accommodates those growth assumptions.

The Plan at Chapter 7 provides extensive discussion of how the developable, vacant land supply was calculated, leading to the conclusion that the Land Use Map as it exists will accommodate the 2035 population and employment targets.

- **Potential Annexation Area.**

As indicated in the Commerce Plan Checklist (Appendix C), the “Planned Annexation Area” boundary (PAA) is depicted on the Plan map, but it is not intended to represent an Urban Growth Area boundary expansion. The City understands that a UGA adjustment is a prerequisite for annexation.”

Clarifying notes have been placed on the figures in Chapter 2.

- **Proposed community civic area**

The reference on Page 7-4 to promotion of “a pedestrian ‘community center’ character was intended to describe the intent of the Mixed Use commercial zone (C-3) that covers three areas of the City. It was not intended to identify a community

center in the strict sense of the term. The three zones are far apart, located in the north, central and south parts of the community.

- **Policy TR-5.8**

The wording on TR-5.8 has been changed.

- **Freight routes**

As you suggested, we did review the Transportation Element Guidebook and considered that against the already designated truck routes in the City -- West Valley Highway, Ellingson Road, Boundary Boulevard and streets within the industrial area (Auburn 400 Corporate Park) (AMC 10.16.070). The Public Works Director has confirmed their present status.

- **SR 167**

We appreciate the comment in the 2006 PSRC certification that “the city should recognize level of service designations for highways of regional and statewide significance within its plan.” However, beyond a policy such as TR-8.3 (“Coordinate with WSDOT, Auburn and Pacific on needed improvements to SR 167 to offset the impacts of growth.”), we are not sure of what additionally can be said. There is no access from 167 to the City.

- **Investing in repair and maintenance of existing facilities**

You have suggested elevating the guiding principle to a policy level. We have done this. It will be Policy 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”.

- **Non-auto transportation**

Your letter correctly calls out policies and programs in Algona's plan supportive of non-motorized transportation (bicycles and pedestrians), which also are included in response to GMA mandates for physical activity strategies. (See Page D-5) Algona is host to a significant portion of the Interurban Trail, which is discussed at several locations in the Plan including the City's support for planned improvements (Page 8-2). Those improvements were a part of a larger trail planning effort by PSE, King County and others. The City has pledged cooperation in implementation. On Page 9-3 the relationship of these improvements to the City's transit and employer connections is also discussed.

Policy support for the Interurban Trail system is found in ED 4.3 and TR 5.10. Notice that one of these is an economic development policy, showing the importance given

to the Trail as both a contributor to the non-motorized transportation system, and the economic environment as well.

- **Roads**

Your letter cites the need for additional Level of Service analysis. Table 9-1 lists the functional classifications of the City's streets and Table 9-4 shows the forecasted levels of service for 2035. The updated LOS figures reflect intersection improvements since 2005, traffic volume measurements in 2014/2015 and, most important, the population, housing and employment estimates that suggest traffic volume numbers similar to the 2005 Plan. There is little growth estimated for 2035 beyond what was estimated for 2025. The 2005 LOS analysis and conclusions remain valid.

The Draft Plan did not specifically list projects on the City's Six-Year TIP and those have now been included as Table 9-5:

Table 9-5
Six Year Transportation Improvement Plan

Project Title	From	To	Cost	Schedule	Federal Source	Federal Amount	State Source	State Amount	Local
Sidewalks									
Milwaukee Blvd S.	1st Avenue	South city limit	\$866,762	2015-2016			SRTS	\$809,902	\$56,860
Celery Avenue	Boundary Boulevard	5th Avenue North	\$319,202	2015-2016	CDBG	\$303,242			\$15,960
Street Overlay									
1st Avenue	West Valley Highway	Washington Boulevard	\$407,672	2017-2018			TIB	\$342,543	\$65,128
Road Reconstruction									
West Valley Highway - Phase 2	5th Avenue North	Boundary Boulevard	\$6,100,000	2015-2017	STP	\$5,276,500			\$823,500
West Valley Highway - Phase 1	1st Avenue	5th Avenue North	\$1,249,150	2016-2017	STP	\$1,080,515			\$168,635
Seattle Boulevard	South City Limit	1st Avenue	\$3,189,608	2015-2018					\$3,189,608
West Valley Highway - Phase 3	5th Avenue South	1st Avenue	\$1,089,850	2019-2020	STP	\$942,720			\$147,130
Pacific Avenue South	Ellingson Road	1st Avenue	\$2,743,634	2019-2020			TIB	\$2,606,452	\$137,182

Based on those improvements, the established LOS standard of "D" or better is expected to continue through the planning period.

