



Town Planning Commission Regular Meeting

Tuesday, March 19th, 2024 – 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 – OMW
Clerk-Treasurer: Bonnie Ritter
Deputy Clerk: Austen Wilcox

Meeting Participation

Members of the public may participate in person at Town Hall or by phone/online. Individuals wishing to 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 3:30 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 you are called on 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. Commission members will not respond directly at the meeting or have a back-and-forth exchange with the public, but they may ask staff to research and report back on an issue.

Join on computer, mobile app, or phone

1-253-215-8782

<https://us02web.zoom.us/j/81448534618>

Meeting ID: 814 4853 4618 #

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**

February 20, 2024, Regular Planning Commission Meeting

6. **STAFF REPORTS**

6.1 SR Comprehensive Plan Update - (20 min)

6.2 SR Middle Housing - (15 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 - (50 min)

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

**TOWN OF YARROW POINT
TOWN PLANNING COMMISSION REGULAR MEETING
February 20, 2024
7:00 p.m.**

The Town Planning Commission of the Town of Yarrow Point, Washington met in regular session on Tuesday, January 16, 2024, at 7:00 p.m. in the Council Chambers of Town Hall.

PLANNING COMMISSION PRESENT: Chair Carl Hellings, Commissioners, Chuck Hirsch, Jeffrey Shiu (attended virtually) and Lee Sims

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

1. CALL TO ORDER

Chair Hellings 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 Chair Hellings, seconded by Commissioner Sims to approve the agenda as presented.

VOTE: 3 for, 0 against. Motion carried.

5. APPROVAL OF THE MINUTES

- January 16, 2024 Regular Meeting

MOTION: Motion by Chairman Hellings, seconded by Commissioner Hirsch to approve the January 16, 2024 special meeting minutes as presented.

VOTE: 3 for, 0 against. Motion carried.

Commissioner Jeff Shiu joined virtually at 7:03pm.

6. STAFF REPORTS

Planner Romanenko provided a staff report on the following draft chapters of the Comprehensive Plan:

- Housing Needs Analysis (HNA) and Land Capacity Analysis (LCA)
- Draft Chapter: Land Use
- Draft Chapter: Housing
- Draft Designed Chapter: The Introduction
- Draft Designed Chapter: Economic Development
- Draft Designed Chapter: Essential Public Facilities

Deputy Clerk Wilcox discussed the agenda from the February 13 regular Council meeting and an upcoming open house for the Town Council on March 5, 2024.

7. PUBLIC COMMENT

Resident Steve Scalzo shared about his history with the town and his property. He discussed a petition submitted to the Council at their February 13 meeting. He discussed the draft tree code proposal and shared his opinions about it.

Resident Vadim Bondarev discussed an old petition he provided to the Planning Commission. He discussed property rights and tree protections.

Deputy Clerk Wilcox read into the record comments submitted by resident Ed Esparza.

8. REGULAR BUSINESS

8.1 – Private Property Tree Code

Town Planner Aleksandr Romanenko discussed the latest updates to the draft tree code. At the January Council meeting the “Tree Protections Proposal Matrix” was discussed and a set of recommendations was made by Council.

The Planning Planning Commission discussed.

Commissioner Shiu left the meeting at 8:00pm.

They discussed involvements of the Town’s arborist. Town Planner Romanenko has asked the arborist to provide a short list of preferred mitigation trees.

- Reword section B.2 to be more in line with Title Purpose & Intent; and
- Alternative Designs – heritage trees in setbacks and heritage trees buildable areas – create objective criteria list, 5-10 items, coordinate with Town Engineer and bring to Planning Commission at next meeting; and
- Create list of criteria for what is deemed feasible regarding mitigation tree plantings for heavily treed lots.

MOTION: Motion by Chairman Hellings, seconded by Commissioner Hirsch to direct the Town Planner to Reword section B.2 to be in line with Title Purpose & Intent, add detail on alternative designs, to focus on criteria for mitigation on heavily treed properties, other items in notes and to bring back an updated draft code for review in March for further review.

VOTE: 3 for, 0 against. Motion carried.

9. PUBLIC COMMENT

Resident Steve Scalzo discussed future repair work to his bulkhead as a result of big wakes from boats. He discussed shoreline requirements for planting and views that could get blocked.

10. ADJOURNMENT:

MOTION: Motion by Commissioner Hirsh, seconded by Chairman Sims to adjourn the meeting at 9:19 p.m.

VOTE: 3 for, 0 against. Motion carried.

Carl Hellings, Chair

Attest: Austen Wilcox, Deputy Clerk

Comprehensive Plan Update	STAFF REPORT
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Presented by:	Town Planner
Exhibits:	<ul style="list-style-type: none">• Draft Chapter: Utilities• Draft Chapter: Capital Facilities• Draft Designed Chapter: Tribal Planning• Draft Designed Chapter: Transportation• Draft Designed Chapter: Climate Change• Draft Designed Chapter: Parks, Recreation, and Open Space

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 housing needs analysis and associated land capacity analysis are fundamental to creating the housing and land use chapters for the comprehensive plan. This document provides the basis for the goals and policies, and works to address the requirements of the state, puget sound regional council, and the county.

Draft chapters for Utilities, and Capital Facilities have been included for the Commission to review. The chapter drafts 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.

Notably the Capital Facilities Chapter will be updated with the Capital Improvements Plan (CIP) and the Transportation chapter with the Transportation Improvement Plan (TIP) when those are made available as part of annual update process conducted by the Town Engineer.

Chapters reviewed at past meetings: Climate Change and Resilience, Economic development, Tribal planning, The Introduction, Essential Public Facilities, Parks Recreation and Open Space, Transportation, Housing, and Land Use.

Previously reviewed chapters which have incorporated the feedback from the Planning Commission and have been laid out with graphics are included for the following chapters: Tribal Planning, Transportation, Climate Change, and Parks, Recreation, and Open Space

Resources

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

Action Items

- Staff Presentation on the Comprehensive Plan (10 min)
- Q&A (5 min)

[PHOTO OF UTILITY INFRASTRUCTURE]

Chapter XX: Utilities

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

Purpose

The utilities element is included in the comprehensive plan to ensure that adequate utility services are planned for Yarrow Point’s future. Effective planning in these areas is key to maintaining high quality service and manageable costs for the Town. Utility planning must be proactive to possible changes in demographics and responsive to community needs.

Planning Context

This chapter covers a strategic approach for ensuring adequate utility services, which are necessary to accommodate the required growth targets outlined in the Land Use Element of this plan. In alignment with the Growth Management Act (GMA), it emphasizes the necessity for essential facilities and services—such as wastewater management, water supply, solid waste handling, electrical services, and other critical urban utilities—to be developed concurrently with new growth (RCW 36.70A.070(4)). The responsibilities of local jurisdictions are clearly outlined, with a focus on facilitating the availability of utility facilities as demand arises.

This comprehensive plan element is designed to operate in synergy with the Land Use and Capital Facilities elements. The objective is to guarantee that the Town of Yarrow Point possesses the necessary utility infrastructure to support current and future growth. This infrastructure should be implemented in a timely and cost-effective manner, ensuring sustainable development.

King County Countywide Planning Policies

In accordance with the King County Countywide Planning Policies, this chapter also underscores the importance of providing sufficient infrastructure for planned development within the King County Urban Growth Boundary.

King County's Countywide Planning Policies (CPPs) emphasize the importance of sustainable management of natural and infrastructural resources to support regional growth and environmental sustainability. This includes the conservation and efficient use of water resources necessary for ensuring a reliable water supply for current and future residents and maintaining the environmental health of the system. Within the Urban Growth Area, the focus is on connecting to sanitary sewers to support urban densities and the Regional Growth Strategy, with an openness to cost-effective alternative technologies that perform on par with or better than traditional systems.

The CPPs encourage a commitment to effective waste management in recycling initiatives, aiming to continually reduce waste streams to extend the life of existing landfills and minimize the need for new facilities. King County identifies that the region faces challenges in securing reliable, long-term energy sources and improving energy efficiency, despite its reliance on hydropower. A comprehensive telecommunications network is also prioritized to bolster economic vitality and ensure equitable access to information, goods, services, and social connectivity opportunities across King County.

Inventory of Utilities

Water Utilities

In Yarrow Point, the water service is provided through the City of Bellevue (City) Water Utility. This utility is fully equipped to accommodate any potential residential growth within Yarrow Point's service area, ensuring a sustainable and responsive water supply framework.

Bellevue Utilities delivers drinking water to over 37,000 homes across its service area. This extensive network is supported by 600 miles of pressurized water main pipes. Sourced from the Tolt and Cedar Rivers' watersheds, Bellevue's drinking water consistently meets or surpasses state and federal standards as mandated by the federal Safe Drinking Water Act. As a participant in the Cascade Water Alliance, Bellevue procures its drinking water from Seattle Public Utilities.

The Utilities Department maintains Bellevue's water infrastructure, which encompasses an array of infrastructure components, including pipes, reservoirs, pump stations, pressure zones, and fire hydrants. Regular maintenance, repair, rehabilitation, and replacement activities are conducted to ensure the system's optimal performance. The topographical complexity of Bellevue, ranging from 20 feet above sea level along Lake Washington to over 1,400 feet near Cougar Mountain, complicates the management of the water system. Bellevue's proactive water main replacement program sees approximately five miles of water pipeline replaced annually, reducing water main breaks and maintaining rates well below the national average.

The Water System Plan of Bellevue, adopted by the City Council in June 2016 and approved by the state Department of Health in January 2017, outlines the utility's policies, procedures, asset inventory, and a comprehensive analysis of system requirements. This plan reflects Bellevue's commitment to providing efficient and reliable water services, meeting the highest set standards of regulatory compliance and operations.

[MAP OF YARROW POINT WATER FACILITIES]

Sanitary Sewer

Wastewater, comprising all water discharged from residential and commercial properties through sinks, toilets, washing machines, and similar facilities, is an integral part of Yarrow Point's infrastructure management. Operated by the City of Bellevue's Sewer Utility, the sewer system in Yarrow Point employs a gravity flow mechanism, enhanced by the support of pump stations in the Town.

This wastewater enters the City of Bellevue's wastewater collection system, which maintains environmental and public health standards. The system transports sewage across Cozy Cove and around the Hunts Point peninsula, ensuring treatment and eventual discharge into Puget Sound in compliance with federal and state water quality standards.

The City of Bellevue's Wastewater Division assumes responsibility for maintaining and repairing the main sewer lines, including service connections within the City's designated rights of way and dedicated easements. This division's operational area extends over 37 square miles, serving over 37,000 customers. The system's infrastructure includes:

- Over 13,000 maintenance holes
- Approximately 520 miles of mainline pipes
- 46 pump and flush stations
- 34 major connections to the King County wastewater system
- 19 miles of specialized lake lines

For new connections to the sewer main, obtaining a right-of-way permit from the Town of Yarrow Point and a sewer connection permit from the City of Bellevue is mandatory. This dual-permitting process ensures adherence to the regulatory frameworks and maintains the integrity and efficiency of the wastewater management system. The Sewer Utility has the capacity to satisfy projected Yarrow Point residents over the planning period.

[MAP OF TOWN SEWER LINES]

Stormwater Management System

In the context of increasing concerns about surface water quality protection, Yarrow Point is aware of issues surrounding stormwater runoff pollution and its impact on water quality. This has been influenced by factors such as altered land use in drainage areas, elevated runoff rates and volumes, and the effectiveness of source and structural control measures. There is a growing focus on water quality control across the Puget Sound region and the State of Washington.

Stormwater Management Plan (2020)

In 2020, the Town developed a Stormwater Management Plan, setting forth priorities for the stormwater drainage program, identifying funding sources, and outlining recommended capital improvements. The purpose is to preserve and enhance the standard of living in Yarrow Point by protecting the natural environment and water quality of Lake Washington and the Puget Sound

Basin. This plan includes a detailed analysis of the Town's 11 drainage basins, with individual recommendations and water quality assessments for each.

Yarrow Point, situated on a peninsula, slopes towards Lake Washington from its highest elevation in the south. The Town's planning accounts for a maximum onsite impervious area of 60% per lot. The right-of-way (ROW) and access tracts are estimated at 90% impervious. New developments that cannot directly discharge into Lake Washington, or those upstream of inadequate conveyance systems or outfalls, may require detention facilities or downstream improvements. Construction projects within Yarrow Point are subject to regulations by the U.S. Army Corps of Engineers and the State Department of Fish and Wildlife, particularly concerning Section 404 permits and Hydraulic Project Approvals (HPAs). These regulations focus on streams, habitat, water quality, and wetland protection.

The Town of Yarrow Point prioritizes collaboration with neighboring jurisdictions and utility providers to enhance efficiency, find balanced solutions, and maintain consistent standards in stormwater management. Key projects include:

- 2009: Upgraded 500LF of stormwater infrastructure on NE 47th Street for increased capacity.
- 2014: Installed catch basins and additional piping on NE 33rd Street to improve stormwater handling.
- 2016: Placed a 50LF, 24-inch diameter pipe in Basin G at NE 42nd and 92nd Ave NE, enhancing the area's stormwater system.
- 2019: Coordinated with the City of Bellevue to relocate water meters and a fire hydrant on 95th Ave NE (3800-4000 block) in preparation for a stormwater project.
- 2020/2021: Upsized 600 LF of stormwater infrastructure on NE 42nd Street, including collaboration with Bellevue for water main upgrades.

Regulatory Exemptions and Guidelines

Due to its size and having fewer than 1,000 stormwater connections, Yarrow Point is exempt from the National Pollution Discharge Elimination Permit System (NPDES) Phase II Permit. This exemption, granted in August 2018, relieves the Town from adhering to current water quality treatment standards for existing development. The Town maintains comprehensive stormwater guidelines for construction activities to ensure environmental compliance and protection.

[MAP OF TOWN STORMWATER CONVEYANCE SYSTEM]

Solid Waste and Recycling

Solid waste and recyclables collection is provided to Yarrow Point by Republic Services. Pickups occur on Mondays and Sundays and utilize the King County Transfer Station and King County Household Hazardous Waste Facility.

Natural Gas

Puget Sound Energy (PSE) provides Yarrow Point natural gas services. PSE is responsible for the distribution of natural gas and operates under the regulatory oversight of the Washington State Utilities and Transportation Commission (WUTC). PSE administers the largest natural gas distribution network in the state, catering to approximately 800,000 gas customers across six counties.

Natural gas is initially transported to service areas via interstate pipelines. Upon receipt, PSE redistributes the gas to its customers through a network of over 26,000 miles of gas mains and service lines owned and maintained by the company. This infrastructure ensures the distribution of natural gas throughout the service areas. PSE's supply of natural gas meets the current and foreseeable needs of the Town of Yarrow Point.

Telecommunications

Telecommunications services in the Town of Yarrow Point fall under the regulatory purview of various entities, notably the Federal Communications Commission (FCC) and the Washington Utilities and Transportation Commission (WUTC). The telecommunications sector is characterized by frequent mergers and overlaps in service offerings, which complicates the analysis of services provided by individual carriers.

Telephone

Centurylink Communications provides telephone services to the residents of Yarrow Point. In accordance with State law (WAC 480-120-086), CenturyLink Communications is obligated to maintain sufficient equipment and personnel to meet any reasonable demand. The existing telecommunications infrastructure is currently capable of servicing the entire town, even after the development of all buildable land. Minor modifications to the facilities may be necessary in specific

neighborhoods to integrate advanced technologies, ensuring efficient accommodation of increased demand for services.

Wireless/Cellular Phone

Yarrow Point residents have access to multiple cellular phone service providers. Prominent among these are Verizon and AT&T Wireless, both of which operate cell tower facilities within the Town's right-of-way. These facilities are located north of Highway 520, at the intersection of 92nd Avenue NE and NE 33rd Street, ensuring reliable coverage and connectivity for the community.

Cable Television

Cable Television service is provided to Yarrow Point customers by Comcast Cable.

Internet

Currently the Internet service is provided to Yarrow Point customers by Centurylink Communications.

Electrical Utilities

Puget Sound Energy (PSE) is the designated electrical utility for the Town of Yarrow Point, ensuring a consistent and reliable power supply for the community.

PSE's operations and rate structures are subject to regulation by the Washington Utilities and Transportation Commission (WUTC). Additional oversight is provided by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These agencies collectively ensure compliance with reliability and safety standards, monitoring PSE's adherence to federal and state regulations. Coordination between PSE and Yarrow Point is crucial for the adoption and enforcement of ordinances and codes that protect transmission and distribution line capacity, supporting safe, reliable, and environmentally responsible operation of PSE's electric facilities. Routine maintenance, including vegetation management, is conducted in accordance with FERC, NERC, and WECC regulations to maintain these standards.

PSE actively offers a variety of energy conservation programs for customers. These programs, subject to annual changes, include technical assistance, informational resources, referrals, and

financial aid. PSE maintains an “Energy Efficiency Hotline” to guide customers to appropriate conservation programs. Residential services include a free home energy audit, informational brochures, and weatherization assistance for low-income households.

PSE's existing electric distribution infrastructure consists of both above-ground and underground lines. YPMC 12.12 mandates that electrical power service be installed or converted to underground for any system modifications, even if street distribution lines are above-ground. This policy anticipates the eventual undergrounding of all distribution lines. Costs associated with underground installations are regulated by the WUTC, with rates and tariffs filed accordingly. Undergrounding can be significantly more expensive than overhead installations, particularly when factoring in trenching and surface restoration costs. Environmental constraints and the need for easements, especially pad-mounted equipment like transformers and switches, pose challenges to undergrounding efforts.

As part of the recent update process, public feedback has highlighted a strong community interest in the continued undergrounding of utilities. This preference is incorporated into the Town of Yarrow Point Capital Improvement Plan (2023-2028), which includes approximately 3,300 linear feet of planned undergrounding conversion projects.

[TABLE OF YARROW POINT UTILITIES]

Goals and Policies

Goal U-1: Achieve Coordinated Utility Growth in Line with Community and Environmental Standards.

Policy U-1.1: Synchronize utility planning with land use strategies, ensuring utility expansion and capacities align with town planning.

Policy U-1.2: Implement and periodically review service level standards for each utility, facilitating proactive performance assessment and planning.

Policy U-1.3: Mandate adherence to water and sanitary standards in new developments for environmental integrity and public health.

Policy U-1.4: Allow development in areas where utility services can adequately meet increasing demands.

Policy U-1.5: Maintain strong partnerships with regional, state, and local entities for collaborative utility planning, accommodating both present needs and future expansion.

Goal U-2: Maintain High-Quality Utility Services that Support Community Needs and Town Character.

Policy U-2.1: Consider the design of utility facilities that reduce environmental, visual, and auditory impacts and integrate into the town's aesthetic and ecological landscape.

Policy U-2.2: Continue transitioning to underground utilities for new and existing infrastructures, where possible.

Policy U-2.3: Support utility providers' public engagement and education on existing services, upcoming disruptions, and early notices for construction projects.

Policy U-2.5: Encourage strategic utility co-location to minimize disruptions.

Policy U-2.6: Consider and encourage existing and additional connectivity providers to improve resident connectivity through the Internet and emerging technologies.

Goal U-3: Pursue Environmentally Conscious and Resilient Utility Solutions Aligned and Integrated with Community Goals.

Policy U-3.1: Promote resource conservation initiatives to prolong existing utility infrastructures and mitigate the need for expansion.

