



Town Planning Commission Regular Meeting

Tuesday, December 19, 2023 – 7:00PM
Town Hall/Virtual
4030 95th Ave NE, Yarrow Point, WA. 98004

Commission Chairperson: Carl Hellings
Commissioners: Chuck Hirsch, David Feller, Jeffrey Shiu, and Lee Sims
Town Planner: Aleksandr Romanenko - SBN Planning
Town Attorney: Emily Romanenko
Clerk: Bonnie Ritter
Deputy Clerk: Austen Wilcox

Meeting Participation

Members of the public may participate in person at Town Hall or by phone/online. Town Hall has limited seating available, up to 15 public members. Individuals who call in remotely who wish to speak live should register their request with the Deputy Clerk at 425-454-6994 or email depclerk@yarrowpointwa.gov and leave a message before 7:00 PM on the day of the Planning Commission meeting. Wait for the Deputy Clerk to call on you before making your comment. If you dial in via telephone, please unmute yourself by dialing *6 when it is your turn to speak. Speakers will be allotted 3 minutes for comments. Please state your name (and address if you wish.) You will be asked to stop when you reach the 3-minute limit.

Join on computer, mobile app, or phone

1-253-215-8782

<https://us02web.zoom.us/j/82788574370>

Meeting ID: 827 8857 4370#

1. **CALL TO ORDER:** Commission Chairperson, Carl Hellings
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL:** Commissioners, Chuck Hirsch, David Feller, Jeffrey Shiu, Lee Sims
4. **APPROVAL OF AGENDA**
5. **APPROVAL OF THE MINUTES**
November 21, 2023, Regular Planning Commission Meeting
6. **STAFF REPORTS**
 - 6.1 SR Comprehensive Plan Update - (5 min)
7. **PUBLIC COMMENT**

Members of the public may speak concerning items that either are or are not on the agenda. The Planning Commission takes these matters under advisement. Please state your name (and address if you wish) and limit comments to 3 minutes. If you call in via telephone, please unmute yourself by dialing *6 when it is your turn to speak. Comments via email may be submitted to depclerk@yarrowpointwa.gov or regular mail to: Town of Yarrow Point, 4030 95th Ave NE, Yarrow Point, WA 98004.
8. **REGULAR BUSINESS**
 - 8.1 Private Property Tree Code - (70 min)
9. **PUBLIC COMMENT**
10. **ADJOURNMENT**

**TOWN OF YARROW POINT
TOWN PLANNING COMMISSION REGULAR MEETING
November 21, 2023
7:00 p.m.**

The Town Planning Commission of the Town of Yarrow Point, Washington met in regular session on Tuesday, November 21, 2023, at 7:00 p.m. in the Council Chambers of Town Hall.

PLANNING COMMISSION PRESENT: Commissioners David Feller, Chuck Hirsch, and Lee Sims.

STAFF PRESENT: Deputy Clerk Austen Wilcox, and Planner Aleksandr Romanenko

1. CALL TO ORDER

Substitute Chair Feller called the Planning Commission meeting to order at 7:00 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF AGENDA

MOTION: Motion by Commissioner Hirsch, seconded by Sims to approve the agenda as presented.

VOTE: 3 for, 0 against. Motion carried.

5. APPROVAL OF THE MINUTES

- September 19, 2023 Regular Meeting

MOTION: Motion by Commissioner Feller, seconded by Chairman Sims to approve the September 19, 2023 special meeting minutes as presented.

VOTE: 3 for, 0 against. Motion carried.

- October 26, 2023 Joint Council and Planning Commission Special Meeting

MOTION: Motion by Commissioner Hirsch, seconded by Chairman Sims

to approve the October 26, 2023 Joint Council and Planning Commission Special Meeting as presented.

VOTE: 3 for, 0 against. Motion carried.

6. STAFF REPORTS

Planner Romanenko provided staff reports on the following:

6.1 SR 2024 Planning Commission Work Plan

Community Initiatives:

- Private Property Tree Code
- Eagle Protections

Mandatory Work Items:

- Periodic Comprehensive Plan Update - Mandatory & Grant Funded
- Middle Housing - Mandatory & Grant Funded
- Climate Planning - Mandatory & Grant Funded

6.2 SR Middle Housing (HB1110 Integration)

HB 1110 - For Yarrow Point: allow at least five of nine middle housing types in predominantly single-family zones; allow only administrative design review of objective standards; require two middle housing units on each lot; provide process and criteria for extensions of implementation; and the bill directs Commerce to

provide technical assistance including rulemaking and certification authority. It also amends RCW 43.21C to exempt certain actions from environmental review.

HB 1337 - Requires that counties and cities allow two accessory dwelling units (ADU) on every lot in predominantly single-family zones within urban growth areas. For Yarrow Point we only need to allow 2 units per lot, including the primary. It also limits parking requirements based on distance from transit and lot size and removes barriers to separate sale and ownership of ADUs.

6.3 SR Climate Planning (HB1181)

The Department of commerce is administering a grant program to aid jurisdictions in planning for and adopting the requirements of HB1181. The available grant funding for the Town is \$100,000. While the deadline for full integration is June 30, 2029, the Town may begin its planning process as early as July 1, 2023. The proposed scope of work and budget are included for the council to review. The timeline and scope may be revised prior to the final grant contract, and subsequently amended as needed to accommodate shifts in timelines and goals during the subsequent 6 years prior to the required adoption date.

At the November council meeting, Council voted to authorize the mayor to sign the letter of commitment for the grant.

6.4 SR Comprehensive Plan Update

The Town Planner has received and submitted the SFY24 GMA Grant paperwork from the Department of Commerce (COM) and is awaiting final execution of the grant.

Draft chapters for Essential Public Facilities and the Introduction have been included for the Commission to review. The chapter drafts have been annotated with highlights to facilitate review and commenting. These chapter reviews will set up a smooth adoption process in the Spring of 2024, ahead of the December 2024 deadline for the Comprehensive Plan.

7. PUBLIC COMMENT

Resident Ed Esparza discussed complexities regarding the town's current tree code. He commended Town staff regarding distributing information to private property owners around the benefits of trees. He discussed town administration and his concerns regarding the tree code.

8. REGULAR BUSINESS

8.1 – Private Property Tree Code

At the October special joint meeting of the Council and Planning Commission it was decided that the private property tree code should be reviewed and updated to better protect the trees, and to address technical and administrative issues in the code.

Planner Romanenko discussed proposed changes in the draft code:

- Eagle nests considered as part of the tree code;
- Administrative components of code;
- Protections;
- Mitigation; and
- Enforcement.

The Planning Commission discussed issues with the current tree code and the need to update it. Planner Romanenko explained that there is an outpouring of resident concern regarding the reduction of the town's tree canopy and the lack of protection the current tree code has for retaining trees. The Planning Commission discussed a petition created by a town resident and asked to review it. They discussed balancing property rights and tree regulations.

Staff will prepare a proposal for the Planning Commission to review regarding administrative tree code processing. Review staff and the Town Arborist will provide an upcoming presentation to the Planning Commission.

The current tree code does not have any costs. Recovering staff time and/or an arborist is needed as part of the code update.

MOTION: Motion by Commissioner Sims, seconded by Commissioner Feller direct the Town Planner to assemble staff who review tree permits along with the Planner and the Town Arborist with the purpose of informing the Planning Commission on how the review process works at the new regular meeting including the resident created tree petition, and administrative recommendations.