- **Transit**

Transit is limited in Algona as discussed on Page 9-5. A sole DART route transports riders to the Auburn Transit Center. Level of service standards are, for all intents and purposes, established by METRO based on its region-wide supply, demand and budget. As discussed on Page D-1, Algona must rely on METRO decision makers for service levels. METRO Transit's recent reconfiguration of service routes did not impact the Dart service to Auburn Transit Center from Algona. This is consistent with discussion in the WDOT manual at Page 144.

- **Multi-Year Financing Plan**

Your letter references the mandatory financing plan element (RCW 36.70A(6) A (a) (iv)(A) and (B). Required are an analysis of funding capability to judge needs against probable funding resources; and a multiyear financing plan based on the needs identified in the comprehensive plan.

On the first point, Chapter 11 and Table 11-1 shows a capital budget history that reflects the "guiding principle" of retaining service levels through a program of on-going maintenance.

"In 2014, Algona continues to feel the effects of the Great Recession which constrains its ability to allocate any significant sum of local dollars for major capital improvements. After providing for basic services, these other improvement projects must rely on grants, fees, developer contributions or similar mechanisms."

The capital facilities sections of the Plan show that the current status of roads and utilities is good, with acceptable levels of future demand occurring over the next 20 years. Table 9-5 shows the Six-Year TIP; Table 10-2 summarizes the City's adopted Water Plan -- showing projects implemented; and sewer service is provided by METRO.

To the second point in the PSRC letter, Chapter 11 notes that the capital needs will be assessed annually as part of the budget process. This process was employed in the GMA-compliant comprehensive plan and remains the preferred approach in the 2015 update. Budget adjustments will be made based on availability of funding depicted in the road and water plans. Where annual review reveals concurrency issues, the City will make changes to its Plan as warranted.

- **Air quality implications of new growth and development**

As suggested, we will include Policy MPP En-17 as an Algona Plan policy (New policy NE-1.3). Because SEPA will be employed as part of any plan, project or permit review, compliance with regional policies through the Puget Sound Clean Air Authority will be required.

- **Prevention and recovery strategies for disasters.**

In 2015, the City adopted its amended "Algona Emergency Operations Plan" which is coordinated with the Washington State Emergency Operations Plan and updated King County Regional Hazard Mitigation Plan. We will reference those plans in Appendix B.

- **Housing needs assessment**

We have adjusted the text and tables in Chapter 5 to comport with the current King County AMI figures. These are somewhat different than prior information from the County. We have incorporated the four vs. three AMI categories which are consistent with the 2010-2014 Consolidated Plan information and have calculated the future <30% housing need.

- **Manufactured housing**

The City has several policies supportive of manufactured homes, and has permissive regulations allowing manufactured homes on a par with standard framed construction. Flood plain regulations (AMC 22.48.060) include manufactured homes. As it updates its development code in 2016, the City would be receptive to suggestions for other actions it can take to further its commitment to this housing element.

- **Hydrological functions**

- The City has adopted its updated Sensitive Areas Ordinance (AMC 16.18) that has extensive discussion of how hydrological functions will be assessed, reviewed, conditioned and monitored. The MPP policy, incorporated by reference in Appendix D, has in fact been implemented.

- **Climate change**

The City has adopted a commute trip reduction ordinance (AMC 16.16) and has acquired wetland parkland which will be preserved in vegetated open space (urban forestry) (Figure 2-7).

Thank you for PSRC's review and comment on the Algona Plan.