Policy U-3.2: Promote waste reduction, composting, and recycling initiatives, aligning with broader county and regional environmental goals.

Policy U-3.3: Periodically update and implement a comprehensive Stormwater Management Plan that aligns with Town growth and the Comprehensive Plan.

Policy U-3.4: Support environmental best practices in utility siting and operations, prioritizing sustainability and minimal ecological disruption.

Policy U-3.5: Consider prioritizing Capital Improvement Plan projects focused on ecological preservation, public safety, and resilient urban infrastructure.

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[PHOTO OF TOWN HALL]

Chapter XX: Capital Facilities

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

Purpose

The Capital Facilities element builds off of the utilities and transportation elements and is included in the comprehensive plan to ensure that the Town is planning for future capital needs effectively. Proactive planning in these areas is key to meeting the level of service standards and maintaining a high quality of life in Yarrow Point.

Planning Context

This chapter covers a strategic approach for ensuring adequate capital facilities planning and funding, which are necessary to accommodate the required growth targets outlined in the Land Use Element of this plan. In alignment with the Growth Management Act (GMA), it emphasizes the necessity for accurate infrastructure needs, feasible funding sources, and implementation concurrent with new growth (RCW 36.70A.070(3)).

This comprehensive plan element is designed to build on the Utilities element and interact with a range of elements in synergy with the Land Use and Capital Facilities elements. The objective is to

guarantee that the Town of Yarrow Point is planning its facility investments in line with its expectations for population changes and subsequent impacts on demand for public services and utilities. These include, but are not limited to, transportation, parks, stormwater, and wastewater services and facilities. Additionally, this element must address funding sources for these services and lay out policies for the possibility of funding shortfalls (RCW 36.70A.070(3)(e)). This element will also include the current 6-year Capital Improvement Plan (CIP) – which lays out ongoing and planned projects as well as their costs and funding sources.

Puget Sound Regional Council (PSRC)

The PSRC covers King, Snohomish, Pierce, and Kitsap counties. It works in tandem with local jurisdictions to establish regional infrastructure planning guidelines and principles. 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:

- Promoting regional coordination in planning for long-term demand, in line with the Regional Growth Strategy
- The protection and enhancement of the environment and public health and safety when providing services and facilities
- Implementing policies which focus on conservation and demand management as part of infrastructure planning
- Exploring funding opportunities and financing approaches that meet community-focused infrastructure needs

King County Countywide Planning Policies

This chapter also underscores the importance of providing resilient and responsive infrastructure for residents, in accordance with the King County Countywide Planning Policies. King County's Countywide Planning Policies (CPPs) emphasize the importance of sustainable funding sources, responsiveness to change, proactive investment, and resilience to natural disasters and emergencies. Across King County, collaboration and partnerships between jurisdictions and across scales of government can support these policies and, in-turn, the population in the area.

Capital Facilities Planning

Existing Facilities

The Town of Yarrow Point owns and operates a few capital facilities, including the Town Hall in Morningside Park, the stormwater utility, Town roads, and Town parks. Many of these are covered in other chapters, so their respective chapters should be referenced for further information. Situated in Morningside Park, Yarrow Point Town Hall is the only capital facility in this element not directly covered by another chapter. The complete list of facilities is as follows:

- Stormwater System (see: Utilities Element)
- Parks System (see: Parks Element)
- Town Roads (see: Transportation Element)
- Town Hall

[MAP OF STORMWATER SYSTEM]

Capital Improvements

Funding Sources & Assessment

Capital Facility improvements in Yarrow Point are currently funded by the Real Estate Excise Tax, the Heavy Truck Fee, Motor Vehicle Fuel Tax, or respective utility funding (e.g., Stormwater Utility Fees, Water District #1 Grant). Focusing on growth targets set by the County, capacity detailed in the Housing Needs Analysis, and the shifting legislative landscape, the Town should endeavor to take a proactive approach to the identification of additional funding sources. Additional grant funding, regional partnerships, and impact fees can all be explored as possible sources for new Town funding to support some of the needs and wants identified in this Plan.

Level of Service standards can significantly support the assessment of transportation and parks infrastructure improvements. These standards would allow the Town to demonstrably measure progress and support any necessary changes. If the Town were falling short of its LOS standards, it would present an opportunity for more competitive grant applications and support staff efforts to pursue government funding and partnerships to finance improvements.

Future Demand

The Town must also be prepared for possible population and housing unit growth. The impacts of House Bills 1110, 1220, and 1337 – discussed further in the Housing and Land Use elements – could be far-reaching. While current plans for the Town do not detail major changes in infrastructure over the next 20 years, the Town must monitor changes in population and housing stock diligently to continue supplying high-quality services. The Town has substantial capacity for more housing units, per the Housing Needs & Land Capacity Analysis, and if this capacity is utilized effectively by developers, the Town will need to assess and prioritize projects in line with that growth and an assessment of the resulting demand.

Capital Improvement Plan

The Capital Improvement Plan is revised and adopted annually in Yarrow Point. State law requires an annually-updated Transportation Improvement Plan aligned with the Comprehensive Plan (RCW 35.77.010). The transportation section of the Town's CIP serves to fulfill that requirement.

[6-Year Capital Improvement Plan]

Goals and Policies

Goal CF-1 Yarrow Point will ensure that decisions made on capital facilities align with this Comprehensive Plan and offer efficient cost-effective services to the Town .

Policy CF-1.1 Utilize the plans of facilities and utility providers within the City to supplement this Comprehensive Plan Element.

Policy CF-1.2 Maintain a 6-Year Capital Improvement Plan supported by secure funding sources, alignment with the Comprehensive Plan, and clear community needs.

Policy CF-1.2 Coordinate the Town's land use planning with the capital projects planning activities of agencies and utilities identified in this Comprehensive Plan Element.

Policy CF-1.3 If funding falls short for necessary improvements, reassess the Land Use Element to identify any possible accommodations to keep capital facilities in alignment with the Plan.

Policy CF-1.4 Monitor growth diligently to support proactive and responsive decision-making on new capital facilities projects.

Policy CF-1.5 Adopt Levels of Service standards for relevant infrastructure that align with community goals. Apply these LOS standards to prioritize projects based on community impact.

Goal CF-2 Maintain alignment between capital facilities and land use planning in the Town of Yarrow Point.

Policy CF-2.1 Limit the impact of new or existing facilities on incompatible land uses by siting facilities in accordance with the land use plan and Town Municipal Code.

Policy CF-2.2 Ensure new development is supported by the necessary public facilities and/or utilities. Reassess land use plans if major disruptions occur.

Policy CF-2.3 Continue to pursue undergrounding utility lines and encourage using shared corridors and joint trenches for several utilities where possible for cost efficiency.

Goal CF-3 Maintain sustainable funding sources and explore new possible sources for cost efficiencies and funding.

Policy CF-3.1 Continue funding the 6-year CIP with consistent sources, in line with respective utility plans and the Town's Comprehensive Plan.

Policy CF-3.2 Research possible grants and maintain good standing with granting agencies to pursue funding when community needs and grant scopes align.

Policy CF-3.3 Identify possible regional partners for interlocal agreements or other collaborations to support a regional approach to capital facility planning and funding.

Policy CF-3.4 Explore the feasibility of private citizen funding or gifting for targeted neighborhood projects in Yarrow Point.

Policy CF-3.5 Assess opportunities for conservation or efficiencies in existing infrastructure to reduce the current cost burden of infrastructure in Town.

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3. Tribal Planning

3.1 Introduction

The Tribal Planning Chapter for Yarrow Point acknowledges Indigenous peoples' historical and contemporary presence in the region. The purpose of this chapter is to recognize the sovereignty, culture, and rights of Tribal Nations; and to foster meaningful engagement and collaboration between Yarrow Point and local Tribes. The chapter aims to prepare for Tribal perspectives, knowledge, and values to integrate into the town's planning processes to promote respect for the original inhabitants' land, water, and cultural heritage.

Key Definitions

Federally Recognized Tribe: Tribes and groups have a special, legal relationship with the U.S. government.

Ceded Land: Lands that tribes have agreed with the United States federal government to cease to own or occupy in exchange for monies, goods, and services as agreed upon in the treaty.

Mutual Memorandum of Understanding:

A framework to allow the parties to work collaboratively to accomplish mutual goals, further

common interests, and effectively respond to the increasing suite of challenges facing the communities, landscapes, natural resources, and cultural resources.

Planning Context

State law mandates that cities and counties within the Puget Sound region develop comprehensive plans consistent with the multicounty planning policies outlined in VISION 2050 overseen by the PSRC, to ensure that regional environmental and land use goals are aligned. MPP-RC-4 is a significant policy in VISION 2050, emphasizing the importance of collaborating with Native Tribes during the planning process and recognizing their interests, potential benefits, and impacts.

In accordance with RCW 36.70A.040, municipalities within King County are required to consider federally recognized Indian tribes with ceded lands within their boundaries in their planning efforts. Yarrow Point is situated on ceded Muckleshoot Tribe land, and as such, must initiate a collaborative planning process if the Muckleshoot Tribe expresses intent

3.2 Tribal Land Acknowledgment

Yarrow Point acknowledges that it is located on the traditional territories of the federally recognized tribes most connected to the greater Seattle area include Suquamish, Tulalip, Snoqualmie, and Muckleshoot. This section is a formal acknowledgment that recognizes the historical and ongoing presence of these Tribes and their enduring connections to the land.

We, the community of Yarrow Point, humbly acknowledge that the land on which we reside and gather is the traditional territory of the Muckleshoot Tribe. We recognize and honor the Muckleshoot people, who have lived on these lands since time immemorial and continue to steward and protect their ancestral homelands.

We acknowledge that our presence here is possible because of the sacrifices and resilience of the Muckleshoot people, who have maintained their connection to this land, waterways, and sacred sites for countless generations. Their profound knowledge and wisdom have shaped the landscape and enriched its biodiversity, and

their cultural contributions have enriched the fabric of our community.

As we move forward, we pledge to promote inclusive and respectful partnerships with the Muckleshoot Tribe, engaging in meaningful consultations and honoring their traditional knowledge and values in our planning processes. Together, we strive to foster mutual understanding, environmental stewardship, and cultural preservation, as we create a more just, sustainable, and harmonious community for all who call Yarrow Point home.

3.3 Tribal Planning Goals and Policies

Goal 1: Ensure the Muckleshoot Tribe is able to participate effectively in Yarrow Point's planning process, should they express interest.

- **Policy 1.1:** Yarrow Point shall engage in good faith efforts to reflect the requirements of RCW 36.70A.040 and collaborate with the Muckleshoot Tribe's presence and potential coordination efforts within the municipal boundaries.
- **Policy 1.2:** Yarrow Point shall initiate a parallel planning process with the Muckleshoot Tribe upon receipt of notification indicating the Tribe's interest in participating (RCW 36.70A.040(8)(a)). The parallel planning process shall aim to create a mutually beneficial planning document that considers the interests of both Yarrow Point and the Muckleshoot Tribe.
- **Policy 1.3:** Yarrow Point shall establish a notification process to inform the Muckleshoot Tribe of upcoming planning efforts that may impact their ceded lands. The notification process shall include a timeline for Tribe input and a clear explanation of the potential impact on the Tribe's cultural, environmental, and economic resources.
- **Policy 1.4:** Should the Muckleshoot Tribe show interest in participating in Yarrow Point's planning process, allow for coordination between the Town's climate change planning efforts and tribal efforts.

Goal 2: Ensure the effective and efficient coordination between Yarrow Point and the Muckleshoot Tribe in coordinated planning efforts if the tribe should express interest.

- **Policy 2.1:** Yarrow Point shall finalize a mutual memorandum of understanding (MOU) with the Muckleshoot Tribe that outlines both parties' coordination efforts and commitments. The MOU shall address data sharing, decision-making, and dispute resolution issues, and shall be reviewed and updated as necessary throughout the planning process.
- **Policy 2.1:** Yarrow Point shall provide resources and support to enable effective participation by the Muckleshoot Tribe in the planning process. This includes providing access to data, information, and technical assistance, as well as ensuring that the process is culturally appropriate and respectful of the Tribe's sovereignty.

5. Transportation

5.1 Introduction

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.



Figure 32. Yarrow Point Road Roundabout (Smith, 2023)

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



Figure 33. Yarrow Point Sign on Points Dr NE (Smith, 2023)

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.



Figure 34. King County Metro Infrastructure (Smith, 2023)

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

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.



Figure 35. King County Metro Infrastructure (Smith, 2023)



Figure 36. Pedestrian Directions to Transit (Smith, 2023)

5.2 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.

State Highway: Characterized as a multi-lane, high-speed, high-capacity road, state highways 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. This roadway is included in the functional class map for context, but is not part of Town-operated services and would not be included in any forthcoming Level of Service standards.

Collector Arterial: These roads connect various centers within the community and accommodate some through traffic while offering greater access to properties along them. Collector arterials link with other arterial and collector roads, serving areas like neighborhood shopping centers and schools. The provision for on-street parking varies.



Figure 37. Freeway 520 Ramp (Smith, 2023)



Figure 38. NE 40th St (Smith, 2023)

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. In Yarrow Point, the portion of 92nd Avenue starting at the roundabout and heading south is considered a Collector Arterial: connecting Yarrow Point to destinations in Clyde Hill and other nearby jurisdictions. .

Collector: Serving a dual function of mobility and land access, collectors connect residential neighborhoods and activity centers. They provide high 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.

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 Town-owned 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.

Private Lanes: Private Lanes are also not part of the transportation system operated by the Town, but offer key connections to households in Yarrow Point. These roads are often similar to Local Access roads in form and function, but are owned and operated by private residents who use the road to connect to the Town's network. These roads may have a limited level of support for their users compared to local access streets.

This classification system allows for a structured and efficient approach to understanding the roles and capacities of each street 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

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



Figure 39. 94th Ave NE (Smith, 2023)

Local Access: These streets offer direct access for local traffic, dispersing onto collector streets. When 92nd Ave NE crosses the point and becomes 95th Ave, it narrows considerably and loses a sidewalk – marking a distinct change from Local Collector to Local Access.

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.

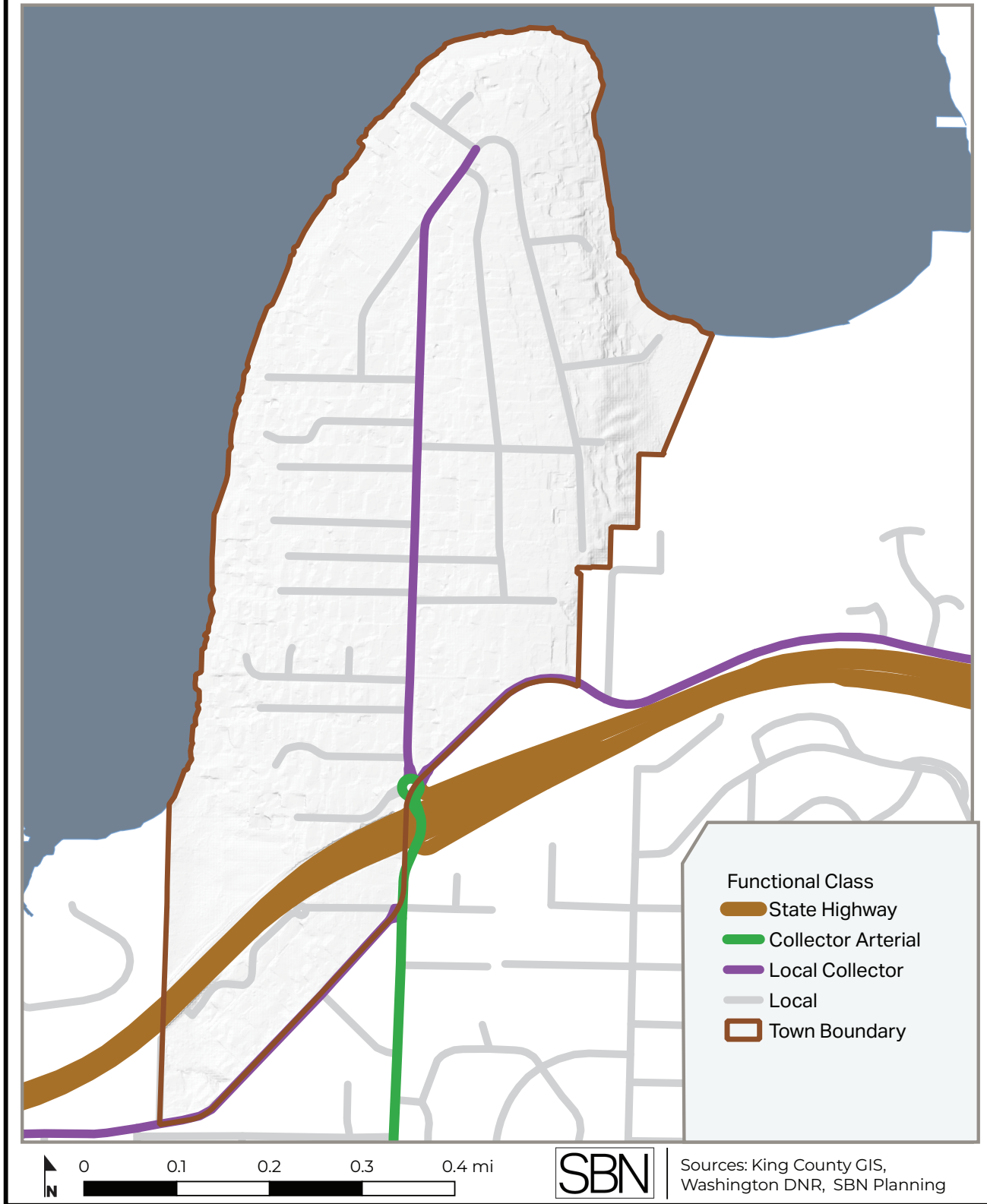


Figure 40. Road Classifications (SBN, 2024)

State Route 520 (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.

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.



Figure 41. Ramp Barrier Toward SR-520 (Smith, 2023)

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

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 92nd Ave. NE overpass of SR-520, offers residents of Yarrow Point numerous bus connections to the major transit hubs in the region.

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



Figure 42. State Route 520 Bus Sign (Smith, 2023)

primarily features relatively low-density, single-family residencies, 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 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.

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.

To supplement local parking options, residents of Yarrow Point also have access to the parking services



Figure 43. Park and Ride (Smith, 2023)

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.

Bike and Pedestrian Infrastructure

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.

