

Town of Yarrow Point

Comprehensive Plan

2024 Comprehensive Plan



Mayor of Yarrow Point

Katy Kinney Harris

Town Council

Stephan Lagerholm
Steve Bush
Chuck Porter
Michael Hyman
Kathy Smith

Planning Commission

Carl Hellings, Chair
Lee Sims
David Feller
Chuck Hirsch
Jeffrey Shiu

Park Commission

Krista Fleming, Chair
Amy Pellegrini
Nancy Daltas
Dicker Cahill
Carolyn Whittlesey
Robert Afzal

Wetherill Nature Preserve Commission

Mike Koss, Chair
David Bergey
Meredith Shank
Ronni McGlenn
Virginia Park
Mike O'Byrne
John Lewiston



Table of Contents

List of Figures	v
Preface	ix
1. Introduction	1
1.1 Town Character	4
1.2 Community Vision	8
1.3 Updating the Comprehensive Plan	9
1.4 Public Engagement Process	15
2. Land Use	19
2.1 Introduction	19
2.2 Land Use & Growth in Yarrow Point	22
2.3 Land Use Goals and Policies	29
3. Housing	31
3.1 Introduction	31
3.2 Housing Characteristics	35
3.3 Housing Supply and Needs	37
3.4 Housing Goals and Policies	41
4. Transportation	43
4.1 Introduction	43
4.2 Road System	47
4.3 Level of Service Standards	55
4.4 Transportation Demand Strategies	57
4.5 Transportation Improvement Plan	59
4.6 Transportation Goals and Policies	62
5. Parks, Recreation, and Open Space	65
5.1 Introduction	65
5.2 Existing Facilities and Needs	68
5.3 Parks and Preserves	71
5.4 Trails and Paths	75
5.5 Parks Needs Assessment	79
5.6 Parks, Recreation, and Open Space Goals and Policies	82

6. Climate Change	85
6.1 Introduction	85
6.2 Planning Context	87
6.3 Identification of Climate Impacts on Yarrow Point	89
6.4 Review of Existing Plans	93
6.5 Climate Change Goals and Policies	97
7. Tribal Planning	99
7.1 Introduction	99
7.2 Tribal Land Acknowledgment	102
7.3 Tribal Planning Goals and Policies	103
8. Economic Development	104
8.1 Introduction	104
8.2 Economic Development Goals and Policies	106
9. Essential Public Facilities	107
9.1 Introduction	107
9.2 Identification and Inventory of EPFs	108
9.3 Essential Public Facilities Goals and Policies	111
10. Utilities	112
10.1 Introduction	112
10.2 Inventory of Utilities	114
10.3 Utilities Goals and Policies	123
11. Capital Facilities	125
11.1 Introduction	125
11.2 Capital Facilities Planning	127
11.3 Capital Facilities Goals and Policies	130
12. Appendices	132
12.1 Definitions	132
12.2 Acronyms	142
12.3 Community Survey Analysis	144
12.4 Housing Needs and Land Capacity Analysis	174

List of Figures

Figure 1.	Achillea millefolium (KF, n.d.)	1
Figure 2.	Road End Beach (Ellis, n.d.)	ix
Figure 3.	Fountain (Ellis, n.d.)	1
Figure 4.	Map of Zoning Designations (SBN, 2024)	2
Figure 5.	WA OFM Intercensal Population Estimates, 2023	3
Figure 6.	ACS Mean Household Size, 2023	3
Figure 7.	ACS Housing Units and Margin of Error, 2023	3
Figure 8.	View of Hunts Point with Yarrow Point in the Background (HistoryLink, 1970s)	4
Figure 9.	Montelake Cut (MOHAI, 1916)	5
Figure 10.	July 4th Celebration at Yarrow Point (Cecile, n.d.)	6
Figure 11.	Park Cleanup Day (Resident, 2023)	8
Figure 12.	Regional Planning Jurisdictional Nesting (Smith, 2023)	9
Figure 13.	Comprehensive Plan Timeline (Smith, 2023)	10
Figure 14.	Christmas Ships (Resident, n.d.)	11
Figure 15.	Holiday Festivities on the Beach (Resident, n.d.)	11
Figure 16.	Washington State Capitol and Mount Rainier (Bergman, 2021)	12
Figure 17.	Community Outreach Event (SBN, 2023)	15
Figure 18.	Community Outreach Event (SBN, 2023)	16
Figure 19.	Yarrow Point Comprehensive Plan Survey, 2023	18
Figure 20.	Yarrow Point Town Hall (Hatfield, 2021)	19
Figure 21.	Land Use Map (Town of Yarrow Point, 2003)	21