VOTE: 3 for, 0 against. Motion carried.

8.2 – Eagle Protections

At the October special joint meeting of the council and planning commission, Council decided to continue discussion at their regular November meeting. At the regular November council meeting no actions were taken by council. Eagle Protections were moved to second position on the PC work plan for 2024.

MOTION: Motion by Commissioner Sims, seconded by Commissioner Feller to delay any further action on finalizing the eagle protection code until the locations have been identified, and the tree code has been updated with the exception of inserting some eagle protections in the tree code.

VOTE: 3 for, 0 against. Motion carried.

8.3 – Short Term Rentals

At the direction of the commission, staff have prepared a draft code which includes optional elements for review and discussion. No action was taken at the October Meeting. Town council removed short term rentals from the PC work plan for 2024.

9. PUBLIC COMMENT

10. ADJOURNMENT:

Motion by Commissioner Hirsch, seconded by Commissioner Sims to adjourn the meeting at 8:30 p.m. All voted in favor. Motion carried.

David Feller, Substitute Chair

Attest: Austen Wilcox, Deputy Clerk

Comprehensive Plan Update	STAFF REPORT
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Presented by:	Town Planner
Exhibits:	Draft Chapter: Transportation

Background:

The Comprehensive Plan of Yarrow Point is a strategic policy framework that sets out the community's vision for future growth and development. It serves as a collective vision for the type of town that Yarrow Point residents and visitors aspire to create. The plan outlines how the town will handle population growth, environmental factors, and ensure essential services and facilities are provided to meet the community's needs for the next 20 years. The update is a mandatory process which occurs every 10 years.

For a more detailed overview please visit: <https://yarrowpointwa.gov/comprehensive-plan/>

Summary:

The SFY24 GMA Grant has been executed.

A draft chapter for Transportation has been included for the Commission to review. The chapter draft have been annotated with highlights to facilitate review and commenting. Chapter reviews will set up a smooth adoption process in the Spring of 2024, ahead of the December 2024 deadline for the Comprehensive Plan.

Chapters reviewed at past meetings: Economic development, Tribal planning, The Introduction, and Essential Public Facilities.

Resources

- WA Department of Commerce: [Short Course on Local Planning](#)
- TYP: [Comprehensive Plan Page](#)

Action Items

- Staff Presentation on the Comprehensive Plan Status (5 min)

Chapter XX: Transportation

Green Highlights: Washington State, King County, or Puget Sound Regional Council Requirements

Orange Highlights: Additional goals or policies that may support requirements but are not explicitly required or part of any formal “best practice” or recommendation.

Blue Highlights: Best practices or recommendations from COM, PSRC, or other planning resources that are not explicitly required.

Introduction

[PHOTO OF YARROW POINT ROAD/SR520 ROUNDABOUT WITH YARROW POINT SIGN]

Purpose

The purpose of the Transportation Element within the Comprehensive Plan for the Town of Yarrow Point is to outline a set of goals and policies that will direct the development of surface transportation. This directive is in alignment with the overarching aims of the Comprehensive Plan, ensuring a unified approach to urban development.

The Transportation Element is linked with several other components of the Comprehensive Plan. It covers a broad range of topics including roadway classifications, level of service standards, and the incorporation of transit and non-motorized modes of travel.

This Element addresses existing and future land use and travel patterns, laying out a framework for future travel projections. It covers strategies for transportation system improvements, financing avenues, and concurrency management. The foundation of the Element is its technical basis, which informs the development of the transportation system and guides the implementation of existing and future transportation improvement projects and facilities. These are all steered by the transportation goals and policies set forth in the Comprehensive Plan.

Planning Context

Transportation planning at state, county, and local levels is guided by the Growth Management Act (GMA). This act specifies the requirements for the development of the transportation element within a Comprehensive Plan and necessitates a close alignment with the land use element. As per the GMA (RCW 36.70A.070 (6)), the transportation element must include:

- An inventory of transportation facilities categorized by mode of transport.
- An assessment of the level of service to determine the existing and future operating conditions of these facilities.
- Proposals for actions to address deficiencies in these facilities.
- Traffic forecasts based on planned future land use.
- Identification of infrastructure needs for current and future demands.
- A funding analysis for necessary improvements, including potential additional funding sources.
- Details of intergovernmental coordination efforts.
- The identification of demand management strategies, as available

Under the GMA, local governments and agencies are required to annually prepare and adopt six-year Transportation Improvement Programs (TIPs). These programs must align with the transportation element of the local comprehensive plan and be consistent with other state and regional plans and policies.

The Washington Transportation Plan (WTP) outlines the state's strategy for budgeting and implementing improvements over a 20-year planning horizon. It includes an overview of the current conditions of the statewide transportation system and an assessment of future transportation investment needs. The policy framework of the WTP sets the direction for meeting these future needs.

Puget Sound Regional Council (PSRC)

The PSRC, as the Regional Transportation Planning Organization, covers King, Snohomish, Pierce, and Kitsap counties. It works in tandem with local jurisdictions to establish regional transportation guidelines and principles. The PSRC also ensures that the transportation-related provisions within

local jurisdictions' comprehensive plans are consistent with the Regional Transportation Plan and adhere to GMA requirements.

VISION 2050 is the regional growth plan extending to the year 2050. Central to this plan are Multi-county Planning Policies, aimed at achieving the Regional Growth Strategy and addressing region-wide issues in a collaborative and equitable manner. These policies focus on:

- The maintenance, management, and safety of the existing transportation system.
- Supporting the regional growth strategy by developing an efficient multimodal transportation network connecting centers.
- Investing in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

King County

[PHOTO OF KING COUNTY METRO TRANSPORTATION INFRASTRUCTURE]

King County's approach to urban development emphasizes the creation of walkable, compact, and transit-oriented communities, along with the development of industrial areas harboring significant employment concentrations. As articulated in the Countywide Planning Policies (CPPs), these communities comprise Urban Centers and Manufacturing/Industrial Centers that are designated at the county level, as well as locally designated centers. A pivotal aspect of the CPPs is the development of an efficient transportation system. This system is envisioned to offer diverse options for the movement of people and goods, facilitating connectivity within and among these varied centers.

The goals and policies presented in this chapter are an extension of the foundational work laid out in the 1992 King County Countywide Planning Policies and are further aligned with the Multicounty Planning Policies encapsulated in VISION 2050, developed by the Puget Sound Regional Council. These policies collectively underpin a comprehensive approach to regional development and transportation planning.

Central to King County's regional vision is the presence of an integrated, multimodal transportation system. This system is characterized by a focus on:

- An integrated, multimodal transportation system that aligns with regional growth objectives, ensures efficient movement of people and goods, and upholds long-term environmental and functional sustainability.
- A thoughtfully designed and managed transportation network that safeguards public investments, fosters equitable access, enhances mobility, and prioritizes public health and safety while maximizing efficiency.
- A cohesive and comprehensive transportation system facilitating effective and efficient transit of people and goods within the region and to areas beyond.

Road System

In Yarrow Point, every street is assigned a specific functional classification. This classification depends on several factors: the nature of trips occurring on the street, its original design purpose, and the level of traffic volume it handles. These classifications reflect the different stages and purposes of a trip, with certain roadways focusing on mobility while others prioritize access to adjacent land uses.