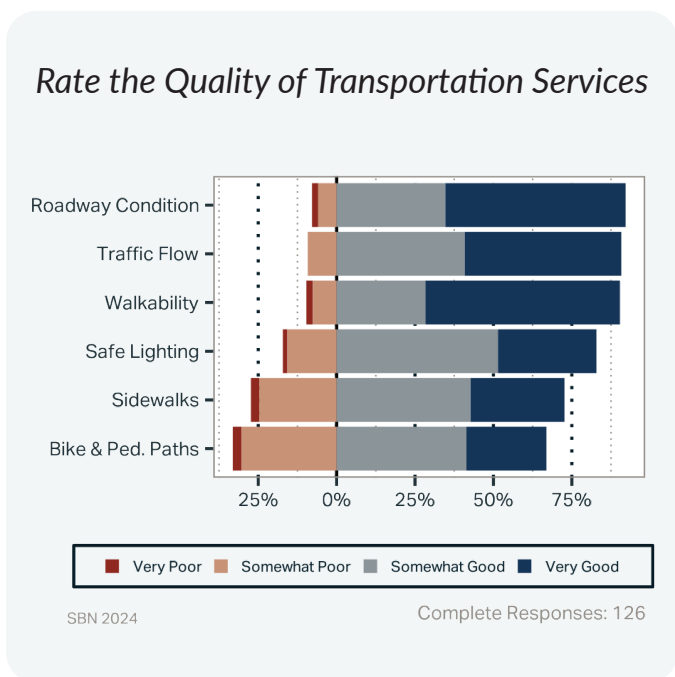


Figure 45. Quality of Transportation Services Survey (SBN, 2023)



Figure 44. SR-520 Bike Path (Smith, 2023)

5.3 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 town'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.

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.

5.4 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,



Figure 46. Ramp onto SR-520 (Smith, 2023)

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 residents to ensure they meet the community's needs. Among the traffic calming tools which may be considered in 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 radar speed limit signs on 92nd Ave NE and Along Points Dr NE as a speed-calming device. Since the implementation of these devices, Town data indicates that speeding at this major entry and exit point from the jurisdiction has decreased. Traffic Monitoring devices in the form of a license plate reader are installed at the roundabout on 92nd Ave NE.



Figure 47. Traffic Calming Strategies (Corn, 2024)

5.5 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, 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, Yarrow Point is encouraged



Figure 48. SR-520 Bike Path (Smith, 2023)

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.

Public Engagement

The majority of working-age adults in Yarrow Point drive to their places of work. This suggests a relatively high level of stress on the road network compared to bike and pedestrian infrastructure.

Given that most of these commutes also occur in single-occupancy vehicles, Transportation Demand Management strategies may prove useful in reducing the Town’s environmental impact, strain on public facilities, and overall health.

Residents have also identified bike and pedestrian facilities as relatively lacking compared to vehicular facilities in the Town. Residents completing the survey identified bike and pedestrian paths, sidewalks, and safe lighting as possible areas for improvement in Yarrow Point’s transportation network. The overall response was still positive, even on these issues, but a plurality of the community has identified these pieces of the network as concerns.

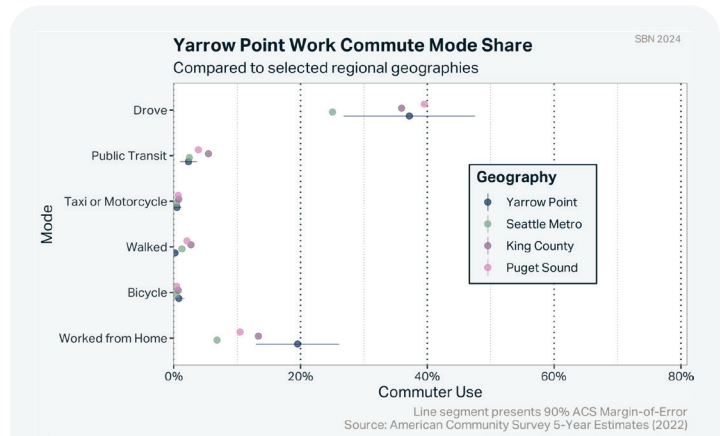


Figure 49. Commute Mode Share Survey (SBN, 2023)

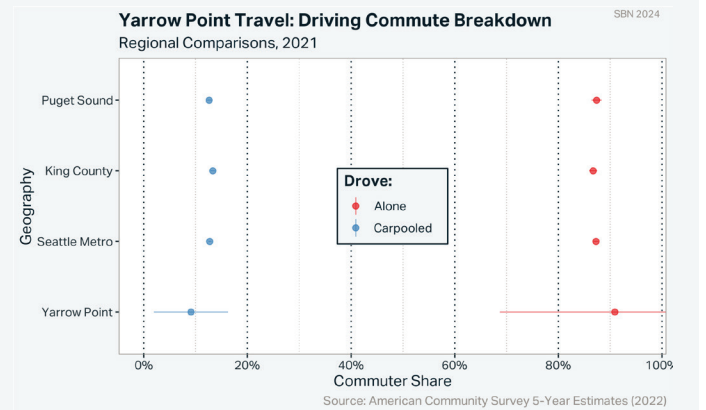


Figure 50. Carpool Verses Single Driver Survey (SBN, 2023)

5.6 Transportation Goals and Policies

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

- **Policy 1.1:** Maintain a comprehensive network of safe and efficient roads, pathways, and trails for vehicles, pedestrians, and cyclists.
- **Policy 1.2:** Coordinate transportation policies, projects, and programs with the town's land use and environmental goals.
- **Policy 1.3:** Systematically integrate the objectives of the Transportation Element in both public and private project development reviews.

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

- **Policy 2.1:** Regularly update and maintain transportation infrastructure to meet current and future demands.
- **Policy 2.2:** Implement intelligent traffic management systems for optimizing traffic flow and reducing congestion.
- **Policy 2.3:** Ensure roadway and intersection designs prioritize safety and efficiency for all modes of travel.
- **Policy 2.4:** Align transportation improvements with the town's Capital Improvement Program and Transportation Improvement Program.
- **Policy 2.5:** Focus on essential

maintenance, preservation, and safety improvements within the existing transportation network.

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

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

- **Policy 3.1:** Coordinate with Bellevue School District to develop and implement safe routes for school programs.
- **Policy 3.2:** Prioritize safety in all transportation designs and maintenance activities, including roads, pathways, and public transit facilities.
- **Policy 3.3:** Regularly assess and address potential safety hazards in the transportation network.
- **Policy 3.4:** Implement traffic calming measures to ensure safety in residential and high-traffic areas.
- **Policy 3.5:** Design transportation facilities to be accessible and usable by all segments of the community, including those with disabilities.
- **Policy 3.7:** Prioritize pedestrian safety and accessibility, especially in school zones, considering crash history and current or potential non-motorized access.

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

- **Policy 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 4.2:** Adhere to Level of Service standards to maintain efficient traffic flow and transportation functionality.
- **Policy 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 5: Promote diversified and efficient transportation options through enhanced public transit, pedestrian and cycling infrastructure, and the encouragement of shared mobility solutions.

- **Policy 5.1:** Encourage the use of public transportation through partnerships with regional transit authorities and promotion of transit facilities.
- **Policy 5.2:** Explore improvement to pedestrian and bicycle facilities and their connectivity to important regional destinations.
- **Policy 5.3:** Promote carpooling and vanpooling options, including facilitating the creation of ride-share programs.

- **Policy 5.4:** Support new developments incorporating multimodal transportation considerations in their planning and design.
- **Policy 5.5:** Actively pursue funding opportunities for pedestrian and cycling infrastructure improvements, including grants and state programs.

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

- **Policy 6.1:** Promote public transportation, carpools, and vanpools, enhancing air quality and reducing greenhouse gas emissions.
- **Policy 6.2:** Support environmentally responsible transportation designs, particularly in sensitive areas, to minimize adverse impacts on land and water environments.
- **Policy 6.3:** Consider supporting alternative fuel vehicles through infrastructure or regulatory avenues.
- **Policy 6.4:** Maintain transportation systems to reduce environmental pollutants, focusing on reducing toxic runoff, air pollution, and noise.
- **Policy 6.5:** Encourage modes of transport that foster public health, like walking and biking, and prioritize funding for pedestrian and bicycle pathways.

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

- **Policy 7.1:** Collaborate with neighboring cities, the county, and state agencies to develop integrated transportation plans and projects.
- **Policy 7.2:** Align transportation initiatives with regional and state land use and environmental policies.
- **Policy 7.3:** Engage in joint efforts with public and private entities for the development of transportation infrastructure and services.
- **Policy 7.4:** Coordinate with emergency service providers to ensure adequate access and passage for emergency vehicles.
- **Policy 7.5:** Collaborate with regional and local agencies on strategies for disaster prevention, response, and recovery to safeguard the transportation system.
- **Policy 7.6:** Collaborate with WSDOT and King County to ensure regional highways and major arterials efficiently serve Yarrow Point.

6. Climate Change

6.1 Introduction

The Science of Climate Change

The gradual warming of the climate is unequivocal. Human activities are estimated to have caused 1.0°C of global warming above pre-industrial levels, and global warming is likely to reach 1.5°C in the next thirty years. Additional evidence for this is displayed in worldwide measurements of increased sea temperature, the depleted total amount of ice and snow, rising sea levels, and increased concentrations of greenhouse gasses.

The increased concentration of greenhouse gasses (GHG) in the atmosphere stems from using fossil fuels and inefficient land uses, which has resulted in significant changes to our regional and global climate. While the population of Yarrow Point is modest, it is important to address both the impacts of climate change on areas within the town's boundaries and the potential impacts on Yarrow Point by regional factors.

In Washington State, the impacts of climate change have resulted in more days of extreme heat, reduced winter snowpack, a greater likelihood of winter flooding due to higher temperatures, less water available in the summertime, and sea level rise that could damage coastal areas.

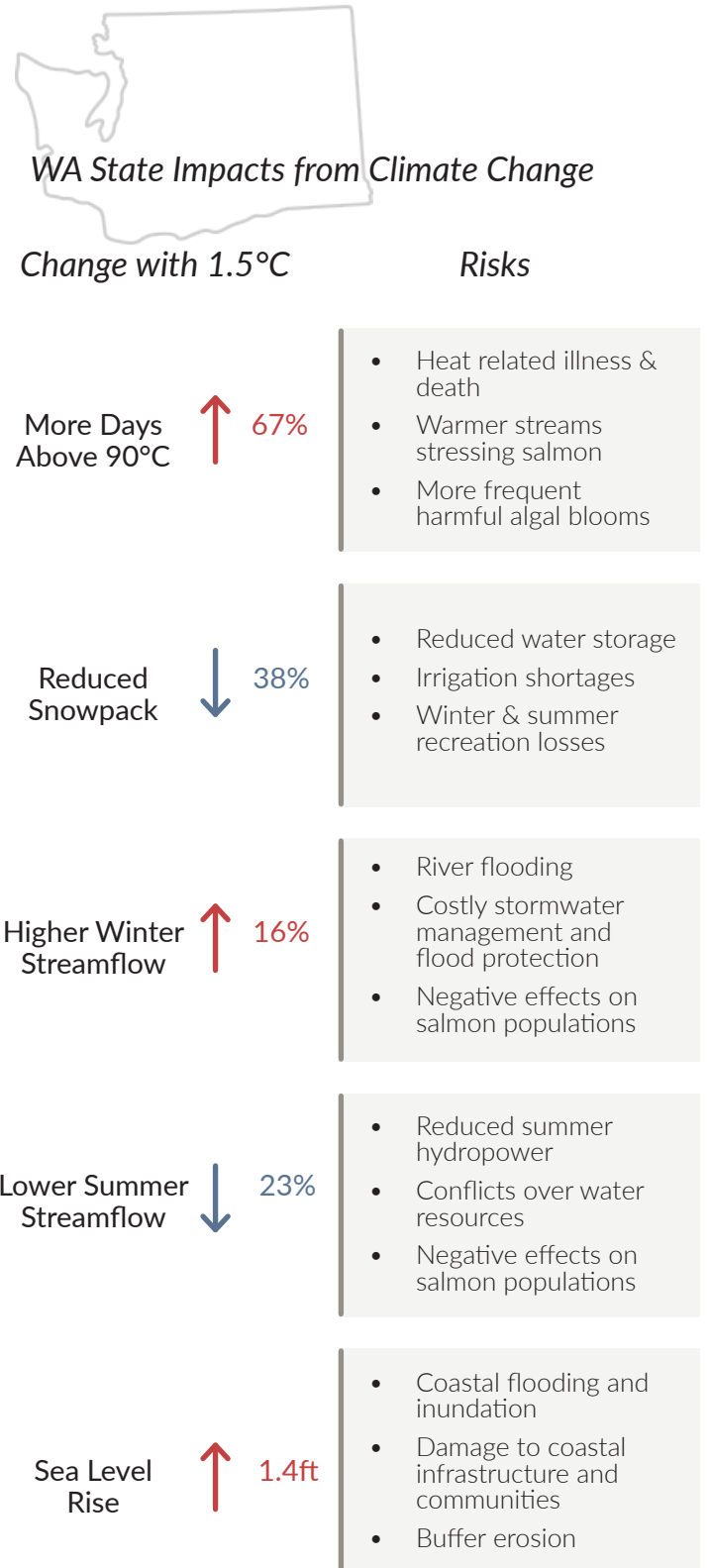


Figure 51. Impacts from 1.5C+ (UW Climate Impacts Group)

Inter-Connectivity Between Climate Change, Resilience, Adaptation, and Mitigation

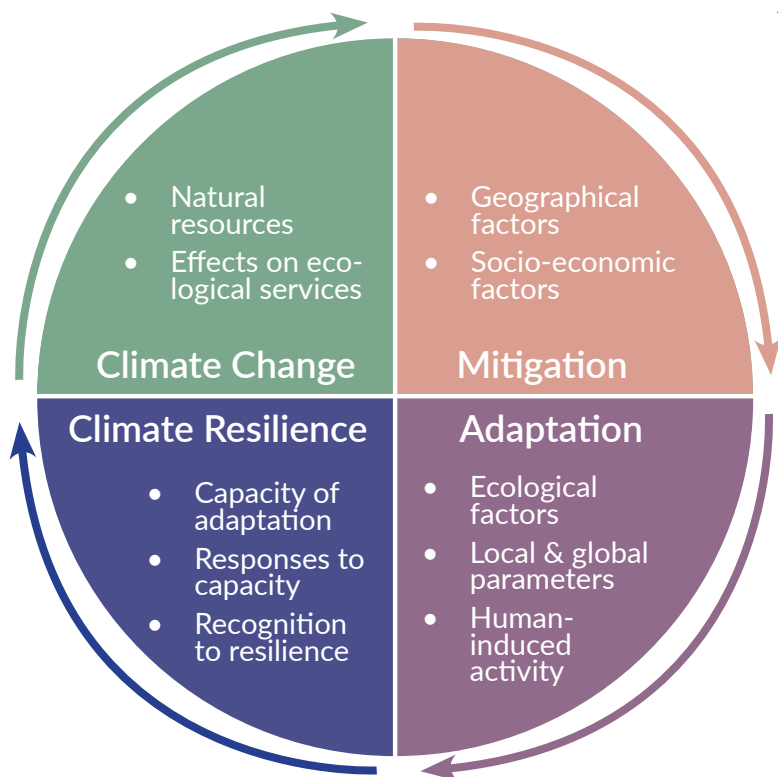


Figure 52. Relationships between climate change, resilience, adaptation, and mitigation (Corn, 2024)

Key Definitions:

Climate Change: Climate change refers to the alteration of the global atmosphere attributed to human activity compared to natural climate variability. Climate change effects are not limited to global warming (increases in surface temperatures), but also include sea-level rise, ocean and ice sheet dynamics, ocean acidification, and extreme weather events.

Greenhouse Gasses: Gasses that absorb heat (infrared radiation) emitted from the earth’s surface. Increases in the atmospheric concentration of these gasses cause Earth to warm by trapping more of this heat. These gasses include water vapor, CO₂, methane, nitrous oxide, and ozone.

Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Mitigation: Reduction of contributing factors, or increase in factors which reduce impacts.

Adaptation: Adaptation to climate change is transitioning from a phase of awareness to the creation of strategies and plans. In the context of climate change, this process allows communities to adjust to new climate conditions in order to reduce risks to valued assets such as roads and buildings, health and wellbeing, and forests and wildlife. This includes climate preparedness, response, and recovery.

Hazard Mitigation: Any sustained action to reduce or eliminate long-term risk to people and property from natural hazards and their effects.

6.2 Identification of Climate Impacts on Yarrow Point

Climate change poses significant challenges to communities, including Yarrow Point. Increasing temperatures are the most significant threat to Yarrow Point and therefore much of the following document will address issues around extreme heat and the impacts of these heat events.

The residents of Yarrow Point particularly value the close-knit community atmosphere, accessibility of Lake Washington, and access to greenspaces throughout the town and region. Much of the social cohesion occurs outdoors in the pedestrian zone of the street and green spaces. As a result,

the detriment of one harms the other. Increased risk of extreme heat events will harm the interaction between social and environmental assets. While this plan organizes these impacts as social and environmental, it is important to remember that these impacts occur across social and environmental spheres.

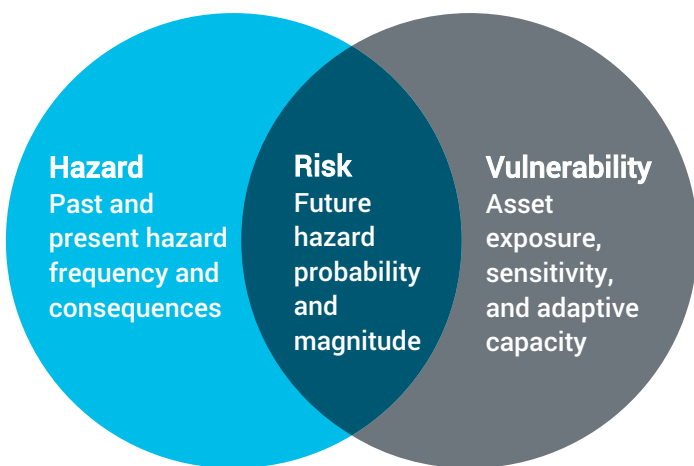
Projected Environmental Impacts

Environment

Yarrow Point's natural resources and environmental assets contribute to its character. It is essential to assess the potential impacts on the local ecosystems, water bodies, wildlife, and the overall biodiversity of Yarrow Point. Identifying potential climate impacts on habitats can guide conservation efforts and enhance resilience.