Figure 22.	Washington OFM intercensal estimates and King County Planning Policies	22
Figure 23.	Table LU-1: Land Use and Zoning Designations and their Densities	23
Figure 24.	Yarrow Point Town Hall (Smith, 2023)	25
Figure 25.	Bench at the Wetherill Nature Preserve Shoreline (Smith, 2023)	27
Figure 26.	Future Land Use Map (SBN, 2024)	28
Figure 27.	Table H-1: Yarrow Point Housing Targets and 2019 Baseline	33
Figure 28.	Table H-2: Breakdown of Housing Units by HAMFI Brackets	37
Figure 29.	USA HUD CHAS Cost Burden Data, 2023	39
Figure 30.	Yarrow Point Road Roundabout (Smith, 2023)	43
Figure 31.	Yarrow Point Sign on Points Dr NE (Smith, 2023)	44
Figure 32.	King County Metro Infrastructure (Smith, 2023)	45
Figure 33.	King County Metro Infrastructure (Smith, 2023)	46
Figure 34.	Pedestrian Directions to Transit (Smith, 2023)	46
Figure 35.	Freeway 520 Ramp (Smith, 2023)	47
Figure 36.	92nd Ave NE (Smith, 2023)	47
Figure 37.	94th Ave NE (Smith, 2023)	48
Figure 38.	Road Classifications Map (SBN, 2024)	50
Figure 39.	Ramp Barrier Toward SR-520 (Smith, 2023)	51
Figure 40.	State Route 520 Bus Sign (Smith, 2023)	52
Figure 41.	Park and Ride (Smith, 2023)	53
Figure 42.	SR-520 Bike Path (Smith, 2023)	54
Figure 43.	Quality of Transportation Services Survey (SBN, 2023)	54
Figure 44.	Bus Stop on the 520 Lid (Smith, 2023)	57
Figure 45.	The roundabout (SBN, 2024)	58
Figure 46.	SR-520 Bike Path (Smith, 2023)	60

Figure 47.	Morning Side Park Recreational Court (Smith, 2023)	65
Figure 48.	Map of Park Classifications (SBN, 2024)	70
Figure 49.	Morning Side Park Playground (Smith, 2023)	71
Figure 50.	Road End Beach (Smith, 2023)	72
Figure 51.	View of Lake Washington from Street End Park (Ellis, n.d.)	73
Figure 52.	Street End Park (Ellis, n.d.)	73
Figure 53.	Wetherill Nature Preserve (Smith, 2023)	74
Figure 54.	Map of Trail Connections (SBN, 2024)	75
Figure 55.	Entrance to SR-520 Trail (Smith, 2023)	76
Figure 56.	SR-520 Trail (Smith, 2023)	76
Figure 57.	Sally's Alley (Smith, 2023)	77
Figure 58.	Points Loop Trail (Smith, 2023)	78
Figure 59.	92nd Avenue Trail (Trails Master Plan, 2013)	78
Figure 60.	Map of Walkability and Catchment (SBN, 2024)	80
Figure 61.	Yarrow Point Comprehensive Plan Survey, 2023	81
Figure 62.	Impacts from 1.5C+ (UW Climate Impacts Group)	85
Figure 63.	Yarrow Point shoreline (SBN, 2024)	86
Figure 64.	Map of Tree Canopy Coverage (SBN, 2024)	90
Figure 65.	Road End Beach Pier (Smith, 2023)	94
Figure 66.	Map of Wetlands and 200' Shoreline jurisdiction (SBN, 2024)	95
Figure 67.	Wetherill Nature Preserve (Smith, 2023)	96
Figure 68.	Map of Tribal Reservations and Ceded Lands (WA DOE, 2010)	100
Figure 69.	Fountain (Smith, 2023)	104
Figure 70.	Entrance to the Town of Yarrow Point (Smith, 2023)	105
Figure 71.	Town of Yarrow Point (Smith, 2023)	105
Figure 72.	Yarrow Point Town Hall (Ellis, n.d.)	108