1. Freeway: Characterized as a multi-lane, high-speed, high-capacity road, freeways are designed exclusively for motorized traffic. Access is strictly controlled through interchanges, and road crossings are grade-separated. This includes SR-520, a state route maintained by the Washington Department of Transportation.

2. Principal Arterial: These roads connect major activity centers and facilities and are typically constructed with limited direct access to adjacent land uses. Their primary function is to facilitate a high degree of vehicle mobility, though they may provide limited land access. Principal arterials handle high traffic volume corridors and are integral for long-distance and inter-community traffic. They often restrict on-street parking to enhance throughput and are generally multi-lane with traffic signals at major intersections. Regional bus routes, transfer centers, and park-and-ride lots are commonly situated on these roads. Sidewalks and separate bicycle facilities are also typical features.

3. Minor Arterial: These roads connect various centers within the community and accommodate some through traffic while offering greater access to properties along them. Minor arterials link with other arterial and collector roads, serving areas like neighborhood shopping centers and schools. The provision for on-street parking varies. While their dominant function is to facilitate through traffic, they also accommodate local traffic with destinations along the corridor. Local and commuter bus routes often use these roads, which usually include sidewalks and sometimes separate bicycle facilities.

4. Collector: Serving a dual function of mobility and land access, collectors connect residential neighborhoods with each other or with activity centers. They provide a high degree of property access within localized areas, collecting vehicular trips from local streets and distributing them to higher classification streets. Collectors offer direct services to residential areas, local parks, churches, and similar land uses. They are typically narrower than arterials, often being two lanes wide with stop sign control. Local bus routes frequently use these streets, which usually have sidewalks on at least one side.

5. Local Access: Primarily intended to provide access to residences, these roads are often short, narrow, and designed for low speeds. They are generally not suitable for buses and often lack

sidewalks. Cul-de-sacs fall under this category. In Yarrow Point, any street not designated as an arterial or a collector is classified as a local access street, constituting the majority of the town's roadway mileage.

This classification system allows for a structured and efficient approach to managing the diverse transportation needs of Yarrow Point, ensuring that each street type fulfills its specific role within the broader network.

Existing Conditions

The original street system of Yarrow Point was established with the replat of Yarrow in 1913, comprising key streets such as 91st Avenue NE, 92nd Avenue NE, 94th Avenue NE, 95th Avenue NE, Points Drive, NE 40th, NE 42nd, and NE 47th Streets. Post-incorporation, NE 36th Street, NE 37th Place, and NE 41st Street were integrated into the public street system through separate subdivisions. Presently, the public streets in Yarrow Point cumulatively extend over a total length of 4.32 miles.

Originally, these streets were designed with right-of-way widths of 40, 50, and 60 feet. Given the limited size of parcels available for subdivision at the time of incorporation and anticipating low traffic levels, a consensus was reached favoring narrower streets for the residential neighborhood. Consequently, the adopted standard was a 40-foot wide right-of-way with a 25-foot wide paved surface, excluding formal sidewalks.

Street Classifications

Collectors: These streets, namely 95th Ave NE, 92nd Ave NE, and Points Drive (west of 92nd Ave NE), along with NE 40th, are designated as collectors. They provide routes for traffic headed outside of the town, facilitating east/west connectivity.

Access Streets: These streets offer direct access for local traffic, dispersing onto collector streets.

Private Lanes: Privately created and maintained, these lanes typically serve three or more residences. Initially allowed due to the unavailability of sufficient land for a 40-foot right-of-way, these private lanes are narrower and may not feature the same level of support for active modes of transportation such as sidewalks or shared lane markings.

[MAP OF YARROW POINT ROAD CLASSIFICATION]

State Route 520 (SR-520)

[PHOTO OF SR-520]

SR 520 crosses Yarrow Point in an east-west direction, serving as a crucial access point for residents and component of the regional network connecting the eastside to Seattle. Yarrow Point has been actively involved with neighboring jurisdictions and the Washington State Department of Transportation in shaping design guidelines for the expanded SR-520 corridor. The expansion project, which commenced in 2011 and substantially completed in 2015, includes several enhancements:

- A lid over the 92 Ave NE/SR-520 intersection, which bridges neighborhoods north and south of the corridor while creating new public spaces.
- The introduction of dedicated bus/HOV lanes.
- Establishment of a new transit drop-off point.
- A new roundabout configuration at the SR-520 eastbound exit on 92nd Avenue NE.

While the expansion has led to increased noise levels, this issue has been partially addressed through the construction of noise walls along the corridor.

The replacement of the pontoons on SR-520, completed in 2017, supports the addition of a retrofit light rail line in the future. There are currently no plans to build a light rail line across SR-520. In the future, funding and public engagement may support additional light rail expansion beyond the current ST3 expansion measure. If approved, SR-520 will become a high capacity transit route and support a significant increase in trips per day through Yarrow Point and the surrounding area.

Transit

[PHOTO OF SR-520 BUS STATION]

Yarrow Point benefits from express and regional bus services, including Sound Transit express routes 542, 545, and 556, which utilize the Evergreen Point Park and Ride. These routes provide crucial connections for passengers to major urban centers in the region, including . The Clyde Hill/Yarrow Point Freeway Station, managed by King County Metro and located at the 92nd Ave. NE overpass of SR-520, offers residents of Yarrow Point numerous bus connections to the major transit hubs in the region.

[MAP OF REGIONAL TRANSIT CONNECTIONS FROM PARK AND RIDE]

The ongoing provision of public transportation services by King County Metro Transit is a vital component of a balanced circulation system within the Town. Lines including the 255, 257, 311, 982, and 986 support local access to major employment centers, education, and local services in Seattle, Kirkland, and Bellevue. The Evergreen Point Park & Ride and the South Kirkland Park and Ride are key transit resources for the community. Yarrow Point is committed to promoting transit use by focusing on improvements that facilitate multimodal access to transit facilities.

Considering the town's development pattern, which primarily features relatively low-density, single-family residences, significant increases in transit service may not be justified in the near future. As the land use and housing characteristics change in response to middle housing and accessory dwelling unit policies passed by the State, the demand and utility of transit may increase in the Town. In any case, maintaining and enhancing existing services is essential to meet the current and future transportation needs of Yarrow Point residents, supporting the town's vision of a connected and accessible community.

Nearby Air Facilities

Yarrow Point does not host any air transportation facilities. This absence is attributed to several factors including geographic constraints, the preservation of community character, and the lack of a demonstrated need for such facilities. In line with these considerations, the comprehensive plan for the Town of Yarrow Point does not include provisions for the development of airport facilities.

For air travel needs, residents of Yarrow Point primarily rely on the Seattle-Tacoma International Airport. This major airport provides comprehensive air transportation services and effectively meets the air travel requirements of Yarrow Point residents. Future Link Light Rail service available nearby in Kirkland may support increased park and ride access to and from the airport for Yarrow Point residents.

Bike and Pedestrian Infrastructure

[PHOTO OF YARROW POINT BIKE PATH]

Historically, the Town of Yarrow Point has not incorporated conventional sidewalks and curbs into its landscape, with the notable exception of Points Drive. This decision has been influenced by concerns regarding their impact on street-side parking and the desire to maintain a non-urban image for the town.