Urban Tree Canopy

Yarrow Point's urban tree canopy provides numerous benefits, including shade, air quality improvement, and habitat for wildlife. Yarrow Point



Source: Washington Department of Commerce

Figure 53. Climate risk graphic

Tree Canopy Coverage

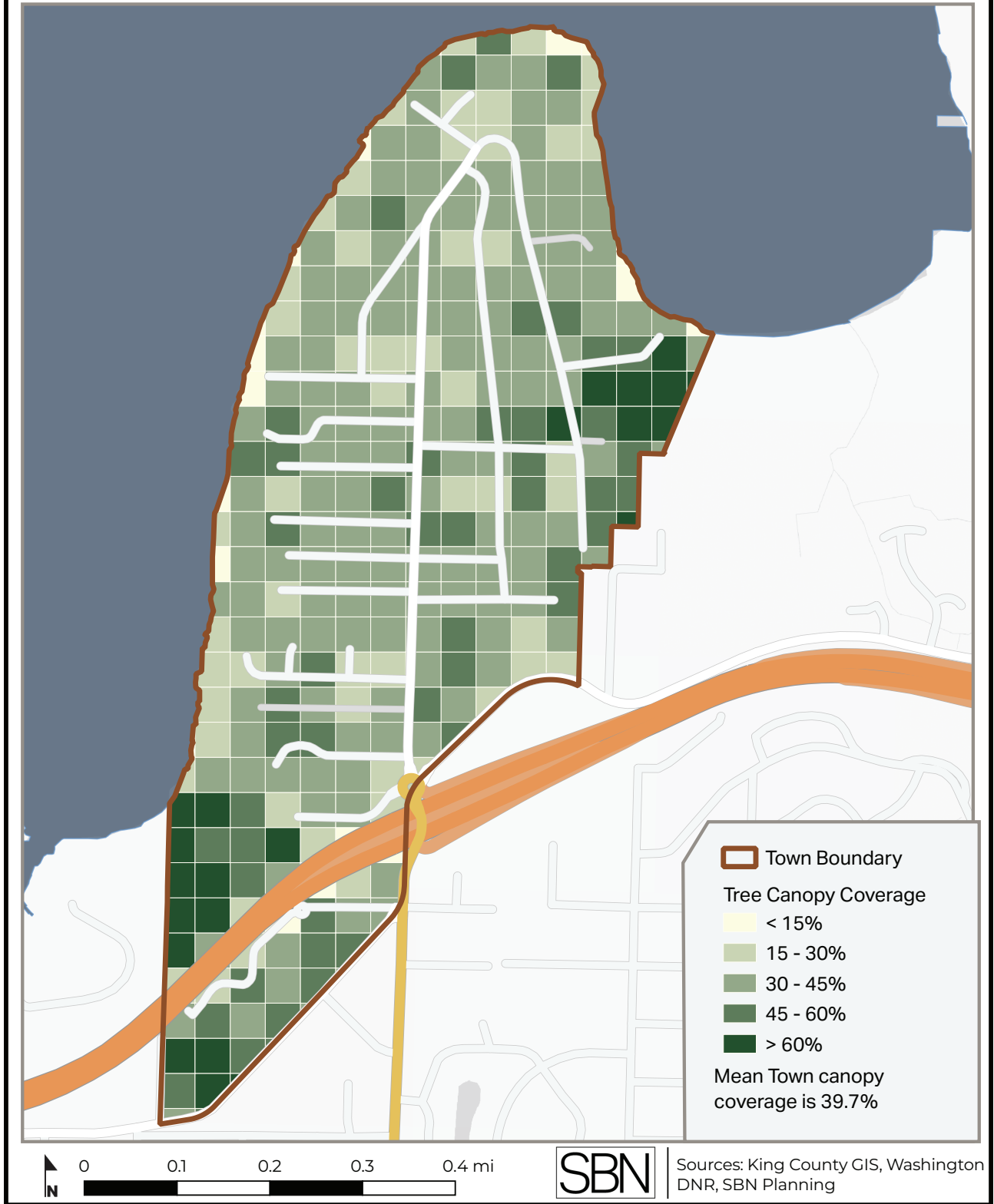


Figure 54. Tree Canopy Coverage

has been awarded the “Tree City USA” status for ## years. Climate change will impact the health and resilience of trees, making it necessary to identify potential risks such as increased heat stress, invasive pests, or extreme weather events, while considering watering, undergrowth plantings, and planting more drought tolerant plants and trees.

The Projected Impact on Community Assets

Pollution

Yarrow Point currently ranks 9 out of 10 in its proportional share of airborne diesel pollution, aligning with other communities along the eastern shore of Lake Washington. This occurs due to the topographic location of Yarrow Point, seasonal wind patterns, and its proximity to roadways. Addressing this issue will be important to reduce pollution and improve air quality, considering the potential exacerbation of health risks in a changing climate.

Social

Yarrow Point's social assets play a vital role

in the community's well-being and resilience.

Understanding how climate change may affect these assets is crucial for future planning and adaptation. This includes identifying potential impacts on community cohesion, social services, public health, and the overall quality of life for residents. With an aging population, resilience planning for extreme weather events, community outreach, and resources for residents to be informed and safe is essential to the longevity of Yarrow Point's social assets.

Infrastructure

Climate change is expected to increase the potential for infrastructure damage and service disruptions, and may also lead to higher operating costs and reduced asset life. Some minor benefits may be realized, including the potential for fewer snow-related road closures. The specific nature of impacts on infrastructure will vary depending on infrastructure location, age, design tolerances, and other factors. Yarrow Point currently experiences a high level of service throughout town, however, as climate change begins to impact infrastructure it is important to quantify the potential damage.

An in depth assessment can inform strategies for infrastructure maintenance, upgrades, and improvements in the face of climate-related risks.

Most climate change impacts evaluated are expected to increase risks to infrastructure.

Impacts that can increase risks to infrastructure include projections for more frequent or more severe flooding, extreme heat, extreme precipitation, erosion, wildfire, and inundation of low-lying areas. Projected changes in extreme events are more likely to damage infrastructure than changes in average conditions.

Some climate change impacts may slightly decrease risks or create minor benefits.

Projections for lower winter snowpack and warmer winter temperatures may decrease the frequency of snow-related closures on mountain highways. However, extreme snowfall events will still occur, requiring continued maintenance of emergency response capacity. Warmer spring and fall temperatures may extend the construction season, possibly improving cost efficiencies.

While changes in snowfall and precipitation might save costs in some places, these altered



Figure 55. Ramp onto SR-520 (Smith, 2023)

patterns of snowfall, rain, and snowmelt, result in a shift in how our region receives and stores water. Broadly, the region will receive more water in the fall, winter, and early spring, and less in the summer – when we need it the most. Water use strategies and policies should be evaluated by Yarrow Point in order to address hotter drier summers.

Economic

While Yarrow Point may not have specific economic assets within its boundaries, it is essential to understand the broader economic impacts of climate change in the region. This includes considering potential effects on local/regional businesses, property values, and employment opportunities.

The economic risk of climate change is not unique within the state. More extreme weather has the potential to weaken economic growth through damage to the capital stock and labor supply, and labor productivity will weaken as the

world economy adjusts to higher temperatures. Inflation may rise through the growing cost of food, energy, and insurance. While Yarrow Point is insulated against many of the direct impacts of climate change, these impacts will be felt through secondary costs to the residents of Yarrow Point and the region.

6.3 Review of Existing Plans

This chapter aligns the Yarrow Point Comprehensive Plan with current laws, projected state laws, and national laws to help greenhouse gas reduction while preparing for the adverse effects of climate change.

Growth Management Act

This comprehensive plan for Yarrow Point closely follows the Department of Commerce's guidance, ensuring compliance with their recommendations for counties and cities to address climate change within their comprehensive plans. 2023 House Bill 1181, introduces a climate goal to the Growth Management Act (GMA) and requires local comprehensive plans to incorporate a climate element with sub-elements for resilience and greenhouse gas emissions mitigation. Yarrow Point will need to fully comply with the requirements of HB 1181 by 2029. The Town has been awarded a grant to develop a climate element and will incrementally work on compliance ahead of the 2029 deadline.

Three specific elements within the legislation directly impact Yarrow Point's Comprehensive Plan. Firstly, it mandates the inclusion of a resilience or

climate sub-element in each plan. This sub-element must feature goals and policies aimed at enhancing climate preparedness, response, and recovery efforts. This requirement is mandatory for all counties and cities fully planning under the GMA. Secondly, the climate element must prioritize economic, environmental, and social co-benefits while giving consideration to environmental justice. Lastly, as Yarrow Point is within King County, it must consider and incorporate elements from the county's greenhouse gas emissions sub-element. This sub-element necessitates the inclusion of goals and policies aimed at reducing emissions and vehicle miles traveled within the community.

Shoreline Management Program

The Shoreline Management Program for Yarrow Point serves as a guiding framework for the management and protection of the town's shoreline areas. By reviewing this program through a climate lens, Yarrow Point can effectively identify potential risks to shoreline habitats and leverage opportunities to enhance shoreline resilience through nature-based solutions, green infrastructure, and adaptive management approaches.

SHORELINE MASTER PROGRAM 2017

The Shoreline Master Program Update was funded in part through a grant from the Washington State Department of Ecology, Grant No. G1000071



Town of Yarrow Point
4030 95th Avenue NE
Yarrow Point, Washington 98004

Figure 56. Shoreline Master Plan (Yarrow Point, 2017)

One area of overlap between the Shoreline Management Program and this chapter lies in the preservation of species and ecosystems.

Wetlands, in particular, play a vital role in mitigating climate change by acting as carbon sinks and absorbing carbon dioxide from the atmosphere. Yarrow Point is fortunate to have multiple wetlands within its public parks and in close proximity.

To further support Yarrow Point's climate mitigation strategies, it is crucial to encourage and assist local residents in expanding and protecting wetland areas on public and private property where appropriate. By promoting wetland conservation efforts, the town can enhance its overall climate resilience by maximizing the potential of these natural carbon sequestration systems.

The integration of wetland conservation into the Shoreline Management Program and this chapter of the comprehensive plan underscores Yarrow Point's commitment to climate resilience and environmental stewardship. This approach aligns with federal, state, regional and global efforts

to address climate change and acknowledges the important role of wetlands in mitigating its impacts.

By expanding and protecting wetland areas, Yarrow Point can not only enhance its climate mitigation strategies but also contribute to the preservation of local biodiversity, water quality, and overall ecological health. Such efforts will strengthen the resilience of the shoreline habitats and ensure a sustainable and vibrant natural environment in Yarrow Point.

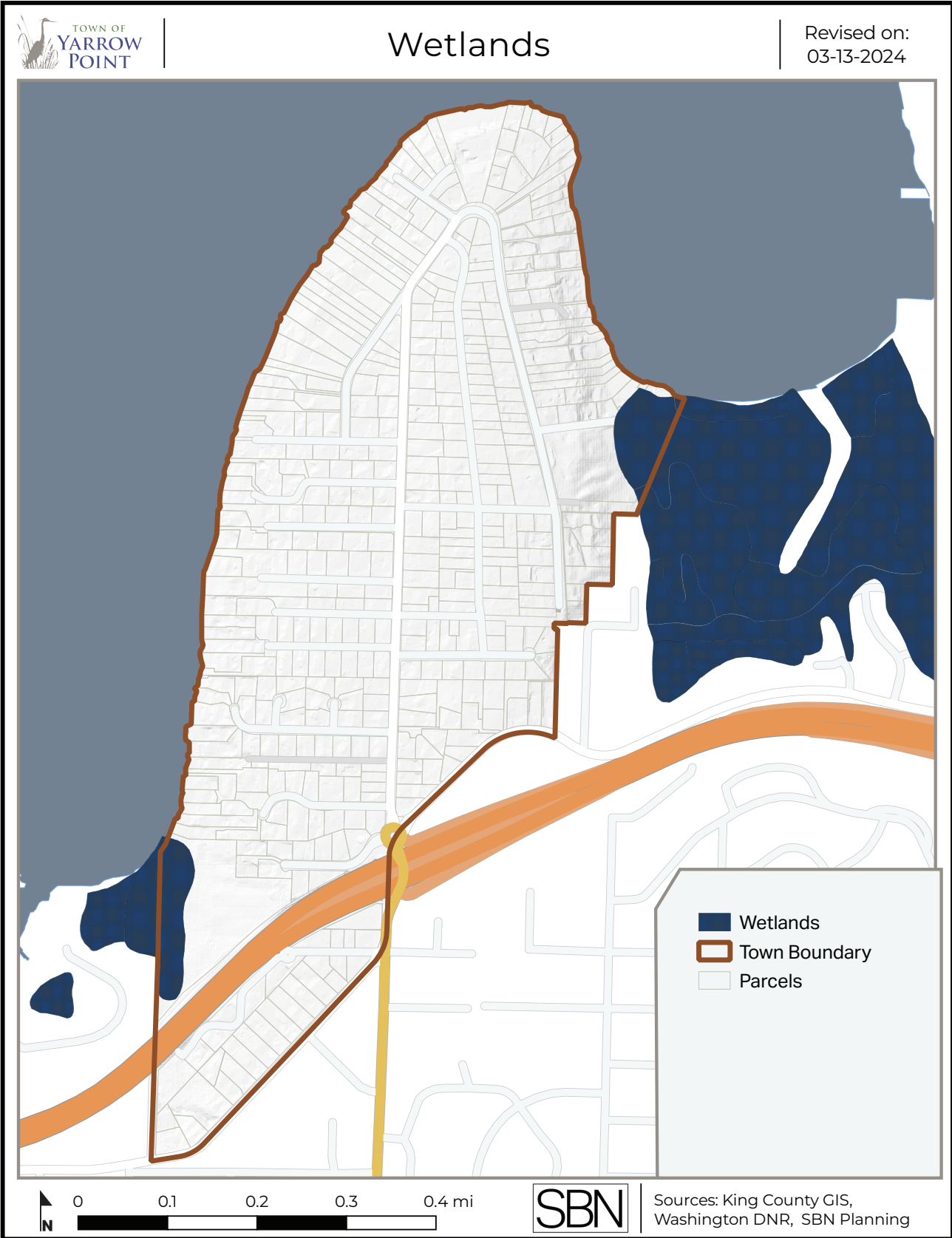


Figure 57. Map of Wetlands (SBN, 2024)

Yarrow Point Tree Regulations

The preservation of a substantial number of trees in our region is crucial due to their role in absorbing carbon dioxide and storing carbon in their biomass. Unlike many other plants, trees can store more carbon and retain it for longer periods due to their larger size, density, and longer lifespan.

In alignment with goals in the Yarrow Point Comprehensive Plan, it is advisable to review and potentially revise the Yarrow Point Tree Regulation in consideration of more canopy retention. By aligning with the broader regional trend, Yarrow Point can enhance its commitment to environmental

stewardship and carbon sequestration. Review of the existing Private and Public property tree codes to align with long term goals of canopy retention will be part of the long range climate planning projects associated with HB1181 compliance.



Figure 58. Wetherill Nature Preserve (Smith, 2023)

6.4 Climate Change Goals and Policies

Goal 1: Promote building types that conserve energy and limit greenhouse gas emissions.

- **Policy 1.1:** Support reductions of energy use in existing buildings and limit emissions growth in new buildings.
- **Policy 1.2:** Reduce GHG emissions through energy efficiency and the use of low-carbon energy sources in buildings and site and infrastructure development. Support the State's goal to construct energy-efficient homes and buildings that achieve the goal of building zero fossil-fuel greenhouse gas emission homes and buildings by the year 2031 (RCW 19.27A.020).
- **Policy 1.3:** Consider creating incentives to encourage increased energy efficiency and the use of sustainable building methods and materials, such as those specified under certification systems like LEED, Built Green, Salmon-Safe, Evergreen Sustainable Development Standard, Green Globes, and Living Building Challenge.
- **Policy 1.4:** Promote the adaptive reuse and remodeling of existing buildings recognizing the emission-reduction benefits of retaining existing buildings instead of building new ones.
- **Policy 1.5:** Whenever plausible, use green stormwater infrastructure and low-carbon materials when designing and building infrastructure when feasible.
- **Policy 1.6:** Apply for grants to develop technical assistance to help owners retrofit older buildings for energy conservation and the use

of new technologies, such as solar power.

- **Policy 1.7:** Promote tax incentives available for the renovation of older buildings.

Goal 2: Promote building types that conserve energy and limit greenhouse gas emissions.

- **Policy 2.1:** Support alternative energy sources.
- **Policy 2.2:** Evaluate the removal of existing barriers in the municipal code that limit the expansion of solar panels on private and public property such as height limits and setback restrictions.
- **Policy 2.3:** Support and remove existing barriers in the municipal code that limit the expansion of green roofs on private and public property.
- **Policy 2.4:** Encourage installation of distributed energy resources, which are small-scale power generation technologies, typically in the range of 3 to 10,000 kW, located close to where electricity is used to provide an alternative to or an enhancement of the traditional electric power system.
- **Policy 2.5:** Aim to develop regulations that provide solar access or solar easements to ensure that solar systems are not blocked or made less efficient by development on neighboring properties.
- **Policy 2.6:** Review the feasibility of purchasing power from renewable sources or direct a portion of town utility payments toward investments in renewable energy.

Goal 3: Promote economic activity that is in line with community values.

- **Policy 3.1:** Encourage community gardens and community-supported agriculture (CSA).

Goal 4: Support policies and plans that protect residents of Yarrow Point through Emergency Management and Hazard Mitigation best practices.

- **Policy 4.1:** Implement the Hazard Mitigation Plan recommendations for assessing the capabilities of the town to deal with severe weather events
- **Policy 4.2:** Identify areas where urban heat island effects will be greatest and target these areas for additional tree planting.
- **Policy 4.3:** Encourage the use of green roofs and green walls, cool roofs, cool pavement, and additional landscaping in these areas.
- **Policy 4.4:** Consider the creation of a Hazard Mitigation Plan with actions related to heat waves, including education, training, and outreach efforts.

Goal 5: Preserve environmental characteristics that help mitigate the impacts of climate change on Yarrow Point.

- **Policy 5.1:** Promote development in a manner that protects existing vegetation and hydrologic features.
- **Policy 5.2:** Preserve existing vegetation and encourage planting species that can withstand our changing climate.
- **Policy 5.3:** Encourage the reduction in lawn areas.

- **Policy 5.4:** Encourage the use of native plants to provide habitat for native species that are in decline.
- **Policy 5.5:** Protect and expand the town's tree canopy for stormwater management as well as carbon sequestration.
- **Policy 5.6:** Protect lands bordering Yarrow Point and adjacent communities that are in a natural state through the use of cooperative and interlocal agreements.
- **Policy 5.6:** Encourage methods of landscape design and maintenance and agriculture that reduce or eliminate the use of pesticides, herbicides, and synthetic fertilizers. Provide education to private property owners and their representatives.

Goal 6: Support the health and well-being of all residents in Yarrow Point.

- **Policy 6.1:** Consider using tools such as health impact assessments to improve the health of the community's lifestyle and living.

Goal 7: Improve air quality for present and future generations and reduce the impacts of climate change by reducing greenhouse gas (GHG) emissions.

- **Policy 7.1:** Look into Removing barriers and support new initiatives that reduce greenhouses gasses.

Goal 8: Protect the public interest and involve citizens in climate change decision-making actions.

- **Policy 8.1:** Develop and improve a Communications Plan to keep residents informed of local conditions.

- **Policy 8.2:** Provide ongoing public outreach to educate the community and build support for measures to reduce GHG emissions and adapt to the impacts of climate change.
- **Policy 8.3:** Engage with groups that educate residents and businesses on the science of climate change, the risks associated with it, the benefits of climate action strategies, the potential impacts that behavior changes by individuals and businesses can have, and the cost of delaying actions.

Goal 9: Assist vulnerable populations who are disproportionately affected by the impacts of climate change. These populations include the elderly, very young, and disabled populations.

- **Policy 9.1:** Support programs that increase the health and well-being of residents.
- **Policy 9.2:** Consider the addition of a cooling station at Town Hall for the elderly and those without air conditioning.

Goal 10: Encourage and create opportunities for alternative transportation options to reduce greenhouse gas emissions.

- **Policy 10.1:** Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low-carbon transportation choices.

Goal 11: Encourage facilities that support the adoption and use of electric vehicles.

- **Policy 11.1:** Support or provide incentives for electric vehicle charging stations.

- **Policy 11.2:** Consider requiring the installation of charging equipment in new and remodeled developments.

Goal 12: Find methods to reduce waste production and streamline waste management practices.

- **Policy 12.1:** Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.
- **Policy 12.2:** Collaborate with other municipalities to reduce waste streams.
- **Policy 12.3:** The town should support second-use markets and repurposing/resale of used goods.
- **Policy 12.4:** Promote eco-development, in which a waste stream from one development becomes the raw material for another.
- **Policy 12.5:** When structures are demolished, encourage the deconstruction of buildings and reuse of salvageable material.