Figure 73.	Land Use Map with SR 520 (SBN, 2024)	110
Figure 74.	Utility Pole (Smith, 2023)	112
Figure 75.	Map of Water Utility (SBN, 2024)	115
Figure 76.	Map of Sewer Utility (SBN, 2024)	117
Figure 77.	Map of Stormwater Facilities (SBN, 2024)	120
Figure 78.	Morningside Park Facilities (Ellis, 2019)	125
Figure 79.	Puget Sound Regional Council (Corn, 2023)	126
Figure 80.	6-Year Capital Improvement Program	129

Preface

Upon its incorporation in 1959, Yarrow Point adopted its initial Comprehensive Plan, which governed the Town's development. Subsequent updates were made in 1994, 2004, and 2015. This 2024 Comprehensive Plan aims to provide guidance for the Town's future over the next 20 years.

The Mayor, Town Council, Planning Commission, and Staff play a role in ensuring active citizen participation in the updates of the Comprehensive Plan for Yarrow Point. As part of the Comprehensive Plan's commitment to public engagement, the Town created a citizen committee which developed the Town's vision statement.

Following their discussions, the Planning Commission gave their recommendation to the Town Council for review and adoption. The Comprehensive Plan is supported by a range of accompanying documents that provide detailed information on specific issues. For more in-depth understanding, it is advisable to refer

to the relevant supporting documents, including the Yarrow Point Municipal Code (YPMC), the Shoreline Master Program (SMP), the Trails Master Plan (TMP), the Capital Improvement Plan (CIP), the Housing and Land Capacity Analysis (HNA), and the Stormwater Management Comprehensive Plan (SMCP). These documents support and implement the policies and guidelines outlined in the Comprehensive Plan, ensuring a compendious and well-rounded approach to Town planning and development.



Figure 2. Road End Beach (Ellis, n.d.)

1. Introduction

The Yarrow Point 2024 Comprehensive Plan serves as a roadmap for the future development and growth of the Town. As a vibrant community nestled on the shores of Lake Washington, Yarrow Point holds a unique charm that attracts residents to live and raise families. Yarrow Point values its small-town atmosphere and close-knit community spirit. It is the shared responsibility of the Town and its residents to protect and enhance the public spaces and assets while ensuring a sustainable and thriving future for generations to come.

This Comprehensive Plan represents the collective effort of Yarrow Point's Town Council, Planning Commission, Town staff, and engaged

community members. It is a reflection of the state's requirements, along with the Town's aspirations and priorities. Through extensive research, data analysis, public input, and collaboration, the planning team has developed a comprehensive framework that addresses the unique needs and challenges of this evolving Town.

Recent updates to state laws and administrative regulations necessitated the Town's significant revision of its Comprehensive Plan to align with evolving state laws. Updating the Comprehensive Plan involves public engagement, reviewing the 2015 Comprehensive Plan, considering guidance from other state and local agencies, and adoption of the plan by the Town Council.

This Plan takes into account the changing dynamics of the local and regional community, including demographic shifts, environmental considerations, and technological advancements especially in sustainable energy and development services sectors. It recognizes the need to balance growth, development, and regional guidance with the preservation of a small-town character and natural resources.



Figure 3. Fountain (Ellis, n.d.)