In response to the community's needs, the Town constructed a walking trail alongside underground utilities on the west side of 92nd Avenue NE, stretching from NE 33rd Street to NE 41st Street, in 2002. This trail became highly popular among residents and an extension brought this trail up to NE 47th Street, connecting parts of the Town to Road-End Beach.

The Points Loop Trail, a 5.4 mile long urban trail connecting neighborhoods in the Bellevue area, including Clyde Hill, Medina, Yarrow Point, and Hunts Point, underwent a redesign as part of the SR-520 project. A new regional bike trail was completed in 2017, facilitating cycling commutes from Seattle to the terminus of SR-520 in Redmond, significantly enhancing regional connectivity for cyclists.

Parking Facilities

The Town of Yarrow Point has taken steps to clearly outline its parking network, making this information readily accessible to the public on the Town's website. This online resource includes detailed parking stipulations, which are supported by references to local ordinances and the Revised Code of Washington. The website also provides information on designated no parking zones and areas with time-limited street parking, ensuring residents and visitors are well-informed about parking regulations within the town.

Parking facilities within Yarrow Point encompass primarily on-street and limited off-street parking options. Currently, the demand for parking is largely met by on-street parking available on collector and local access streets. While this arrangement serves the immediate need, it has been observed to contribute to traffic congestion and poses challenges to pedestrian and cyclist safety.

[PHOTO OF PARK AND RIDE]

To supplement local parking options, residents of Yarrow Point also have access to the parking services provided by the nearby Evergreen Point and South Kirkland Park and Rides. These facilities offer additional parking solutions, primarily for those using SR-520's transit, cyclist, and pedestrian options.

Level of Service Standards

The concept of Level of Service (LOS) standards is useful in assessing the performance of an existing transportation system and evaluating the sufficiency of planned future improvements. These standards not only measure system performance but also form the foundation for concurrency requirements as stipulated by the Growth Management Act (GMA).

Under the GMA, local agencies are mandated to adopt and enforce ordinances that restrict development approvals in cases where such developments would degrade the LOS of a transportation facility below the levels established in the transportation element of the comprehensive plan. This regulation, as outlined in RCW 36.70A.070 (6)(b), states that development approval is contingent upon ensuring that the impacts of development are addressed concurrently through transportation improvements or strategies.

The GMA further specifies that development should not be allowed if it results in the LOS falling below the set standards. In order to prevent future development from causing the performance of the city's transportation system to fall below these adopted LOS standards, jurisdictions must consider various approaches. These include:

- Modifying the land use element,
- Controlling or phasing development
- Requiring appropriate mitigation
- Revising the adopted LOS standard
- Enhancements in transit services
- Adoption of Transportation Demand Management (TDM) strategies
- Implementation of Transportation System Management (TSM) strategies.

Level of Service Concurrency

The Growth Management Act (GMA) stipulates that local governments are to permit development only if there are, or will be, adequate public facilities available within six years to support the new development. This requirement underscores the necessity of ensuring that infrastructure, particularly transportation systems, can adequately accommodate new growth. Each local jurisdiction is required by the GMA to identify future facility and service needs based on its Level of Service (LOS) standards.

The adoption of an LOS standard signifies a jurisdiction's commitment to maintaining transportation service at that level, which has direct budgetary implications. Deficiencies in the transportation system are categorized either as existing (occurring under current conditions) or as projected future deficiencies (expected under future projected conditions). Concurrency management ensures that development, in line with the adopted land use element of the Comprehensive Plan, will not lead to a transportation facility's operations dropping below the

adopted standard. As part of this management, transportation capacity expansion or demand management strategies must be operational or financially planned within six years of the development's use.

While Highways of Statewide Significance (such as SR-520 in Yarrow Point) are not subject to local concurrency standards. The Washington State Department of Transportation (WSDOT) has established an LOS D standard for SR-520. Routes under this designation are defined as roads where speed declines with increasing volume. Additionally, LOS D roads are those where the ability to absorb traffic disruptions is limited. The Town actively monitors these highways and collaborates with WSDOT to address any identified deficiencies, ensuring coordinated efforts in maintaining and improving these critical transportation links.

Yarrow Point Standards

The Town of Yarrow Point does not currently have an adopted level of service standard for its local roads. As a small jurisdiction with limited Town-managed connections to nearby urban centers, in addition to a lack of signalized intersections, the Town may not need a complex set of standards to track the intensity of use and level of service provided by its road network. However, as a requirement in the Revised Code of Washington (RCW 36.70A.070), the Town should develop a set of LOS standards that reflect how Yarrow Point residents use and perceive the transportation network.

As the land use changes, in accordance with recent state legislation and regional development patterns, setting up LOS standards in anticipation of a changing Town will support Yarrow Point's ability to sustain the quality of infrastructure for current and future residents alike. These LOS standards could serve as a point of regional collaboration with the other points communities to ensure a high standard of regional road connectivity and quality.

Transportation Demand Strategies

Since the last update, there has been a growing emphasis on Transportation Demand Management (TDM) strategies. These strategies are designed to reduce the need for new or expanded transportation facilities. Given the restricted jurisdictional growth in Yarrow Point, TDM approaches are typically focused on small-scale, highly localized, and specific interventions.

When implemented effectively, TDM improvements contribute to the creation of an integrated network that incentivizes walking or cycling across the town. Such a network also supports and encourages the use of available transit services. Examples of TDM strategies include increasing transit service, promoting car and vanpooling, implementing traffic calming measures, and employing land use and zoning policies that reduce overall travel demand.

The town may consider a range of TDM strategies, each with a focus on enhancing mobility and fostering a safer, more livable community environment. These strategies recognize that streets serve not only vehicular traffic but also facilitate social interactions, walking, and cycling. The primary goals are to encourage motorists to reduce speed, increase awareness of pedestrians and bicyclists, and improve the overall quality of life for residents.

To achieve these objectives, the town may explore various traffic calming measures. The application of these strategies will require careful consideration and extensive input from neighborhood residents to ensure they meet the community's needs. Among the traffic calming tools applicable to Yarrow Point are:

- Traffic circles
- Speed bumps or tables
- Raised crosswalks
- Medians, particularly near intersections
- Angle parking, in contrast to parallel parking
- Encouraging increased public transit usage
- Interrupted sight lines
- Narrowing the distance between curbing to create 'neck-downs' or 'chokers' (also known as curb extensions)
- Textured pavement
- Implementing a neighborhood 'speed watch' program
- Promoting improvements in pedestrian and bicycle facilities

Currently, Yarrow Point has installed radar speed limit signs on 92nd Ave NE as a speed-calming device. Since the implementation of these devices, Town data indicates that speeding on this major entry and exit point from the jurisdiction has decreased.

Transportation Improvement Plan

Yarrow Point's Transportation Improvement Plan (TIP) is designed in accordance with the Growth Management Act (GMA) and the King County Countywide Planning Policies (CPPs). The plan aims to establish a transportation system that is well-coordinated with the land use plan, ensuring that both aspects of urban development are harmoniously aligned. Given Yarrow Point's landlocked status and the anticipation of minimal population growth in the foreseeable future, the focus of the Transportation Improvement Plan is primarily on the maintenance and functionality of the existing street system. This approach is reflective of the town's current needs and long-term sustainability goals.