Goal 13: Strive to preserve and protect water resources.

- **Policy 13.1:** Retain any existing publicly owned open surface water systems in a natural state and undertake programs to rehabilitate any degraded conditions.
- **Policy 13.2:** Maintain and improve surface water quality as defined by state and federal standards.
- **Policy 13.2:** Promote soil stability and use of natural drainage by encouraging the retention of existing native vegetation near water and slopes.

- **Policy 13.3:** Review and update necessary stormwater drainage regulations to ensure they meet State standards for the protection of fish species listed in the Endangered Species Act (ESA).
- **Policy 13.4:** Restrict surface water runoff rates, volumes, and quality to predevelopment levels for all new development and redevelopment projects.
- **Policy 13.5:** Minimize and control soil erosion during and after construction through the use of best management practices and appropriate development regulations.
- **Policy 13.6:** Update Yarrow Point's Stormwater Management Plan to have capacity for severe winter rainstorm events and control stormwater collection and distribution.

Goal 14: Promote zoning standards that meet environmental and equity standards as established by the community.

- **Policy 14.1:** Support the development of ADU and DADUs.
- **Policy 14.2:** Support Middle Housing development.

Goal 15: Develop regulations in line with reducing electricity use.

- **Policy 15.1:** Consider regulations for outdoor lighting that reduce electrical usage by directing the light where needed and matching the lighting intensity to the need, as well as encouraging or requiring energy-efficient light fixtures or smart lighting technology.

Goal 16: Establish policies for GHG reduction and climate change adaptation that benefit multiple town goals.

- **Policy 16.1:** Prioritize the implementation of policies that have multiple co-benefits such as reducing emissions, sequestering carbon, enhancing resilience, improving salmon recovery, promoting economic development, promoting equity and justice, providing cost savings, providing ecosystem services, protecting tribal treaty rights, improving public health and well-being, improves air quality, or building community knowledge.

Goal 17: Align policies and implementation with other organizations, municipalities, regional organizations, and regulations.

- **Policy 17.1:** The town may collaborate with other government agencies such as the Puget Sound Regional Council, the Puget Sound Clean Air Agency, the State Department of Ecology, Snohomish County, King County PUD, other cities, and the private sector to develop meaningful strategies for addressing climate change and GHG reductions.
- **Policy 17.2:** The town should consider updating the Climate Action Plan for Municipal Operations and create a Hazard Mitigation Plan by adopting GHG emission reduction goals for town operations, and identifying the actions the town plans to take to reduce GHG emissions and adapt to the impacts of climate change. The Plan should include benchmarks and metrics for use in monitoring implementation and results.

- **Policy 17.3:** The town may inventory community-wide GHG emissions, and develop a Yarrow Point Climate Action Plan that includes goals and recommended actions for community-wide GHG reductions, measures to adapt to the impacts of climate change, responsibility for implementation of the measures, and benchmarks and metrics for monitoring the implementation of the plan.
- **Policy 17.4:** Consider developing a Climate Action Plan that address cost-effective mitigation actions that are focused on reducing GHG emissions and adaptation actions that are focused on policy and operational responses to the effects of climate change.
- **Policy 17.5:** Strategies for adapting to the impacts of climate change should consider both the cost of implementing actions and the cost of inaction.
- **Policy 17.6:** Continue to identify the community's vulnerabilities to the impacts of climate change and responses as new information is developed.
- **Policy 17.7:** Support federal and state action to reduce greenhouse gas (GHG) emissions.
- **Policy 17.8:** Partner with utilities on community-wide energy efficiency projects.

7. Parks, Recreation, and Open Space

7.1 Introduction

Purpose

The purpose of the Parks and Recreation element is to comprehensively outline the current state of Yarrow Point's parks, trails, open spaces, and recreational facilities. It aims to address the existing level of need, plan for future levels of need, and formulate a set of goals accompanied by corresponding policies. This section serves as a guiding framework for developing and managing park and open space lands while also considering the costs associated with trail upkeep, open spaces, and park facilities. It emphasizes the coordination

of community services and identifies potential opportunities for funding and partnerships.

Yarrow Point currently does not have a comprehensive Parks, Recreation, and Open Space Plan (PROS). Recognizing this need, this chapter within the Comprehensive Plan serves as a starting point for pursuing a PROS Plan. It identifies future goals and objectives that will guide the development of the PROS Plan. It creates an inventory of the existing park facilities,



Figure 59. Morning Side Park Recreational Court (Smith, 2023)

providing a clear understanding of the current state and potential areas for improvement. Through these efforts, the chapter paves the way for the development of a comprehensive PROS Plan, which will further enhance the management and utilization of parks, recreation, and open spaces in Yarrow Point.

This document builds upon previous plans, such as the Trails Master Plan completed in 2013, and takes into account the need for additional information to secure funding through Washington State Recreation and Conservation Office (RCO) grants. By incorporating the necessary details and strategies, this document positions Yarrow Point to effectively pursue applications for competitive funding in the future, increasing the likelihood of success.

Planning Context

The Washington State Growth Management Act (GMA) outlines specific goals and mandates concerning parks and open spaces. As outlined in the GMA, comprehensive plans have a set planning goal to: "Retain open space and green space, enhance recreational opportunities, enhance

fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities." - RCW 36.70A.020(9)

RCW 36.70A.070(8) details comprehensive plan requirements for a park and open space element.

This includes:

- A forecast of park and recreation demand for a minimum of ten years.
- An assessment of facility and service needs.
- An evaluation of tree canopy coverage within the urban growth area.
- An exploration of opportunities for inter-governmental collaboration, focusing on regional solutions for park and recreation demands.

Beyond its obligations under the Growth Management Act (GMA), Yarrow Point must also adhere to the standards set by the Countywide Planning Policies (CPPs) for King County and the Multi-county Planning Policies (MPPs) formulated by the Puget Sound Regional Council (PSRC), as documented in VISION 2050. These policies mandate that jurisdictions not only identify but also establish and safeguard areas designated for recreation, open space, and environmental conservation. The CPPs specifically urge cities

within King County, such as Yarrow Point, to create and implement policies and programs dedicated to conserving and managing open space lands and corridors, especially those within Urban Growth Areas.

Emphasizing the importance of regional collaboration, Vision 2050 Policy MPP-En-12 directs local governments in the PSRC's four-county area to "Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries." This policy underscores the significance of a unified approach in managing and enhancing open spaces that extend beyond local municipal limits. The Town previously addressed this policy solely through its trail plan, which links the surrounding communities.

Benefits of Parks and Open Space

Surrounded by the shores of Lake Washington, Yarrow Point is a residential community, home to a little over 1,135 residents who cherish its scenic beauty. The Town boasts a variety of unique outdoor spaces, each offering a distinct

experience. Among these are Morningside Park, Sally's Alley, Road End Beach, a non-motorized boat launch at the end of NE 42nd Street, and the Wetherill Preserve. These areas provide a blend of recreational activities, preserved lands, and open public spaces, contributing to the high quality of life Yarrow Point residents enjoy.

The network of parks and trails in Yarrow Point plays a fundamental role in enriching the community's lifestyle and health. These trails are integral in connecting the town, facilitating easy access to various parks, and enhancing mobility for residents. Beyond convenience, they foster community engagement by providing spaces where neighbors can meet and interact. The well-maintained parks are not just venues for exercise and leisure but also serve as havens for relaxation and mental well-being. These green spaces are pivotal in preserving natural habitats, nurturing the local ecosystem, and benefiting all inhabitants of Yarrow Point.

7.2 Existing Facilities and Needs

As required by the State of Washington, this chapter must identify existing park facilities, anticipate future needs, and plan for the needs of current and future residents. Without a comprehensive PROS, this document serves a key role as a guiding policy framework for parks, recreation, and open space planning in Yarrow Point. By incorporating the perspectives of the community and taking into account anticipated changes and requirements, this document ensures that the parks and recreation system in Yarrow Point is planned and developed in a manner that meets the evolving needs of the town's residents. It lays the groundwork for sustainable and inclusive parks and recreation infrastructure that will benefit present and future generations.

Park Classifications

The following terms and their definitions serve to better assess park facilities and their level of service. While they don't comprise formal levels of service standards, they support a thoughtful analysis of existing conditions and what future development may be considered. The following classifications only cover those parks currently found in Yarrow Point, while others that refer to

larger and more broad-reaching parks are not suitable for the current land use conditions of the Town. These terms are derived from the National Recreation and Park Association and are considered standard in PROS planning.

Neighborhood Park:

Neighborhood Parks are designed to offer convenient access to basic recreational activities and opportunities for nearby residents. They are typically located within a half-mile walking distance. These parks provide passive, multi-use spaces that accommodate various recreational activities based on site conditions and compatibility. Amenities found in neighborhood parks may include multi-use fields and courts, play equipment, trails, picnic areas, and open spaces. They emphasize the value of open space and are not primarily intended for extended stays, highly programmed activities, or large rental or permit-required spaces. Neighborhood parks prioritize open space over parking and encourage visitation through pedestrian and bike networks. Restroom facilities are typically not available in these parks as they primarily serve the immediate neighborhood.

Mini-Park:

Mini-parks, typically less than one acre in size, are designed for passive recreation or to house specialized facilities catering to a specific segment of the population, such as children or senior citizens. Often referred to as "pocket parks," these small recreational areas aim to serve the local community, ideally positioned to be accessible to residents within a quarter-mile radius. The design and location of mini-parks, particularly those offering amenities for young children, place a significant emphasis on ensuring safe access and acknowledging the importance of safety in areas frequented by vulnerable groups.

Paths:

Paths within a park are designated routes for pedestrians or bicyclists. The surfaces of these paths can vary based on environmental sensitivity and usage levels. They may be constructed using soft or pervious materials, such as gravel or natural surfaces, to minimize environmental impact.

Alternatively, paths can be made of hard or impervious materials, such as asphalt or concrete, for increased durability and accessibility. In some cases, boardwalks may be used to traverse wet or sensitive areas. The selection of path surfaces depends on factors like park design, visitor needs, and environmental considerations.

Multipurpose Trails:

Multipurpose trails are paths that accommodate various modes of transportation and recreational activities. These shared-use paths are typically located within a right-of-way or a linear park. To ensure safety, multipurpose trails are often separated from vehicular traffic by open spaces or physical barriers. They allow for two-way travel, accommodating bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users in compliance with Town regulations.

See the next page for a map of these park facilities and classifications.

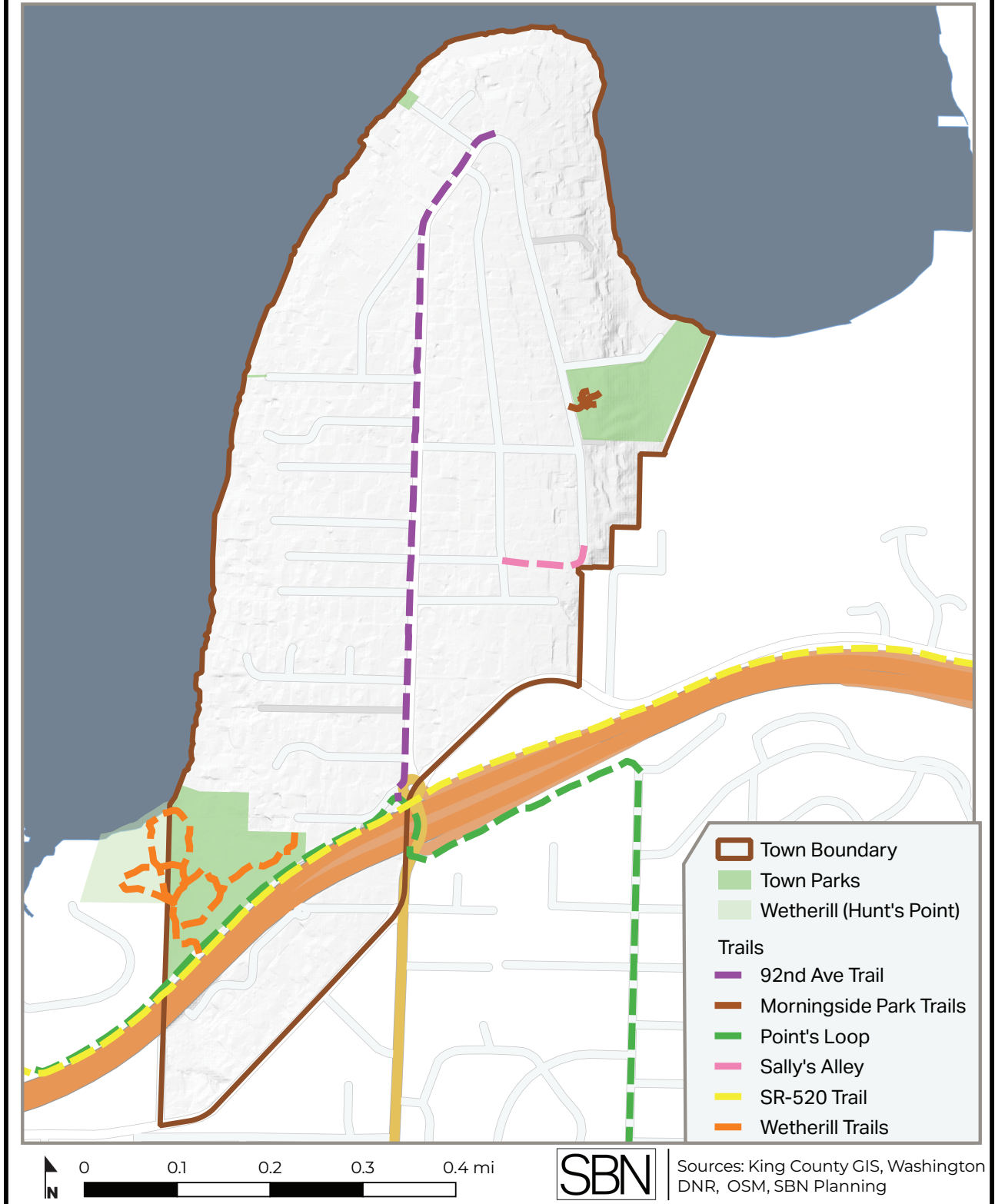


Figure 60. Map of park facilities and classifications

7.3 Parks and Preserves

Morningside Park

- Location: 4030 95th Ave NE, Yarrow Point, WA
- Classification: Neighborhood Park
- Size: 7.85 Acres
- Features and Facilities: Town hall, pickleball court, playground, event lawn, 9 parking spaces, wetlands

In 1913, George F. Meacham set aside around two acres of land for a park in Yarrow Point. Over time, the Town acquired an additional five and a half acres adjacent to the park's southern side with state participation. Another acre was purchased on the north side five years later. The Town Hall was subsequently built within the original Meacham Park on 95th Avenue NE. These three parcels collectively form Morningside Park, situated on the east

side of the Town, offering a view of the morning sun.

The park comprises two distinct zones: an original hillside area with trees and vegetation, and a three and a half-acre section of exposed lake bottom resulting from the 1916 lowering of Lake Washington.

In addition to Town Hall, the park offers some recreation facilities including a pickleball court, playground, and open lawn that can be used for events or recreation.

In 2012, the Town partnered with Friends of the Cedar River Watershed (FCRW) to develop and implement a vegetation management plan to better control invasive plants and support native flora. Since then, the Town and its community have worked diligently to eradicate invasive species and plant native plants



Figure 61. Morning Side Park Playground (Smith, 2023)

Road End Beach

- Location: NE 47th St, Yarrow Point, WA
- Classification: Mini-Park
- Size: 0.23 Acres
- Features and Facilities: Dock

and can be easily reached from the street via a stairway and ramp. Residents can enjoy a grassy area and the Town dock that are provided for their use.

The street end of NE 47th, which was once used as part of the mosquito fleet ferry service, encompasses an area of approximately 10,000 square feet. This space serves as a public access point to the shoreline and waters of Lake Washington. Since the Town's incorporation, this area has been maintained as a swimming beach



Figure 62. Road End Beach (Smith, 2023)

Street End - NE 42nd Street Lake Access

- Location: Western terminus of NE 42nd St
- Classification: Mini-Park
- Size: 0.06 Acres
- Features and Facilities: Boat launch

The end of NE 42nd Street marks the location where a pier for the early-day mosquito fleet used to stand. This area serves as a public right-of-way and offers access to the lake, primarily for launching hand-carried watercraft. The Town is actively examining various options to enhance public access to this space while also undertaking environmentally-friendly shoreline restoration efforts.



Figure 64. Street End Park (Ellis, n.d.)



Figure 63. Street End Park (Ellis, n.d.)

Wetherill Nature Preserve (Neighborhood Park)

- Location: Points Loop Trail, SW Yarrow Point
- Size: 16 Acres
- Features and Facilities: Trails, wetlands

The Wetherill Nature Preserve is located at the southwest end of Yarrow Point, situated between Cozy Cove and State Route 520. This 16-acre preserve was generously gifted to the Towns of Yarrow Point and Hunts Point in 1988 by Sidonia Wetherill Foley and Marjorie Wetherill Baird, descendants of a pioneer Seattle family. The preserve is dedicated to serving as a nature retreat, allowing humans to connect with nature and appreciate the undisturbed lives of birds,

small animals, and native flora. The legal documents establishing the Nature Preserve also created a five-person commission responsible for administering the preserve in accordance with the donors' intentions. The commission consists of two residents from each town and one representative from the surrounding community. In recent years, the preserve has seen the addition of new trails and a diverse range of native plantings. Dedicated volunteers continue to oversee and maintain this precious gem along Lake Washington. It is worth noting that a portion of the preserve contains a wetland. The Preserve trails offer a walk through the wetland, access to a meadow, and views of Cozy Cove, facilities and features more typical among neighborhood parks in the area.



Figure 65. Wetherill Nature Preserve (Smith, 2023)

7.4 Trails and Paths

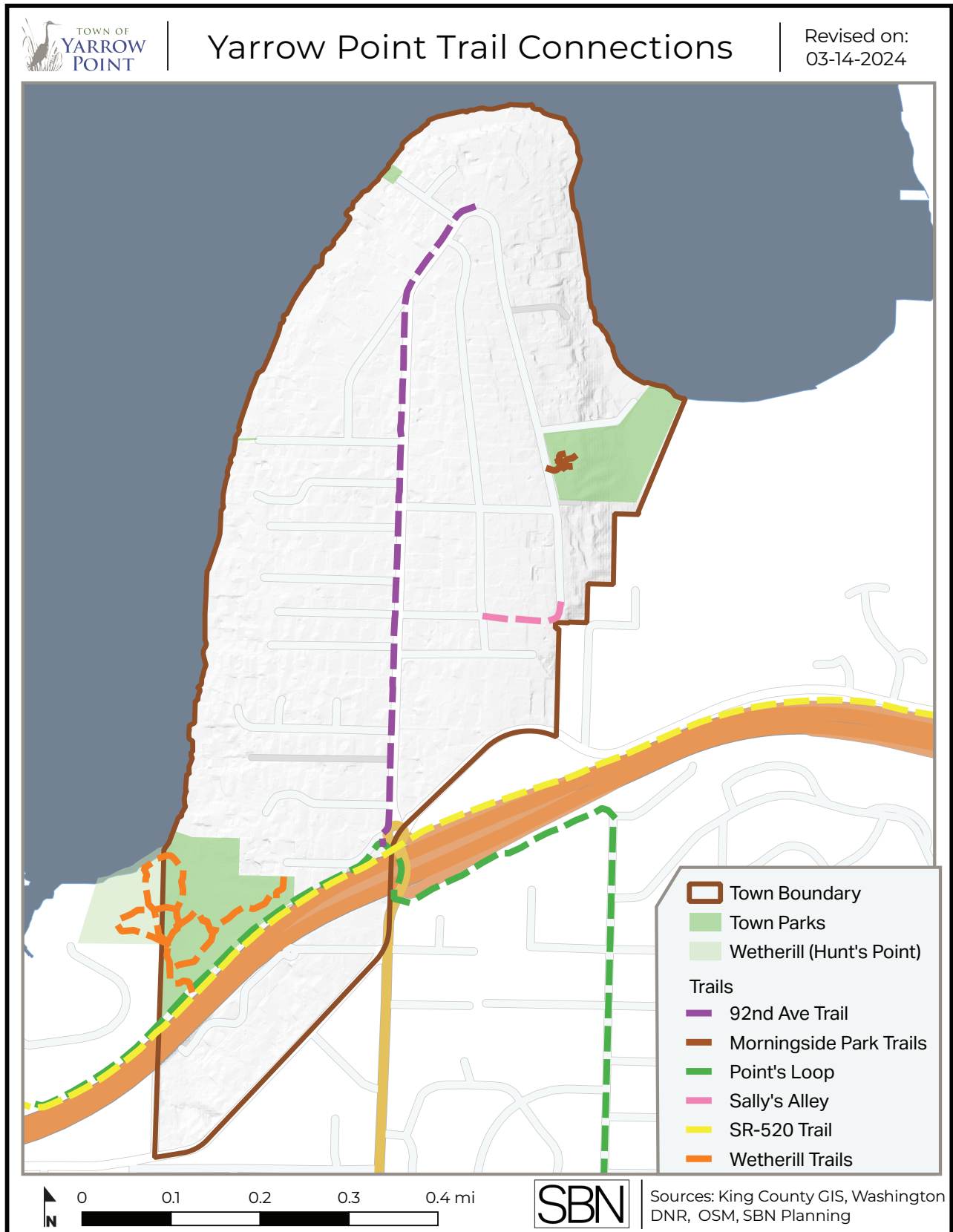


Figure 66. Map of Trail Connections (SBN, 2024)

SR-520 Trail

The State Route 520 Trail passes through Yarrow Point via the State highway, connecting the Town to Montlake to the west and Kirkland to the east. A paved and multi-use urban trail, the SR-520 Trail offers high regional connectivity into and out of Yarrow Point. The trail runs alongside part of the Points Loop Trail, and users will find connections to the Wetherill Nature Preserve and the 92nd Avenue Trail.



Figure 68. SR-520 Trail (Smith, 2023)



Figure 67. Entrance to SR-520 Trail (Smith, 2023)

Sally's Alley

Sally's Alley is a local gem in Yarrow Point that remains largely unknown to residents outside of the Town. It is challenging to find and access the alley and trail due to obscured entry points and a lack of clear signage. At both ends of the alley and trail, private driveways dominate the landscape, making it less noticeable to passersby. The alley features an existing trail, providing a unique pathway for pedestrians. Along the trail, several significant trees add to the natural beauty of the area. It's important to note that Sally's Alley does not provide facilities or equipment for active recreation. In 2023, parking was prohibited in Sally's Alley and efforts are ongoing to improve the open space.



Figure 72. Sally's Alley Signage (Smith, 2023)



Figure 71. Sally's Alley (Smith, 2023)

7.5 Parks Needs Assessment

Levels of Service

The parks system levels of service concept is to invest in the park system at a rate that current residents enjoy. The “base” LOS is the minimum standard the system is designed to meet, and the “target” LOS is an aspirational figure to strive to meet if resources allow. The Town does not currently have an adopted Parks LOS, but may choose to pursue one as part of a comprehensive PROS planning process or as an implementation goal of this Comprehensive Plan.

The capital improvement program in the Capital Facilities Element is designed to achieve Developed Park Acres. Developed Park Acres refers to improving the capacity of Yarrow Point parkland for public use to achieve intended park standards, whether for active, passive, or conservation purposes. The parkland classification or service area may be regional, community, neighborhood, urban, natural area/greenway, linear park/trail, garden/gateway, or special use. Examples of development include but are not limited to, expanding the size of a playground, adding a restroom to a park, adding paths or picnic facilities to an undeveloped property, providing a community garden or dog park on an unimproved portion of a park, and other similar efforts.

Needs Assessment

A full 100% of Yarrow Point parcels are within a half-mile buffer of either Morningside Park or the Wetherill Nature Preserve, both analyzed as Neighborhood Parks, given Wetherill’s low-impact recreation access and size. When analyzing walkshed, given that the Town is split by SR-520, five parcels fall outside of a half-mile walk to a neighborhood park in Yarrow Point. A further 92% of parcels are within a quarter-mile buffer of the Mini-Parks, but just 63% live within a quarter-mile walk of a mini-park. Given the walkability of Yarrow Point and the community’s support of greenspaces for active and passive recreation, these results imply that Yarrow Point is well-served by its existing parks system, but there is room for improvement. Without a formal LOS Standard, these numbers only serve as a coarse picture of Yarrow Point’s parks service levels. Future LOS Standards may want to consider the number of households within each park’s catchment or acres per capita as measures of service levels.

Yarrow Point is a largely residential community where the landscape has been thoughtfully developed to its current capacity. While there is capacity to add more units, in line with recent state housing legislation,

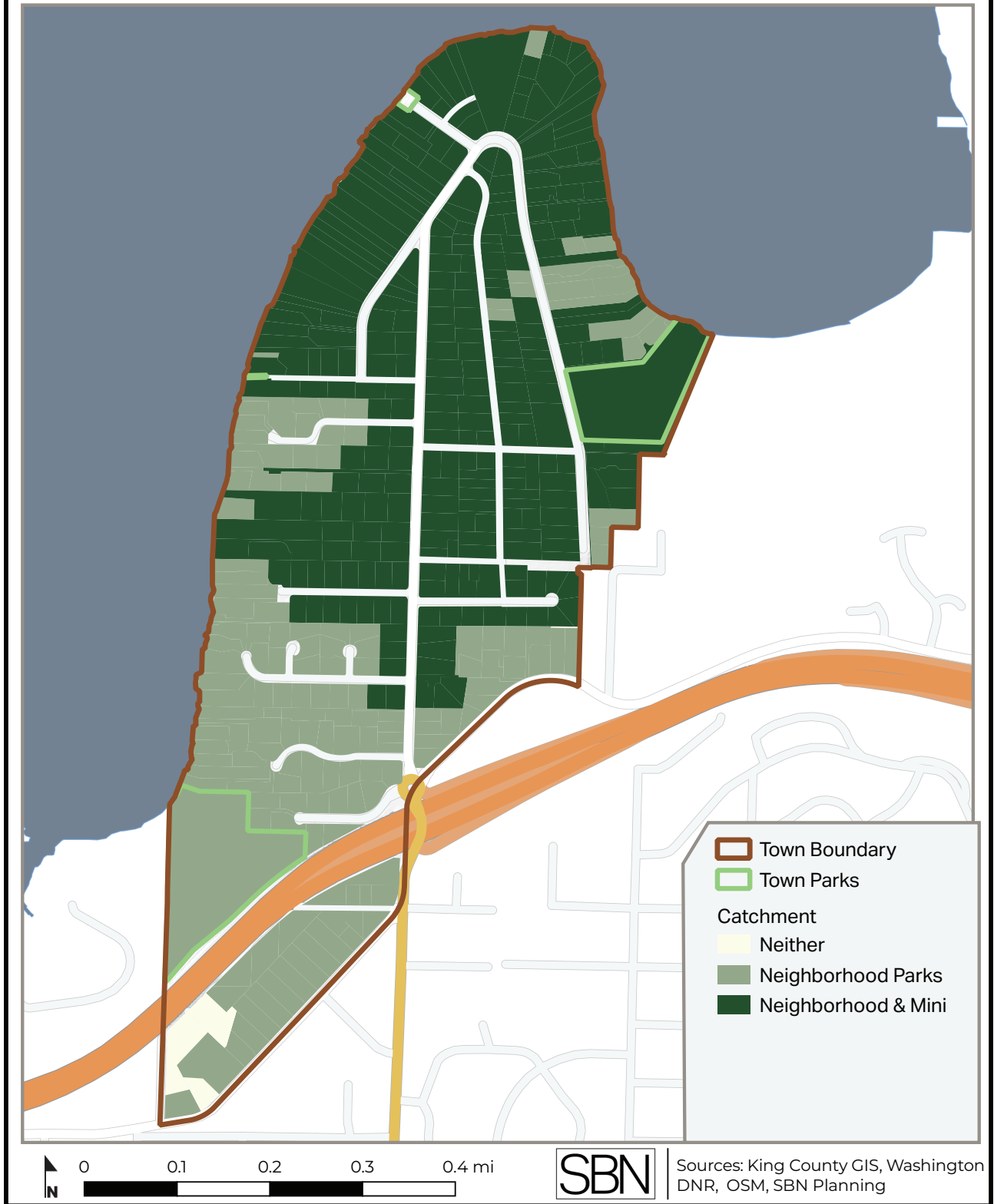


Figure 76. Map of Walkability and Catchment

there is not much vacant land to develop new parks. Future park development will likely have to focus on any possible partnerships, easements, or dedications of land to expand the parks system. In the meantime, this presents an opportunity to focus on enriching the quality and diversity of the existing open spaces and recreational facilities.

Other Measures of Quality

A future PROS Plan can help identify additional measures to establish an effective and efficient park and recreation system. This includes defining minimum standards for park classifications, establishing maintenance standards, and implementing operational guidelines. By developing these standards, the PROS Plan can ensure the smooth functioning of the park and recreation facilities, enhance user experiences, and promote the system's long-term sustainability.

Public Engagement

As part of the comprehensive plan update, the public engagement phase included gathering feedback from residents about their views on the town's parks, recreation, and open spaces. The survey focused on evaluating the community's perception of the quality and accessibility of local parks as well as an

open-ended question for more detailed responses on parks and recreation planning.

The results of the survey revealed a strong community interest in the town's parks and public spaces, a positive indication of the residents' engagement with their local environment. This interest is especially notable among families with children under 18, who express appreciation for the accessibility of these spaces. Feedback from these families highlighted areas for potential enhancement in Yarrow Point's parks and recreation facilities, including opportunities for more playgrounds, additional public water access points, expanded sports facilities, and increased ADA-compliant amenities. The survey responses suggest that families with children are particularly attuned to the benefits of well-equipped and accessible recreational spaces.

How Important is Access to Parks/Public Spaces?

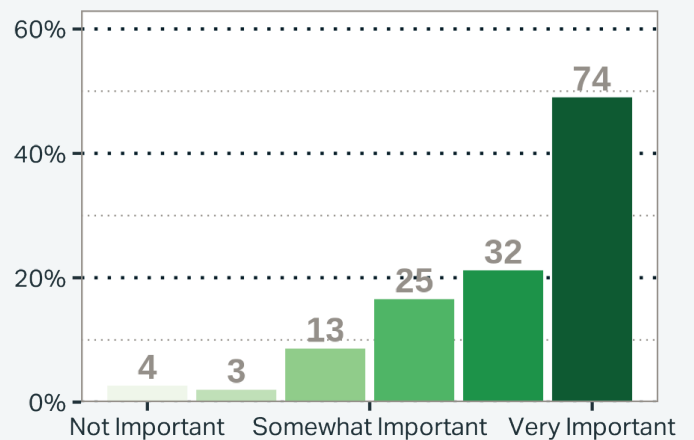


Figure 77. How Important is Access to Parks/Public Spaces? (SBN, 2023)

7.6 Parks, Recreation, and Open Space

Goals and Policies

Goal 1: Foster a vibrant and inclusive community through thoughtfully designed public spaces and programs.

- **Policy 1.1:** Provide a park system that allows for residents to be active year-round and supports public health in the community.
- **Policy 1.2:** Make parks, including playgrounds and restrooms, ADA accessible and inclusive where possible.
- **Policy 1.3:** Encourage universal design of parks and trail facilities. Universal design intends to design environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
- **Policy 1.4:** Consider environmental supports and practices to foster inclusivity for all community members to ensure that everyone can fully participate and enjoy the town's facilities.
- **Policy 1.5:** Recognize that Yarrow Point parks are the main provider of community event spaces and activities. Increase special events in the town surrounding and districts to bring the community together and celebrate.

Goal 2: Enhance and sustain high-quality, accessible, and environmentally responsible parks and trails system in response to community growth and needs.

- **Policy 2.1:** Adopt a level of service addressing park and trail quantity, park distribution, and investment levels to meet the needs of Yarrow Point's growing community.

- **Policy 2.2:** Maintain and develop recreation facilities that support the existing land use and respond to any changes in land use when they arise.
- **Policy 2.3:** Prioritize investments that improve accessibility and promote an active lifestyle for its residents.
- **Policy 2.4:** Within park sites, provide for active and passive park elements consistent with park classifications, site conditions, master plans, and community engagement results.
- **Policy 2.5:** Evaluate each park site to continually update long-term maintenance needs and include capital improvements for each site that will enhance the use and value to the community, the neighborhood, and customers of the park.

Goal 3: Improve access to recreational amenities throughout the community by adding more amenities, and creating better connections through trails, sidewalks and bike lanes.

- **Policy 3.1:** Develop trails and greenways in the Town to connect the community to parks, waterways and other attractions and that allows residents to move safely in areas with traffic.
- **Policy 3.2:** Improve the signage to parks and trails in the Town to encourage greater use and access to parks, recreation facilities, and attractions.

Goal 4: Conserve open space and protect critical areas in the park system.

- **Policy 4.1:** Create design and maintenance standards that include environmental stewardship and sustainability. Prioritize strategies that conserve resources including water (e.g., drought tolerant plants, native plants).
- **Policy 4.2:** Manage park lands to protect the functions and values of ecosystems, protect wildlife corridors, and maintain compatibility with adjacent land uses.
- **Policy 4.3:** Acquire and preserve special or unique lands for future generations.
- **Policy 4.4:** Support water enjoyment opportunities that provide for recreational use or visual access to the shoreline for the general public.
- **Policy 4.5:** Adopt and enforce a Critical Areas Ordinance to preserve and maintain critical areas in the Town. Apply the best available science to ensure a high-quality ordinance.

Goal 5: Establish, replace, and maintain trees in parkland and rights of way recognizing clean air, shade, and habitat benefits.

- **Policy 5.1:** Ensure the town's public property tree code reflects changes in the community over time.
- **Policy 5.2:** Endeavor to Develop a plan for the maintenance of street trees planted by the Town and tree canopy in Town parks.

- **Policy 5.3:** Maintain or improve tree canopy in Yarrow Point's parklands and streetscapes. Prioritize canopy enhancement projects in areas that have the lowest canopy cover. Strategically and equitably implement tree canopy in areas with higher heat island effects.
- **Policy 5.4:** On parklands and streetscapes, treat or remove diseased trees, trees posing safety hazards, or trees that are at the end of their lifespan consistent with professional standards and environmental regulations. Provide for tree replacement or establishment in suitable locations.

Goal 6: Sustainably fund the Parks and Recreation System through the effective use of all available revenue resources and prioritize spending in accordance with this Plan.

- **Policy 6.1:** Develop strategies for increasing park funds and access through fundraising, estate gifting, contracts, interlocal agreements, organizational partnerships, and community sponsors.
- **Policy 6.2:** Prioritize capital facility investments that support the preservation, stewardship, and maintenance of existing PROS facilities.
- **Policy 6.3:** Create and implement new funding sources needed to meet the needs of the parks and recreation services, and to maintain a quality park and recreation system in a sustainable manner.
- **Policy 6.4:** Seek committed partners and volunteers to support the operations of the Parks.

- **Policy 6.5:** Explore additional funding opportunities to support annual maintenance and operations improvements.
- **Policy 6.6:** Establish service standards to share clear expectations regarding maintenance and operation of facilities.

Goal 7 Encourage public participation and communication in the development of programs, parks, facilities, and trails.

- **Policy 7.1:** Encourage public participation in the planning and design of parks, facilities, and trails.
- **Policy 7.2:** Inform the community and news media of events, and opportunities to participate meaningfully in planning for parks.
- **Policy 7.3:** Promote volunteerism to enhance community ownership and stewardship of the Yarrow Point park system.

Middle Housing (HB1110 Integration)	STAFF REPORT
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Presented by:	Town Planner
Exhibits:	Gap Analysis

Summary:

The State Legislature passed multiple housing bills, all designed to increase the range of allowable housing types within cities along with historic housing appropriations. Read together, all of these bills require cities to allow a broader variety of housing types in residential areas. They also require cities to transition from discretionary design review to a more predictable administrative process.

[HB 1110](#) - For Yarrow Point: allow middle housing in 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.

The Town planner at the direction of council at the June 2023 regular meeting, has applied for the middle housing grant and started reviewing relevant documentation for conducting the gap analysis. The jurisdiction has been awarded a \$35,000 grant to implement the requirements of HB1110 and HB1337. The final contract, budget, and scope will be provided to the council when they are received from COM. The grant funding can be used to cover any efforts associated with the work starting in July of 2023. The work must be completed, and ordinances adopted by June 2025.

Staff has created a public engagement plan and project timeline as required by the grant, and is providing a gap analysis to the planning commission before subsequent presentations to council.

Resources

- [WA Department of Commerce Middle Housing Website](#)

Action Items

- Staff Presentation on Middle Housing (15 min)



Town of Yarrow Point

Middle Housing Gap Analysis

HB1110 and HB1337

Introduction

During the 2023 state legislative session a housing bill was passed and signed into law which applies to the Town of Yarrow Point and requires that the Town implement a range of changes to its development regulations. This document outlines the state requirements, and calls out places in our regulations, policies, and various documents where we will need to implement changes to be compliant with the new state level legislation.

[HB 1110](#) - For Yarrow Point: allow middle housing in 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.

High level Implications

The new legislation requires that the jurisdiction allow at least two housing units per lot in a range of configurations on all areas previously zoned for single family. Additionally, accessory dwelling units may be sold separately from the main house, there is a reduction in required onsite parking, and an increase in accessory dwelling unit square footage. When applicable any design criteria must be objective, applied uniformly across single family and middle housing types, and is subject only to administrative review.

If the Town does not adopt its own development regulations the State's model ordinance shall be in effect. These ordinances allow for more than the minimum requirements under the legislation.

Table of Contents

Introduction	1
High level Implications	1
Table of Contents	2
Gap Analysis:	3
State Deadline	3
HB1110 Requirements	3
Jurisdiction Category	3
Community Outreach and Engagement	3
Housing Typologies	3
Lot Subdivision	4
Permitting and Review	4
Parking	4
Critical Areas	4
HB1337 Requirements	5
Unit Requirements	5
Ownership and Occupancy	5
Building and Site Characteristics	5
Critical Areas	6
Parking	6
Required Changes and Updates	7
Code Updates (Includes Municipal, Stormwater, and Shoreline)	7
Zoning and Land Use	8
Policy Requirements	8
Objective review Criteria	8
Administrative Updates	8
Conclusion	8

Gap Analysis:

State Deadline

The Town will need to adopt updated development regulations by June 30th, 2025 or the model ordinances will apply.