Future improvements to the streets of Yarrow Point should maintain a continued focus on regular maintenance, storm drainage enhancements, and pedestrian infrastructure improvements. This consistent attention to infrastructure upkeep and development is key to ensuring the longevity and efficacy of the town's transportation network, aligning with the broader objectives of the GMA and King County CPPs.

The current Six-Year Capital Improvement Plan (Appendix X) encompasses the Transportation Improvement Plan. This plan identifies a series of projects that the Town will undertake to enhance selected roadways. The scope of these improvements includes a combination of surface improvements, sidewalks, and storm drainage enhancements.

The 2023 - 2028 Transportation Improvement Plan for Yarrow Point outlines several key projects aimed at enhancing and maintaining the town's transportation infrastructure.

- **NE 36th Street Grind and Overlay:** This project involves the resurfacing of NE 36th Street, a critical measure to extend the roadway's life and improve driving conditions.
- **88th Ave NE Grind and Overlay:** Similar to the NE 36th Street project, this initiative will focus on resurfacing 88th Ave NE, ensuring a smoother and safer driving experience.
- **92nd Ave NE Sidewalk Replacement:** This project entails the replacement of the existing sidewalk along 92nd Ave NE, enhancing pedestrian safety and accessibility.
- **94th Ave NE Full Road Reconstruction:** A comprehensive reconstruction of a stretch of 94th Ave NE is planned, which will not only improve the road surface but also address underlying infrastructure issues to ensure long-term durability and safety.

Financing

The Growth Management Act mandates that the transportation-related provisions of a comprehensive plan must include strategies for financing local transportation systems. This requirement ensures that comprehensive plans address not only the development and maintenance of transportation infrastructure but also the financial means to support these endeavors.

Since its incorporation, the Town of Yarrow Point has experienced a stable nature in terms of land use and minimal population fluctuations, resulting in relatively minor changes to the transportation system being required. Consequently, the focus of transportation planning has predominantly been on minor adjustments rather than major overhauls or expansions.

Given limited growth in population and homogenous land use in Yarrow Point, the primary financing needs for transportation in Yarrow Point are directed towards the maintenance of the existing system. In addition to routine upkeep, the Yarrow Point is encouraged to implement improvements as and when new funding opportunities become available. This approach allows for the gradual enhancement of the transportation infrastructure, ensuring it continues to meet the needs of the community while remaining financially sustainable.

DRAFT

Goals and Policies

Goal T-1: Maintain a Cohesive Transportation Framework that Balances Efficiency, Safety, and Environmental Objectives.

Policy T-1.1: Maintain a comprehensive network of safe and efficient roads, pathways, and trails for vehicles, pedestrians, and cyclists.

Policy T-1.2: Coordinate transportation policies, projects, and programs with the town's land use and environmental goals.

Policy T-1.3: Systematically integrate the objectives of the Transportation Element in both public and private project development reviews.

Goal T-2: Prioritize Efficient, Safe, and Cost-Effective Upgrades in Transportation Infrastructure

Policy T-2.1: Regularly update and maintain transportation infrastructure to meet current and future demands.

Policy T-2.2: Implement intelligent traffic management systems for optimizing traffic flow and reducing congestion.

Policy T-2.3: Ensure roadway and intersection designs prioritize safety and efficiency for all modes of travel.

Policy T-2.4: Align transportation improvements with the town's Capital Improvement Program and Transportation Improvement Program.

Policy T-2.5: Focus on essential maintenance, preservation, and safety improvements within the existing transportation network.

Policy T-2.6: Adopt maintenance practices that account for lifecycle costs, preventing long-term deterioration of the transportation system.

Goal T-3: Develop and maintain a comprehensive and inclusive transportation infrastructure focused on safety, accessibility, and collaborative planning with local school districts.

Policy T-3.1: Coordinate with Bellevue School District to develop and implement safe routes for school programs.

Policy T-3.2: Prioritize safety in all transportation designs and maintenance activities, including roads, pathways, and public transit facilities.

Policy T-3.3: Regularly assess and address potential safety hazards in the transportation network.

Policy T-3.4: Implement traffic calming measures to ensure safety in residential and high-traffic areas.

Policy T-3.5: Design transportation facilities to be accessible and usable by all segments of the community, including those with disabilities.

Policy T-3.7: Prioritize pedestrian safety and accessibility, especially in school zones, considering crash history and current or potential non-motorized access.

Goal T-4: Ensure optimal traffic flow and functionality in the transportation network by consistently monitoring and updating Level of Service standards.

Policy T-4.1: Adopt Level of Service standards which reflect the interest of the public, the effectiveness of the road network, and the Town's commitment to high quality infrastructure.

Policy T-4.2: Adhere to Level of Service standards to maintain efficient traffic flow and transportation functionality.

Policy T-4.3: Regularly monitor and adjust Level of Service standards to promote efficient movement and prevent new developments from degrading transportation facilities below LOS adopted LOS standards.

Goal T-5: Promote diversified and efficient transportation options through enhanced public transit, pedestrian and cycling infrastructure, and the encouragement of shared mobility solutions.

Policy T-5.1: Encourage the use of public transportation through partnerships with regional transit authorities and promotion of transit facilities.

Policy T-5.2: Explore improvement to pedestrian and bicycle facilities and their connectivity to important regional destinations.

Policy T-5.3: Promote carpooling and vanpooling options, including facilitating the creation of ride-share programs.

Policy T-5.4: Support new developments incorporating multimodal transportation considerations in their planning and design.

Policy T-5.5: Actively pursue funding opportunities for pedestrian and cycling infrastructure improvements, including grants and state programs.

Goal T-6: Enhance environmental sustainability and public health in transportation by promoting environmentally friendly transit options.

Policy T-6.1: Promote public transportation, carpools, and vanpools, enhancing air quality and reducing greenhouse gas emissions.

Policy T-6.2: Support environmentally responsible transportation designs, particularly in sensitive areas, to minimize adverse impacts on land and water environments.

Policy T-6.3: Consider supporting alternative fuel vehicles through infrastructure or regulatory avenues.

Policy T-6.4: Maintain transportation systems to reduce environmental pollutants, focusing on reducing toxic runoff, air pollution, and noise.

Policy T-6.5: Encourage modes of transport that foster public health, like walking and biking, and prioritize funding for pedestrian and bicycle pathways.

Goal T-7: Foster strategic partnerships for transportation planning and infrastructure development.

Policy T-7.1: Collaborate with neighboring cities, the county, and state agencies to develop integrated transportation plans and projects.

Policy T-7.2: Align transportation initiatives with regional and state land use and environmental policies.

Policy T-7.3: Engage in joint efforts with public and private entities for the development of transportation infrastructure and services.

Policy T-7.4: Coordinate with emergency service providers to ensure adequate access and passage for emergency vehicles.

Policy T-7.5: Collaborate with regional and local agencies on strategies for disaster prevention, response, and recovery to safeguard the transportation system.

Policy T-7.6: Collaborate with WSDOT and King County to ensure regional highways and major arterials efficiently serve Yarrow Point.

Private Property Tree Code	Proposed Action: Discussion and Direction to Staff
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Presented by:	Town Planner
Exhibits:	<ul style="list-style-type: none">• Tree Protections Matrix• Comparative Chart for Tree Regulations• Draft: Preliminary Schedule for Tree Code Update• TYP Existing Private Property Tree Code• Petition

Background:

As a result of recent development activities in the Town a number of community members have brought to the attention of staff and elected officials that our current tree code does not protect trees in a manner which those residents would like to see. A petition created by residents to revise the current tree code in a manner which would protect trees in the Town has collected 75 signatures so far. The Town council and planning commission held a meeting to discuss the tree code.