HB1110 Requirements

Jurisdiction Category

Tier 3: Cities with population under 25,000 that are contiguous with a UGA (Urban Growth Area) that includes the largest city in a county with a population over 275,000

The Town of Yarrow Point falls under the “tier 3” jurisdictional category and is required to allow for at least two units on all lots zoned primarily for residential uses. HB1110 Sec 3(1)c. The Town can adopt zoning that may allow more units.

Community Outreach and Engagement

Under the provisions of the Middle Housing Grant, the Town is required to conduct public engagement with the intent of informing residents of the new legislation, and getting their feedback on desired outcomes beyond the minimum requirements.

Housing Typologies

HB1110 requires that the Town allow for at least 6 out of 9 middle housing typologies, but the Town is not required to allow types beyond the density requirements. HB1110 Sec. 3(5) (2 units per lot). The following typologies are required for Yarrow Point:

- "Cottage housing" means residential units on a lot with a common open space that either: (a) Is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.
- "Courtyard apartments" means up to four attached dwelling units arranged on two or three sides of a yard or court.
- "Duplex" means a residential building with two attached dwelling units
- "Stacked flat" means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.

Lot Subdivision

A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density required. HB1110 Sec. 3(5)

Permitting and Review

- The Town shall apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, 17 or electrical codes under chapter 19.28 RCW HB1110 Sec. 3(6)(c)
- The Town shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements to ensure compliance with existing ordinances intended to protect critical areas and public health and safety. HB1110 Sec. 3(6)(b)

Parking

- A maximum of one off-street parking space per unit shall be required on lots smaller than 6,000 square feet, before any zero lot line subdivisions or lot splits. HB1110 Sec. 3(6)(e)
- A maximum of two off-street parking spaces per unit shall be required on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits. HB1110 Sec. 3(6)(f)

Critical Areas

Middle Housing requirements do not apply to critical areas, or their buffers, and wetlands that serve potable water sources. HB1110 Sec. 3(8)

The state has not clarified how it will interpret critical areas and their buffers, where jurisdictions do not have explicit definitions, or lack an adopted critical areas ordinance prior to the passing of HB1110.

HB1337 Requirements

Unit Requirements

Allow for two ADUs on each lot in a zone that allows single family residential development.

HB1337 Sec. 4(1)(c)

The Town will need to decide on a legal interpretation of the interaction between HB1337 and HB1110 since the latter gives different guidance regarding unit lot density.

“A city may allow accessory dwelling units to achieve the unit density required in subsection (1) of this section. Cities are not required to allow accessory dwelling units or middle housing types beyond the density requirements in subsection (1) of this section.”

HB1110 Sec. 3(5)

Staff interpret the interaction of this legislation to mean that jurisdiction must allow two units per lot under HB1110 and that this may include an accessory dwelling unit, which in effect eliminates the “two ADUs” on each lot provision of HB1337. This will require direction from council as to the final direction the Town will take.

Ownership and Occupancy

- Owner of the lot is not required to reside on the property. HB1337 Sec. 4(1)(b)
- Condominiumization, and sale, of units originally built as ADUs may not be restricted. HB1337 Sec. 4(1)(k)

Building and Site Characteristics

- ADUs may not be restricted to less than 1000 ft of gross floor area. HB1337 Sec. 4(1)(f)
- ADUs may not be restricted to less than 24’ in height, unless the height limits for the principal structure are less than 24’ in which case they must match. HB1337 Sec. 4(1)(g)
- Setbacks, yard coverage limits, tree retention mandates, entry door locations, aesthetic requirements, or design review requirements may not be more restrictive than those for the principal unit. HB1337 Sec. 4(1)(h)
- Street Improvements are not required for permitting. HB1337 Sec. 4(1)(k)(1)
- ADUs may be attached or detached.

Critical Areas

- ADU requirements do not apply to critical areas, or their buffers, and wetlands that serve potable water sources. HB1337 Sec. 4(4)
 - The state has not clarified how it will interpret critical areas and their buffers, where jurisdictions do not have explicit definitions, or lack an adopted critical areas ordinance prior to the passing of HB1337.

Parking

The Town may not require more than one off-street parking space per unit as a condition of permitting development of accessory dwelling units on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits. HB1337 Sec. 4(1)(k)(2)(ii)

The Town may not require more than two off-street parking spaces per unit as a condition of permitting development of accessory dwelling units on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits. HB1337 Sec. 4(1)(k)(2)(iii)

Required Changes and Updates

As a result of HB1110 and HB1337 the minimum required changes the Town will need to implement are included below. If the Town does not implement its own development regulations the model ordinance will apply. The model ordinance has been reviewed by town staff and allows for more than the minimum two unit density as well as allowing less restrictive provisions than the minimums of HB1110 throughout.

Code Updates (Includes Municipal, Stormwater, and Shoreline)

- Primary Uses will need to be updated to include the new housing typologies
- Permitting requirements will need to be updated and detailed for the new typologies
- Definitions will need to be updated throughout the code to reflect the new housing typologies, permits, and zoning designations.
- Parking requirements will need to be updated so as to reflect the new requirements.
- Housing and ADU owner occupancy requirements will need to be updated
- ADU allowable area will need to be updated
- Occupancy levels for an ADU will need to be updated
- Shoreline Master Program will need to be updated to reflect new typologies
- Short Subdivision requirements will need to be adopted
- Short Plat requirements will need to be updated
- Zero Lot Line Short Subdivision requirements need to be adopted
- Code elements adopted by reference will need to be updated to reflect the new housing typologies and associated requirements.
- Stormwater and Utility implications will need to be quantified and requirements codified as needed.
- Update Stormwater Standards to reflect new unit densities and typologies
- Update Addressing requirements
- Update Mailbox requirements
- Create Internal setback requirements (currently not adopted)
- Adopt necessary changes to fire code
- Roadway access and standards
- Emergency Turnaround requirements
- Review and Update Private Lane capacities

Zoning and Land Use

The Town will need to change the zoning designations for all areas currently zoned single family residential.

A new zoning map will need to be created and adopted by the Town

Policy Requirements

- The comprehensive plan must include goals and policies which are inline with the implementation of middle housing and the new ADU requirements.
- The land use and housing elements of the comprehensive plan must reflect the new requirements of HB1110 and HB1337
- Add policies that reflect unit lot density instead of previously used units per acre
- Update projected growth to reflect new land use and zoning.

Objective review Criteria

Location of ADU entrances can no longer be restricted as it is today

Design criteria may be created, but may not be more restrictive to ADUs or Middle Housing than to Single Family Homes.

Administrative Updates

Update to Permit Forms

New Permit Processing and Tracking Documents

Updates to Fee Schedule

Update Noticing practices

Updates to Website

FAQ for Applications

Design Review Criteria (Optional)

Conclusion

The implementation of HB1110 and HB1337 requirements will necessitate a major set of updates to the Town's codes and practices. The Town Council will also need to decide if the minimum requirements of the new legislation is the extent of the changes, or if additional elements will be considered, such as creating objective design criteria for the Town. A public engagement process as required by the conditions of the grant will help to inform the council's decision making process.

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"> ● Draft Private Property Tree Code ● Draft DBH Measurement Guidelines ● Draft Mitigation Tree List ● 3-12-24 Council Direction Outline

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. The Town council and planning commission held a joint 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 balance tree protections and property rights, 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.

At the December Planning Commission meeting a list of proposed changes to tree protections was discussed. Staff along with the Commission chair were directed to bring the proposed changes to council to get direction on whether the proposal is addressing the stated goal of better protecting trees in the town. The “Tree Protections Proposal Matrix” is attached for review and council feedback.

At the January Council meeting the “Tree Protections Proposal Matrix” was discussed and a set of recommendations was made by Council. The matrix has been updated to reflect those

recommendations. At the January Planning Commission meeting staff was directed to write an updated draft private property tree code.

At the February meeting staff presented a draft code. Staff was directed to update the code to include more details for alternative designs, along with detailed edits to various code sections.

In March the Council held an Open House where residents gave a range of comments on the tree code. The Council after hearing this feedback gave direction to the planning commission and staff to consider additional elements and give feedback and recommendations to council on those topics.

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 revise the draft code based on the discussion at this meeting.

**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.
- 20.22.035 Alternative Designs
- 20.22.040 Exemptions.
- 20.22.050 Tree removal permit – Application process.
- 20.22.055 Tree removal permit – Review
- 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 and heritage 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 or heritage tree that 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 using the TRAO standard.

E. "Heritage Tree" means any tree with a DBH of 36" or greater

F. "Mitigation Tree" means a tree which has been planted to comply with this chapter's requirements or an existing tree on the same property which was selected to be preserved

G. "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 or heritage tree depending on if the mitigation is for a significant or

~~heritage 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.~~

H. "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.

I. "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 have a Tree Risk Assessment Qualification (TRAQ) ~~possess the ability to perform tree risk assessments~~, as well as experience working directly with the protection of trees during construction.

J. "Root protection zone (RPZ)" means the ground area around a tree with one foot of radius in all directions for each inch of DBH. The town arborist shall have discretion to allow for a smaller RPZ to be utilized.

K. "Significant tree" means any tree that is at least 12 ~~18~~ inches in diameter at DBH and less than a heritage tree, as measured at four and one-half feet from the ground or any tree planted as mitigation. (Ord. 715 § 2 (Exh. A), 2021)

L. "Tree Risk Assessment Qualification (TRAQ)" means a qualification credential established and issued by the International Society of Arboriculture and its Chapters for the purpose of standardizing tree risk assessments.

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 or heritage tree.

B. Density. A minimum of one significant or heritage tree per 5,000 square feet of property lot area shall be required and maintained following the removal of any significant and/or heritage tree; or for all new residential construction and for all remodeling projects over \$50,000 in value.

C. Setback Area. A heritage tree in a setback may not be removed unless:

1. The tree is a hazardous tree or;
2. Alternative designs for the driveway have been considered per YPMC 20.22.035 (Alternative Designs).

D. Buildable Area. In the area of the property where structures may be located, a heritage tree may not be removed unless:

1. The tree is a hazardous tree or;
2. Alternative designs for the structure have been considered per YPMC 20.22.035 (Alternative Designs).

E. Density Implementation. The required tree density may be accomplished through the preservation and maintenance of existing significant and heritage trees ~~stock~~, or through the planting of mitigation trees, or through the designation of existing non-significant or non-heritage trees as mitigation trees, or a combination thereof.

F. Calculation. When calculating the required number of trees per property, fractional tree portions shall be rounded up or down to the nearest whole number.

G. Shared Trees. Significant or heritage 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)

20.22.035 Alternative Designs

A. Heritage trees may only be removed in the setback if the applicant can establish that the driveway can not be located without removing the tree(s).

B. Heritage trees may only be removed in the area of the property where structures may be located if the applicant can establish that the structure footprint can not be located without removing the tree(s).

20.22.040 Exemptions Emergency Tree Removal.

~~A. Emergency Tree Removal:~~

~~A. Any hazardous tree that poses an imminent threat to life or property may be removed prior to the issuance of a tree removal permit.~~

~~B. 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 or heritage tree.~~

~~C. The notification of emergency removal shall contain a site plan showing remaining trees on the lot with a calculation demonstrating compliance with the minimum 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 or heritage 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~~ greater or equal to 6" DBH; including those proposed for removal, on the subject property.
3. ~~For applications associated with construction or site development, the site plan must~~ shall also label and identify all trees within 20 feet of the proposed construction and/or site development activity.
4. A mitigation plan, if required per YPMC 20.22.080 (Mitigation), indicating the location and species for all trees to be planted and/or identifying existing trees to be designated as mitigation trees.
5. The current permit fee, as established by the town council.
6. Documents which may be required at the discretion of staff
 - a. An erosion control plan.
 - b. A stamped site survey if the location of significant or heritage trees relative to a property line can not be determined.
 - c. A tree protection plan per YPMC 20.22.090 (Construction site tree protection) for applications associated with construction or site development.

B. Identification on Site. Concurrent with submittal of the tree removal permit application, the owner shall identify every significant and heritage 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 (SMP) Section 5.6 – Vegetation Management. The requirements of the SMP shall be met in addition to compliance with this chapter. Work in the shoreline jurisdiction shall require a shoreline permit.

20.22.055 Tree removal permit – Review

- A. The permit review shall be conducted by Town staff in accordance with Title 14 of the YPMC.
- B. [Additional elements pending additional clarification from legal]
- C. Guidelines for measuring DBH shall be as established in the “Yarrow Point DBH Measurement Guidelines” document kept on file with the Town Clerk.

E. 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. Upon issuance of a permit, a notice of the proposed removal of one or more significant or heritage trees shall be posted within five business days of receipt of a complete application. The notice shall be posted by the town on the subject property 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 notice shall include the 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)

B. Upon issuance of a permit for an emergency tree removal a notice shall be provided to the abutting property owners and shall be posted on the town's website. The notice shall include the site plan.

20.22.070 Tree removal permit – Expiration.

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

20.22.080 Tree Mitigation, Maintenance, and Warranty.

A. Mitigation shall be required:

- 1. When the tree density requirement is not met or
- 2. When a heritage trees is removed. 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,

B. When mitigation is required, the applicant shall provide a tree mitigation plan identifying all mitigation trees, their sizes, and species, 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.

C. Trees Planted for mitigation shall have a full and well developed crown and trees shall be a minimum of 10 feet tall for evergreens or have a minimum three-inch caliper for deciduous trees, and shall have a full and well developed crown.

D. Town Staff shall determine if a proposed mitigation tree location is suitable based on its proximity to other trees, property lines, the shoreline, critical areas, utilities, right of way, or structures and their appurtenances. If a location is determined to not be suitable, a suitable alternative location shall be agreed upon.

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

E. Trees planted as mitigation trees shall be maintained with adequate water and care to survive a minimum ~~ten~~three-year warranty period.

G. An existing tree on the property which is not a significant or heritage tree may be designated as a mitigation tree if it is deemed to be healthy and well positioned for growth into a significant or heritage tree by town staff or a qualified professional.

H. ~~Prior to planting a mitigation trees, t~~The applicant shall post a warranty bond in a form and amount acceptable to the town ~~after mitigation has been completed. The total bond amount shall not exceed \$25,000 per permit, to ensure all trees planted or retained as mitigation survive the warranty period. Mitigation trees that fail to survive the ten year 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)~~

I. Each heritage tree shall be replaced by a mitigation tree except when the only available planting locations are:

1. Underneath existing tree canopy
2. Within 5 feet of retaining walls
3. Within 10 feet of an existing or proposed structure
4. Within 5 feet of a bulkhead
5. Within 5 feet of the Ordinary High Water Mark
6. Within 5 feet of underground utilities
7. Within a sight ROW sight triangle as established by the Town Engineer
8. Smaller than 5' in diameter

J. Preferred mitigation tree species are listed in the Town's "Preferred Mitigation Tree List"

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 and/or heritage 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 and/or heritage 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 and/or heritage tree(s) on site or any trees on adjacent properties.

D. The following tree protection requirements are required at a minimum and shall be included on site permit documents:

1. Tree protection fencing or other barriers shall be installed along all clearing limits just outside of a tree's root protection zone (RPZ). Tree protection fencing shall be the installation of a rigid cyclone fence, six feet in height located just outside the root protection zone. In the case of trees along a driveway, public right-of-way, or high-traffic areas, plywood fencing no less than six feet in height may be used in lieu of a rigid cyclone fence. A moveable panel or gate should be part of the fencing or barrier to allow access to the RPZ.

2. All tree protection fencing shall be installed and its location approved by town staff prior to the commencement of work on site.

3. A two- to four-inch-deep layer of arborist woodchip mulch shall be placed over the soil in the RPZ. Hog fuel is acceptable.

4. No debris or construction materials may be stored, nor grade changes occur, within this protected area. No parking, dumping, or burning is allowed.

5. Work required for removal of unwanted vegetation within the RPZ areas will be hand work only; no heavy equipment.

6. When removing trees outside of the RPZ determined to be unacceptable for retention, use methods such as directional felling to avoid damage to trees and other valuable vegetation that is being retained. Small trees and other native vegetation in these areas should be carefully preserved.

7. Where construction or utility trenches are required in the rights-of-way, side property setbacks, and RPZs; it is required to tunnel under or around roots by drilling, auger boring, pipe jacking or hand digging.

8. Tree stumps that are within a RPZ or immediately adjacent to the RPZ of a preserved tree or other vegetation shall be removed by grinding.

9. Where it has been determined that roots of a significant or heritage tree may be encountered during excavation or grading, a qualified professional shall be on site to supervise any root pruning and to assess the potential impact of such pruning. Any root greater than one-and-one-half-inch diameter that is encountered shall be carefully cut with a sharp tool. Roots cut shall be immediately covered with soil or mulch and kept moist.

10. Where access for machinery or any vehicle is required within the RPZ of any significant or heritage tree, the soil should be protected from compaction. Acceptable methods may include 18 inches of wood chips or hog fuel, plywood, or steel sheets. Town staff should be contacted a minimum of 48 hours before entering into the RPZ.

11. Tree protection fencing shall not be moved without authorization from town staff. All fencing is to be left in place until the completion of the project.

12. Landscaping specified within the RPZ areas shall be designed to limit disturbance of surface soils and preserved vegetation. No root pruning is permitted. New plants added in these areas should be of the smallest size possible to minimize disturbance.

13. Any trees adjacent to high-traffic areas or building envelopes shall be pruned by an International Society of Arboriculture certified arborist using ANSI A300 American Standards for pruning to remove dead wood, provide clearance, and cabling or bracing.

14. Supplemental irrigation for all protected trees is required during the summer months or prolonged periods of dry weather as determined by a qualified professional.

E. A stop work order may be issued by the building official town staff 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~~ hearing examiner, setting forth the reasons for such appeal and the relief requested. The ~~town council~~ hearing examiner 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 or heritage ~~tree over 18 12 inches DBH that~~ is removed without a permit; provided, that the maximum fine for the removal of each significant or heritage 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 or heritage 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 fund~~ and shall be used by the town for acquiring, installing, 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)



Town of Yarrow Point

DBH Measurement Guidelines

Private Property Tree Code

Introduction

Tree diameter is usually measured at 4.5 feet (ft) above ground level. Measurement at this height is referred to as diameter at breast height (DBH). DBH can be measured with a specially calibrated tape measure called a diameter tape, with a tree caliper of an adequate size, or by calculating the diameter after measuring the circumference

(Diameter = Circumference divided by π)

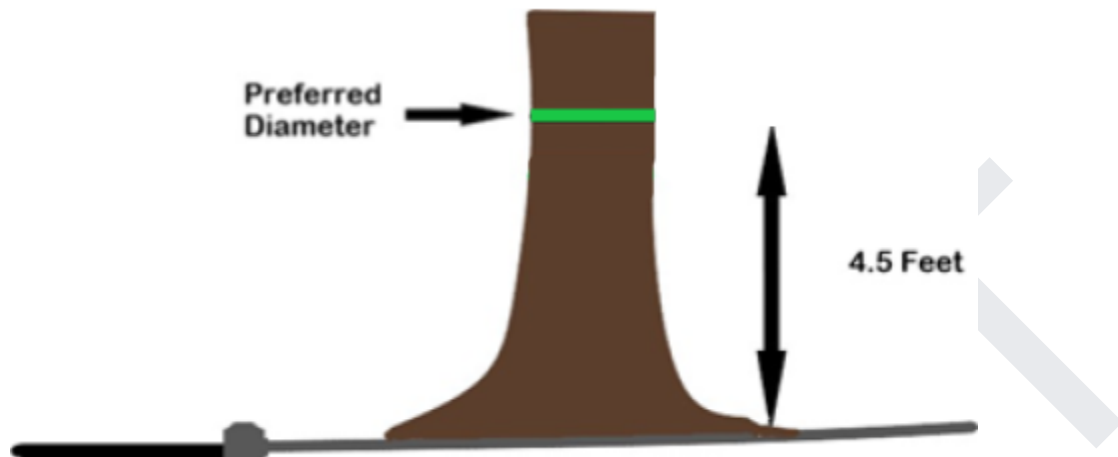
For a tree with a single gradually tapering trunk, measuring DBH is straightforward, but there are several circumstances in which questions arise about how to measure DBH.