Summary:

At the October special joint meeting of the council and planning commission it was decided that the private property tree code should be reviewed and updated to better protect the trees, and to address technical and administrative issues in the code.

In November the Planning Commission discussed approaches for updating the code. Staff met and discussed the administrative and technical update elements. A schedule and draft administrative work plan outline was created . A tree protections matrix was drafted to help provide structure in determining which variables to adjust as part of the tree code update process.

Action Items

- Staff Presentation (15min)
- Discussion (50min)
- Vote (5min)

Options:

- Take no action
- Continue Discussion at a later meeting
- Direct Staff to research and/or revise private property tree code

Recommended Motion:

- I move to continue discussion of this topic at our next meeting without any additional staff action or research.
- I move to direct staff to research and provide a report as discussed at this meeting.
- I move to direct staff to revise the draft code as discussed at this meeting.

Comparative Chart for Tree Regulations

	<u>Medina</u>	<u>Kirkland</u>	<u>Hunts Point</u>	<u>Beaux Arts</u>	<u>Snoqualmie</u>
<u>Regulation Factors</u>					
<u>Significant Tree at DBH</u>	6"	6"	10"	12" (Also has Landmark and Mature) Only certain tree species	15" Connifer 12" Deciduous (Also has "Heritage Trees")
<u>Tree Unit Method</u> (Trees by area or units per lot)	Yes	No	No	Yes	No
<u>Public Notification</u>	Yes	Yes	No	Yes	No
<u>Mitigation</u>	Yes; varies	1:1	2:1	8' tall	Minimum Landscape Requirements by lot location and zoning
<u>Grove Protection</u>	Yes	Yes	Yes	No	No

Draft: Preliminary Schedule for Tree Code Update:

Timelines are estimated best case and include required noticing timelines.

All Phases to have overlapping work and deliverable schedules.

Changes made to the code as part of phase 3 will be integrated into other administrative sections as part of that work. Administrative updates can be conducted in advance and in parallel as needed.

- Phase 1 - Update fee schedule & permit applications (Staff proposal; then to Town Council for implementation - January 2024)

GOAL #1 - Town recovery of fees associated with processing and administering private property tree code permits.

- Phase 2 - Updates to 12 of 15 private property tree code sections that deal with syncing and administrative issues: (January/February 2024)

- YPMC 20.22.010 - Title, purpose, and intent
- YPMC 20.22.040 - Exemptions
- YPMC 20.22.050 - Tree Removal Permit - Application Process
- YPMC 20.22.060 - Tree Removal Permit - Notification
- YPMC 20.22.070 - Tree Removal Permit - Expiration
- YPMC 20.22.085 - Verification Required
- YPMC 20.22.090 - Construction Site Tree Protection
- YPMC 20.22.100 - Appeals
- YPMC 20.22.110 - Violation - Penalty for Unpermitted Tree Removal

GOAL #2 - Sync internal policies and review procedures (including SMP) with YPMC.

- Phase 3 - Tree Code Updates (Dec. 2023 - July 2024) to 3 of the 15 tree code sections that deal protections:

- YPMC 20.22.020 - Definitions
- YPMC 20.22.030 - Tree Removal and Minimum Significant Tree Density
- YPMC 20.22.080 - Tree Mitigation

GOAL #3 - Update the Private Property Tree code to increase tree protections

**Chapter 20.22
PRIVATE PROPERTY TREE CODE**

Sections:

[20.22.010 Title, purpose, and intent.](#)

[20.22.020 Definitions.](#)

[20.22.030 Tree removal and minimum significant tree density.](#)

[20.22.040 Exemptions.](#)

[20.22.050 Tree removal permit – Application process.](#)

[20.22.060 Tree removal permit – Notification.](#)

[20.22.070 Tree removal permit – Expiration.](#)

[20.22.080 Tree mitigation.](#)

[20.22.085 Verification required.](#)

[20.22.090 Construction site tree protection.](#)

[20.22.100 Appeals.](#)

[20.22.110 Violation – Penalty for unpermitted tree removal.](#)

20.22.010 Title, purpose, and intent.

A. Title. This chapter shall be known as the private property tree code of the town of Yarrow Point.

B. Purpose and Intent. The general purpose of the private property tree code is to protect, preserve, and replenish significant trees on private property in Yarrow Point in order to promote the public health, safety, and general welfare of the residents of the town. The private property tree code is intended to:

1. Retain the town's existing character;
2. Maintain an equitable distribution of significant trees on properties throughout the town;
3. Mitigate the consequences of significant tree removal through tree replacement;
4. Implement the goals and objectives of the town's comprehensive plan, the town's shoreline master

program, and the State Environmental Policy Act. (Ord. 715 § 2 (Exh. A), 2021)

20.22.020 Definitions.

A. "Caliper" means the American Association of Nurserymen standard for trunk measurement of nursery stock. Caliper of the trunk shall be the trunk diameter measured six inches above the ground for up to and including four-inch caliper size and 12 inches above the ground for larger sizes.

B. "Crown" means the area of a tree containing leaf- or needle-bearing branches.

C. "Diameter at breast height (DBH)" means the diameter or thickness of a tree trunk measured at four and one-half feet from the ground.

D. Hazardous Tree. Any significant tree is considered hazardous when it has been assessed by a qualified professional and found to be likely to fail and cause an unacceptable degree of injury, damage, or disruption.

E. Mitigation Tree Species. Mitigation trees shall comply with the following: any evergreen tree species that has the potential to grow to the size of a significant tree or any deciduous tree species that has the potential to grow to the size of a significant tree. Species considered unsuitable for mitigation are identified in a document entitled "Yarrow Point Mitigation Vegetation," on file with the town clerk.

F. "Pruning" means the act of trimming or lopping off what is superfluous; specifically, the act of cutting off branches or parts of trees with a view to strengthening those that remain or to bringing the tree into a desired shape. Pruning that results in the removal of at least half of the live crown shall be considered tree removal.

G. "Qualified professional" means an individual with relevant education and training in arboriculture or urban forestry. The individual shall be an arborist certified by the International Society of Arboriculture (ISA) or a registered consulting arborist from the American Society of Consulting Arborists (ASCA). A qualified professional shall possess the ability to perform tree risk assessments, as well as experience working directly with the protection of trees during construction.

H. "Significant tree" means any tree that is at least 18 inches in diameter at DBH, as measured at four and one-half feet from the ground or any tree planted as mitigation. (Ord. 715 § 2 (Exh. A), 2021)

20.22.030 Tree removal and minimum significant tree density.

A. Removal. A tree removal permit shall be required for the removal of any significant tree.

B. Density. A minimum of one significant tree per 5,000 square feet of property shall be required and maintained following the removal of any significant tree.

C. The required tree density may be accomplished through the preservation and maintenance of existing stock, or through the planting of mitigation trees. When calculating the required number of trees per property, fractional

tree portions shall be rounded up or down to the nearest whole number.

D. Significant tree trunks that straddle a private property line shall be assigned a tree density value of 0.49 for each property. (Ord. 715 § 2 (Exh. A), 2021)

20.22.040 Exemptions.

A. Emergency Tree Removal. Any hazardous tree that poses an imminent threat to life or property may be removed prior to the issuance of a tree removal permit. The town shall be notified within seven days of the emergency tree removal with evidence of the threat or status justifying the removal of the significant tree. The notification of emergency removal shall contain a site plan showing remaining significant trees on the lot with a calculation demonstrating compliance with the minimum significant tree density. The standard of one significant tree per 5,000 square feet of property, i.e., tree density, shall be documented and may be fulfilled through the remaining trees on site or through planting of mitigation trees.

B. Utility Maintenance. Trees may be removed by the town or utility provider in situations involving actual interruption of services provided by a utility only if pruning cannot solve utility service issues. Mitigation shall be required by the underlying property owner pursuant to YPMC [20.22.080](#) (Mitigation). Utility maintenance within the right-of-way shall conform to the town's public property tree code (Chapter 12.26 YPMC). (Ord. 715 § 2 (Exh. A), 2021)

20.22.050 Tree removal permit – Application process.

A. Any property owner intending to remove a significant tree shall submit a tree removal permit application on a form provided by the town. The application shall include:

1. The name, address, and contact information of the property owner and/or agent.
2. A site plan showing the location, size, and species of all significant trees, including those proposed for removal, on the property. For applications associated with construction or site development, the site plan must also label and identify all trees within 20 feet of the proposed construction and/or site development activity.
3. A tree protection plan per YPMC [20.22.090](#) (Construction site tree protection) for applications associated with construction or site development.
4. A mitigation plan, if required per YPMC [20.22.080](#) (Mitigation), indicating the location and species for all trees to be planted.
5. The current permit fee, as established by the town council.

B. Identification on Site. Concurrent with submittal of the tree removal permit application, the owner shall identify every significant tree proposed for removal by placing a yellow tape around the circumference of the tree at the

DBH.

C. Shoreline Jurisdiction. Properties located within the town's shoreline jurisdiction (200 feet landward of Lake Washington) are subject to additional tree removal and replacement standards per the town of Yarrow Point Shoreline Master Program Section 5.6 – Vegetation Management.

D. Review by Staff and/or Town Arborist. Except in cases of emergency tree removal, the tree removal application shall be reviewed within 28 days in the case of permits not associated with development activity or shall be reviewed and issued concurrently with the site development or building permit, as applicable. (Ord. 715 § 2 (Exh. A), 2021)

20.22.060 Tree removal permit – Notification.

A notice of the proposed removal of one or more significant trees shall be posted within five business days of receipt of a complete application. The notice shall be posted by the town on site, on the appropriate mailbox pagoda, and on the town's website. The town shall send a letter via U.S. mail to all property owners abutting the site. The letter shall include a site plan with all trees identified for removal. A minimum two-week notification period shall be required prior to issuance of any tree removal permit. (Ord. 715 § 2 (Exh. A), 2021)

20.22.070 Tree removal permit – Expiration.

A tree removal permit shall expire six months from the date of issue, requiring reissuance of a new permit. (Ord. 715 § 2 (Exh. A), 2021)

20.22.080 Tree mitigation.

A. Whenever a significant tree is planned for removal pursuant to an issued tree removal permit, the applicant shall first demonstrate to the town that, after the removal of the significant tree(s), the property will meet the requirements of YPMC [20.22.030](#) (Tree removal and minimum significant tree density). Should the property fail to meet this requirement, the applicant shall provide a tree mitigation plan that satisfies the requirements of YPMC [20.22.030](#) (Tree removal and minimum significant tree density). When approved by the town, the tree mitigation plan shall be kept on file as a town record.

B. Mitigation trees shall be a minimum of 10 feet tall or have a three-inch caliper, and shall have a full and well developed crown.

C. Tree mitigation requirements shall be met within six months of removing any significant tree. In the case of concurrent new construction, mitigation requirements shall be met prior to final inspection.

D. Trees planted as mitigation trees shall be maintained with adequate water and care to survive a minimum three-year warranty period. Prior to planting a mitigation tree, the applicant shall post a warranty bond in a form and amount acceptable to the town to ensure all trees planted as mitigation survive the warranty period. Mitigation trees that fail to survive the warranty period shall be replaced by the property owner with new

mitigation trees within 90 days in accordance with the YPMC. Mitigation trees shall be maintained in a healthy condition for their lifetime. (Ord. 723 § 2, 2022; Ord. 715 § 2 (Exh. A), 2021)

20.22.085 Verification required.

Within 90 days of purchasing a property, and also prior to removing any trees on the property, the property owner shall contact the town and verify with the town whether an approved mitigation planting plan for the property is on file with the town. Failure of the property owner to do so is a code violation and shall not relieve a property owner of compliance with the provisions of this chapter, nor shall such failure serve as a defense to enforcement of this chapter. (Ord. 723 § 3, 2022)

20.22.090 Construction site tree protection.

A. All significant trees to be retained on a construction site, and all trees on the adjacent and otherwise affected town rights-of-way, and all trees on adjacent private properties impacted by site development as regulated under YPMC Title 20, or construction as regulated under YPMC Title 15, shall be protected during such activity.

B. The property owner shall submit a report prepared by a qualified professional that evaluates the significant trees on site, as well as all trees in the adjacent areas impacted by the proposed construction. Tree protection measures shall be clearly described and illustrated on a site plan. Best management practices shall be employed as referenced in "Tree Protection on Construction and Development Sites: A Best Management Guidebook for the Pacific Northwest," or other such guidance as approved by the town arborist.

C. The town may waive the requirement for a report when it is determined by the town staff that the scope of the project will not impact the significant tree(s) on site or any trees on adjacent properties.

D. A stop work order may be issued by the building official if site tree protection guidelines are not followed. (Ord. 715 § 2 (Exh. A), 2021)

20.22.100 Appeals.

Any tree permit applicant aggrieved by any action of the town relating to a tree removal permit may, within 10 days of such action, file a notice of appeal to the town council, setting forth the reasons for such appeal and the relief requested. The town council shall hear and determine the matter and may affirm, modify, or disaffirm the administrative decision within 60 days of timely appeal. (Ord. 715 § 2 (Exh. A), 2021)

20.22.110 Violation – Penalty for unpermitted tree removal.

A. A violation of any of the provisions of this chapter shall be a civil violation and any person, corporation or other entity that violates this chapter shall receive a fine of \$10,000 per violation, plus \$1,000 per inch of diameter (DBH) for each significant tree over 18 inches DBH that is removed without a permit; provided, that the maximum fine for the removal of each significant tree shall not exceed \$25,000. It shall be a separate offense for each and every significant tree removed in violation of this chapter.

B. In addition to the penalty set forth in subsection A of this section, significant trees that were unlawfully removed or damaged shall be replaced in accordance with YPMC [20.22.080](#) (Tree mitigation).

C. Fines levied under this chapter shall be deposited into a tree mitigation account and shall be used by the town for acquiring, maintaining, and preserving wooded areas, and for the planting and maintenance of trees within the town's public places and rights-of-way. (Ord. 715 § 2 (Exh. A), 2021)



Stop Clear Cutting on Yarrow Point

Started


September 20, 2023

70

Signatures

100

Next Goal

 Support now[Sign this petition](#)

Why this petition matters

Started by [Darryl Carver](#)

We, the concerned residents of Yarrow Point, Washington, urge the Town Council to take immediate action and rewrite the current Tree Code to accurately accomplish its stated objectives: "Retain the town's existing character" and "Maintain an equitable distribution of significant trees on properties throughout the town".