This guide can be used to solve some of the more common complications when measuring a tree's DBH. These are the simplest and most widely accepted methods recommended in other sources such as the US Forest Service (USFS), International Society of Arboriculture (ISA) and the Federal Emergency Management Administration (FEMA).

The Following conditions are shown below:

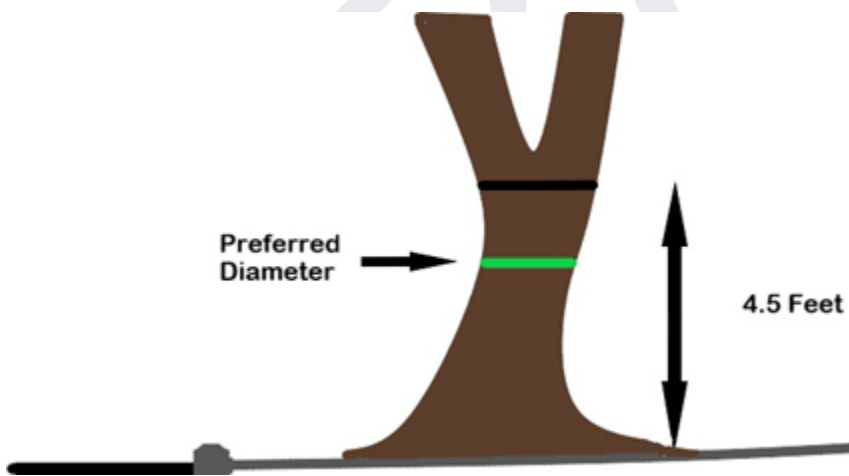
Single Gradually Tapering Trunk.....	2
Abnormal Trunk Taper.....	2
Branches and Irregularities at DBH.....	3
Trees on Slopes.....	3
Trees with a Lean.....	4
Trees with Forks at or below DBH.....	4
Multi-Stem Trees - At or Above 6" of Ground.....	5
Multi-Stem Trees - Within 6" of Ground.....	5
Quick Reference: Circumference to Diameter Conversion.....	6

Single Gradually Tapering Trunk



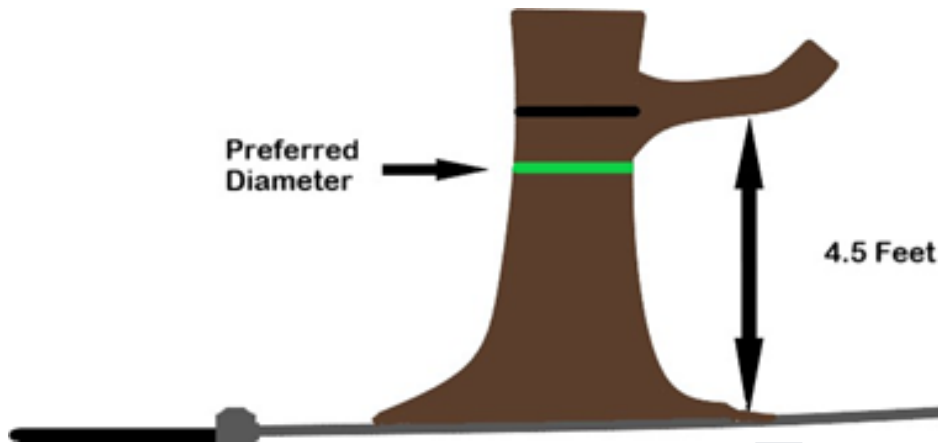
For regular single trunks that gradually taper measure the diameter at 4.5 feet above the ground (DBH).

Abnormal Trunk Taper



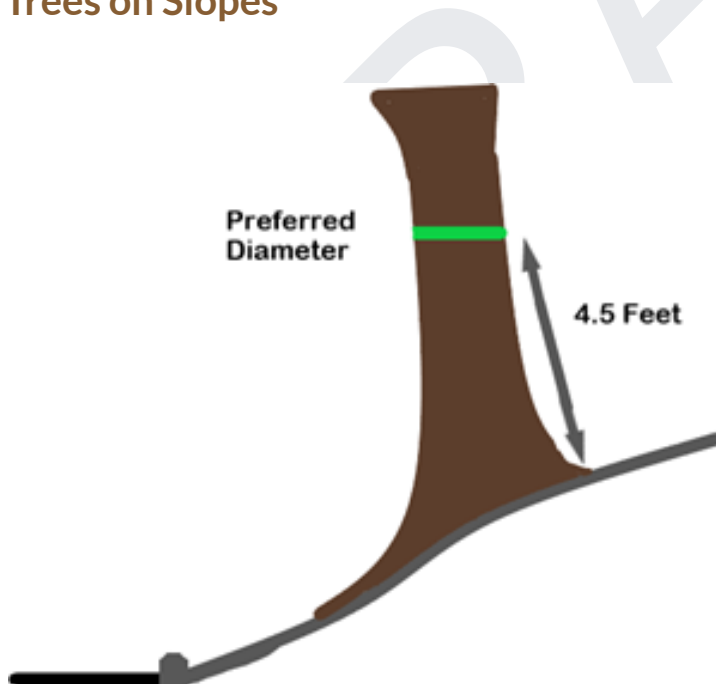
The tree tapers in such a way that the diameter at a point below 4.5 ft is actually smaller than the diameter at 4.5 ft. Measure the diameter at the smallest point and record the height at which diameter was measured on the data sheet.

Branches and Irregularities at DBH



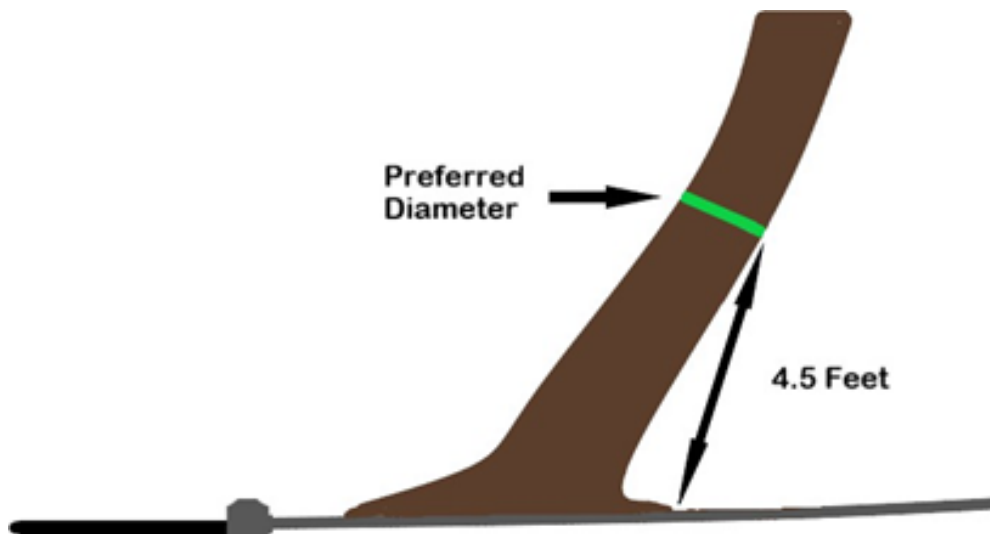
Tree has branches or irregularities which interfere with DBH measurement. Measure DBH below the branch or bump. The goal is to measure the diameter that would be closest to the expected DBH if branches or other irregularities were not present. Record the height at which the diameter was measured.

Trees on Slopes



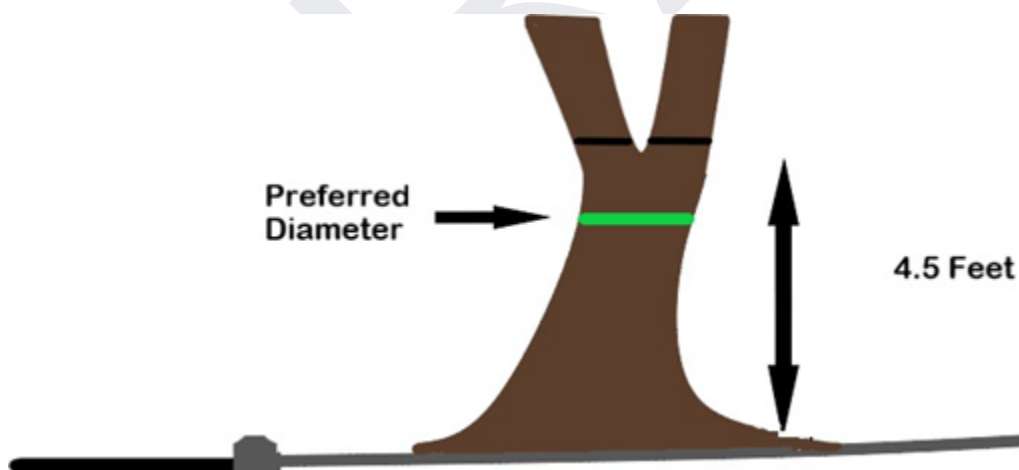
When measuring trees on slopes, measure the diameter 4.5 ft from the ground on the upper side of the slope.

Trees with a Lean



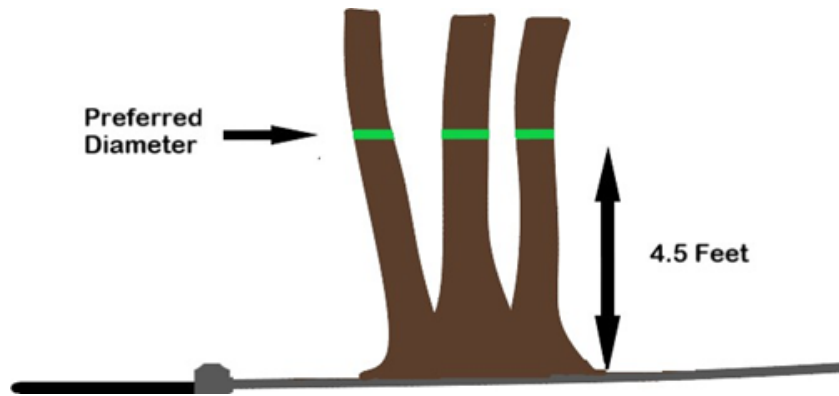
Trees that are leaning should be measured 4.5 ft up the stem in the direction of the lean.

Trees with Forks at or below DBH



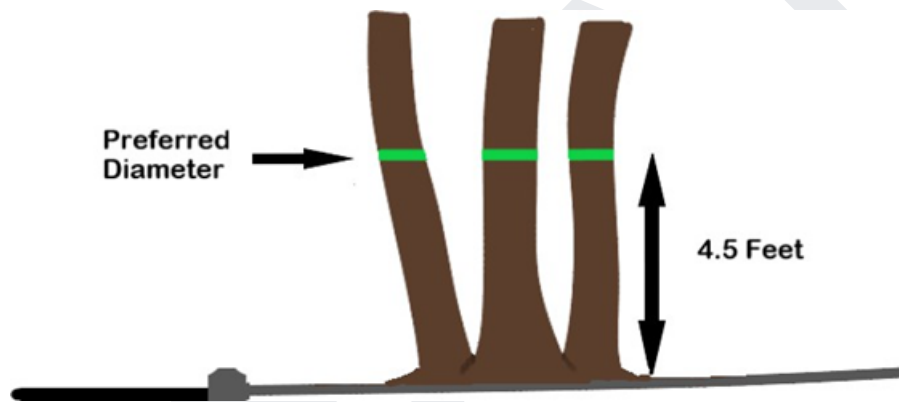
Trees that fork below DBH or near DBH should be measured at the narrowest part of the main stem below the fork. The height of the DBH measurement and the fork should be noted (e.g., 3 ft diameter @ 2 ft [Forks @ 4 ft]).

Multi-Stem Trees - At or Above 6" of Ground



For trees that split into several trunks higher than 6" above ground level, measure the DBH of each trunk and find the average number. $(5+6+8) / 3 = 6$ ". It should be noted in the comments that it is a multi-stem tree.

Multi-Stem Trees - Within 6" of Ground



Trees that fork at or within 6" of grade are treated as separate or individual trees. This method is consistent with the USFS and FEMA. It should be noted in the comments that they are part of a cluster.

Quick Reference: Circumference to Diameter Conversion

Circumference in Inches	Diameter in Inches	Circumference in Inches	Diameter in Inches
37.7	12	138.2	44
40.8	13	141.4	45
44.0	14	144.5	46
47.1	15	147.7	47
50.3	16	150.8	48
53.4	17	153.9	49
56.5	18	157.1	50
59.7	19	160.2	51
62.8	20	163.4	52
66.0	21	166.5	53
69.1	22	169.6	54
72.3	23	172.8	55
75.4	24	175.9	56
78.5	25	179.1	57
81.7	26	182.2	58
84.8	27	185.4	59
88.0	28	188.5	60
91.1	29	191.6	61
94.2	30	194.8	62
97.4	31	197.9	63
100.5	32	201.1	64
103.7	33	204.2	65
106.8	34	207.3	66
110.0	35	210.5	67
113.1	36	213.6	68
116.2	37	216.8	69
119.4	38	219.9	70
122.5	39	223.1	71
125.7	40	226.2	72
128.8	41	229.3	73
131.9	42	232.5	74
135.1	43	235.6	75

- A circumference greater than or equal to 37.7 inches is a significant tree.
- A circumference greater than or equal to 113.1 inches is a heritage tree.

Town of Yarrow Point

Mitigation Tree List

Significant Tree Mitigation

Trees which can grow to be 12" DBH or larger:

Deciduous

1. Sour gum - *Nyssa sylvatica*
2. Korean stewartia - *Stewartia pseudocamellia*
3. Kousa dogwood - *Cornus kousa*
4. Flowering dogwood – *Cornus florida*
5. Corelian cherry – *Cornus mas*
6. Sourwood – *Oxydendrum arboretum*
7. Paperbark maple – *Acer griseum*
8. Amur maple – *Acer ginnala*
9. Magnolia x soulangiana – Saucer Magnolia
10. Magnolia grandiflora – Southern Magnolia
11. Golden chain tree – *Laburnum x watereri*
12. Flowering crabapple – *Malus floribunda*
13. Katsura – *Cercidiphyllum japonicum*

Evergreen

1. Marina strawberry tree - *Arbutus x 'Marina'*
2. Sekkan-sugi Cryptomeria – *Cryptomeria japonica* ‘Sekkan-sugi’
3. Chinese juniper – *Juniperus chinensis*
4. Shore/Lodgepole pine – *Pinus contorta*
5. Deerhorn cedar – *Thuja occidentalis*
6. Mountain hemlock – *Tsuga mertensiana*
7. Serbian spruce – *Picea omorika*

Heritage Tree Mitigation

Trees which can grow to be 36" DBH or larger.

Deciduous

1. Ginkgo – *Ginkgo biloba*
2. Tulip Tree – *Liriodendron tulipifera*
3. Dawn redwood – *Metasequoia glyptostroboides*
4. Sycamore – *Platanus x acerifolia*
5. English oak – *Quercus robur*
6. Garry oak – *Quercus garryana*
7. Honey locust – *Gleditsia triacanthos*
8. Linden – *Tilia cordata*
9. Persian Parrotia – *Parrotia persica*
10. European beech – *Fagus sylvatica*

Evergreen

1. Grand fir – *Abies grandis*
2. Alpine fir – *Abies lasiocarpa*
3. California Incense cedar – *Calocedrus decurrens*
4. Douglas fir - *Pseudotsuga menziesii*
5. Giant sequoia – *Sequoiadendron giganteum*
6. Coast redwood – *Sequoia sempervirens*
7. Sawara cypress – *Chamaecyparis pisifera*
8. Norway spruce – *Picea abies*
9. Engelmann spruce – *Picea engelmannii*
10. Sitka spruce – *Picea sitchensis*
11. Western white pine – *Pinus monticola*
12. Japanese red pine – *Pinus densiflora*



Town of Yarrow Point

Council Direction:

Private Property Tree Code

Introduction

At the March 12th, 2024 Council meeting. Council has directed staff and the planning commission to explore the following, and provide a summary which includes a cost/benefit, pro/con, and a recommendation on each.

- Removing the bond
- What would the tree fund be used for? (Assumes creation of tree fund as well)
- Impose a charge paid into a tree fund as an enforcement mechanism if mitigation trees die
- If significant development is proposed, required to pay into a tree fund: need to define what “significant development” is, this is meant to be beyond what a pre-app is.
- Tree age as a consideration for “heritage trees” rather than DBH.
- Create a list of trees which are exempt from being “significant” or “heritage”. Aimed at not protecting low quality, short lived, or low value trees.
- More research into incentives to “keep trees”

Element to Consider	Notes	Pros	Cons	Costs	Benefits	Recommendation to Council
Removing the bond						
What would the tree fund be used for? (Assumes creation of tree fund as well)						
Impose a charge paid into a tree fund as an enforcement mechanism if mitigation trees die						
If significant development is proposed, required to pay into a tree fund: need to define what "significant development" is, this is meant to be beyond what a pre-app is.						
Tree age as a consideration for "heritage trees" rather than DBH.						
Create a list of trees which are exempt from being "significant" or "heritage". Aimed at not protecting low quality, short lived, or low value trees.						
More research into incentives to "keep trees"						

From: [Dan Williams](#)
To: [Yarrow Point Town Hall](#)
Subject: Input on tree code
Date: Tuesday, March 12, 2024 11:45:04 AM

Hello, I have some citizen input on the tree code. Will you please share this with the town council or the relevant people involved in determining the tree code? I should clarify that I have NOT read or reviewed the current draft code or the comments around it. The reason I have not done this is simply that I wish to avoid becoming psychologically consumed by the issue.

At a very high level, it seems to me that the town should (somewhat arbitrarily) determine a target population density of significant trees and then enact a system of penalties and incentives to guide the development of the town toward that target.

The notion that there would be a snapshot in time and at that moment property owners who have over the years maintained a large number of significant trees on their lots would be obligated to keep them and that the property owners who have previously clearcut their properties of any significant trees would be free of any obligation is a simple-minded, short-sighted, terrible idea and should not be enacted by terrible legislators seeking the comfort of their like-minded peers.

Please take the time to think of a better system.

Thank you,

Dan Williams
daniel.f.williams@gmail.com
206-369-4278