It has come to our attention that a permit for clear cutting has been approved for 4028 92nd Ave NE. This permit allows for the removal of large cedars near the street, which should not interfere with new construction. It also permits the removal of a huge Douglas Fir. This decision is deeply concerning as it disregards the importance of preserving the natural beauty and character of our town

Yarrow Point is known for its lush greenery and beautiful tree-lined streets. Our trees provide numerous benefits such as improving air quality, reducing noise pollution, mitigating stormwater runoff, enhancing property values, and supporting wildlife habitats. They are an integral part of what makes living in Yarrow Point so special.

The proposed replacement plan states that seven trees will be replaced with just four 10 ft trees. This inadequate replacement fails to compensate adequately for the loss of mature trees that have taken decades or even centuries to grow into their current state.

We believe it is crucial for Yarrow Point's tree code to be revised in order to prevent such instances from occurring again in the future. The current code must be strengthened with stricter regulations on tree removal permits and more comprehensive guidelines on replacement requirements.

Our petition is supported by relevant facts:

- 1) According to a study conducted by American Forests (source: American Forests), mature urban trees can add up to 10% or more value to nearby properties.
- 2) The U.S Forest Service (source: U.S Forest Service) highlights that urban forests help reduce energy consumption by providing shade during hot summer months.
- 3) The Arbor Day Foundation (source: Arbor Day Foundation) states that trees can absorb and filter stormwater runoff, reducing the risk of flooding and improving water quality.

By rewriting the tree code to accurately accomplish its objective, we can ensure that significant trees are protected from unnecessary removal and prevent further clear cutting of building lots. This will contribute to maintaining the natural beauty of Yarrow Point while preserving the environmental benefits our trees provide.

We call upon the Members of the Town Council to prioritize this issue and work towards a revised tree code that truly safeguards our town's precious natural resources. Together, let us preserve Yarrow Point's trees for future generations to enjoy.

Support now

[Sign this petition](#)

<https://www.change.org/p/preserve-yarrow-point-s-trees-rewrite-the-tree-code-to-protect-our-natural-heritage?redirect=false>

Name	City	State	Postal Code	Country	Signed On
Darryl Carver	Bellevue	WA		US	2023-09-20
Zach Carver	Los Angeles	CA	90026	US	2023-09-21
PAMELA PEARCE	YARROW POINT	WA	98004	US	2023-09-21
Angela Smale	Seattle	WA	98101	US	2023-09-21
Natalia Fors	Newark	NJ	7112	US	2023-09-21
Charlotte Hunt	Bellevue	WA	98005	US	2023-09-21
Caroline Fors	Seattle	WA	98168	US	2023-09-21
Alexi Fors	Seattle	WA	98122	US	2023-09-21
Lee Chiacos	Santa Fe	NM	87501	US	2023-09-21
Marian Bergey	Seattle	WA	98118	US	2023-09-23
Robert Kirkman	Bellevue	WA	98004	US	2023-09-23
Michael Fors	Yarrow Point	WA	98004	US	2023-09-25
Ronni McGlenn	Yarrow Point	WA	98004	US	2023-09-27
Jeannie McGinnis	Bellevue	WA	98004	US	2023-09-27
krista fleming	Bellevue	WA	98004	US	2023-09-27
Shelly Sergeant Hutson	Bellevue	WA	98004	US	2023-09-27
Judith Greenstein	Bellevue	WA	98004	US	2023-09-27
John McGlenn	Bellevue	WA	98006	US	2023-09-27
JoAnne Guralnick	Bellevue	WA	98004	US	2023-09-27
Sarah Wickham	Bellevue	WA	98004	US	2023-09-27
Robert Afzal	Bellevue	WA	98004	US	2023-09-27
Mary Ruark	Bellevue	WA	98006	US	2023-09-27
Mary Jane Swindley	Bellevue	WA	98004	US	2023-09-27
Jordyn Calaway	Clear Lake		50428	US	2023-09-27
Richard and Lois Sternberg	Bellevue	WA	98004	US	2023-09-27
Aja Alleyne	Baltimore		21215	US	2023-09-27
Sudhamayi Molakalapalli	Dallas		75240	US	2023-09-27
Audrey Singleton				US	2023-09-27
Carl Scandella	Seattle	WA	98121	US	2023-09-27
Jon Smith	Bellevue	WA	98004	US	2023-09-27
Laurie Bugbee	San Jose	CA	95112	US	2023-09-27
Jim Bugbee	San Jose	CA	95112	US	2023-09-27
Melanie Hassler	Bellevue	WA	98004	US	2023-09-27
Randal Hassler	Bellevue	WA	98004	US	2023-09-27
Brian Fleming	Bellevue	WA	98004	US	2023-09-27
Anna Laidler	East Stroudsburg		18301	US	2023-09-28
Mehari Kahsay	Denver		80224	US	2023-09-28
Dave Schiel	Yarrow Point	WA	98004	US	2023-09-28
Patrick Williams	Hope Mills		28348	US	2023-09-29
Christine Shephard	Bellevue	WA	98004	US	2023-09-29
Mary Zelesnik	Bellevue	WA	98004	US	2023-09-29
Chris Coburn	Yarrow Point	WA	98004	US	2023-09-29
Ben Murray	Spring		77386	US	2023-09-30
Brianna Gunter	Manasquan		8736	US	2023-09-30
Timothy Zervos	DeMotte		46310	US	2023-09-30
Jiamin Wan	Orlando		32811	US	2023-09-30
Kate Peters	Bellevue	WA	98008	US	2023-10-01
Scott Penner	Bellevue	WA	98007	US	2023-10-02
David Bergey	Bellevue	WA	98006	US	2023-10-03
Kristina Belfiore	Yarrow Point	WA	98004	US	2023-10-03
Max Aukusitino	Medford		97504	US	2023-10-04
Yulianna Pichul	Jacksonville		32256	US	2023-10-04
Tristin Oliver	Shelby		28152	US	2023-10-04
Tyler Duffield	Shelby tws		48315	US	2023-10-04
Srikanth P	Pleasanton		94566	US	2023-10-04
Vee Halland	Redondo Beach		90269	US	2023-10-04
Tapas Kumar Rout	Sacramento		95835	US	2023-10-04
Chris Cook	Livonia		48150	US	2023-10-04
Gurbaj Singh	Sacramento		95864	US	2023-10-04
Jayshaun Van Ioan	Ava		13303	US	2023-10-04
Janie Fredericksen	Brookings		57006	US	2023-10-04
Jay Demchak	New eagle		15057	US	2023-10-04
Dante Medori		PA	19046	US	2023-10-04
Ediverto Galvez	Panorama City		91402	US	2023-10-04
Phillip Fagan				US	2023-10-04
Anthony Scrimenti	Albany		12203	US	2023-10-04
Jason French	Charlotte		28210	US	2023-10-04
Joshua Curphey	Peterborough		PE7	US	2023-10-04
Stephen Lann			5163	Australia	2023-10-09
Sucheta Pardikar	Bellevue	WA	98004	US	2023-10-21