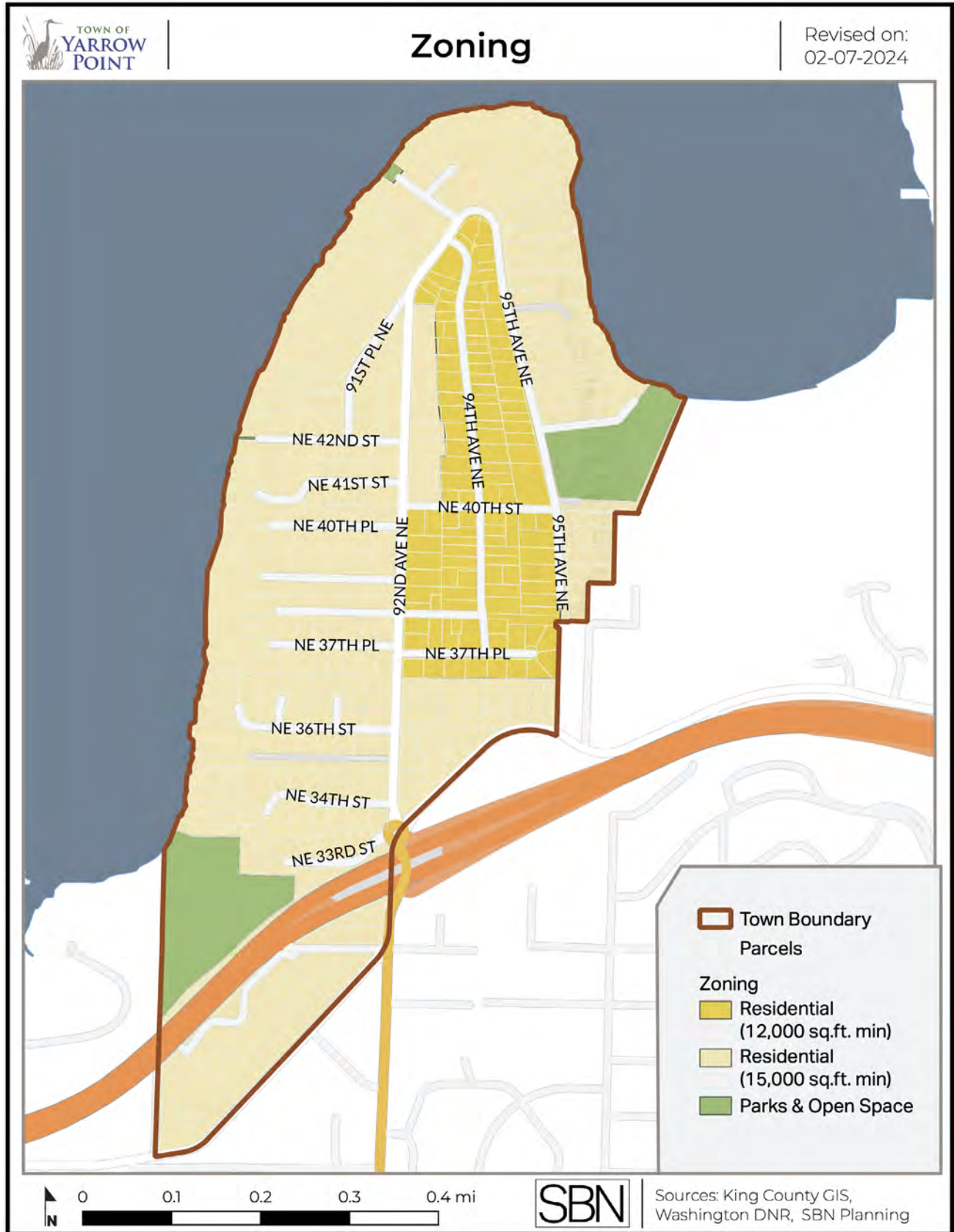


Figure 4. Map of Zoning Designations (SBN, 2024)

Yarrow Point Population Estimates



Figure 5. WA OFM Intercensal Population Estimates, 2023

Average Household Size in Yarrow Point

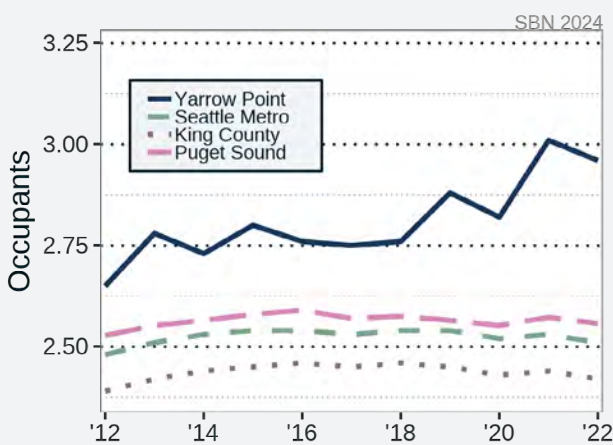


Figure 6. ACS Mean Household Size, 2023

Yarrow Point Housing Unit Count

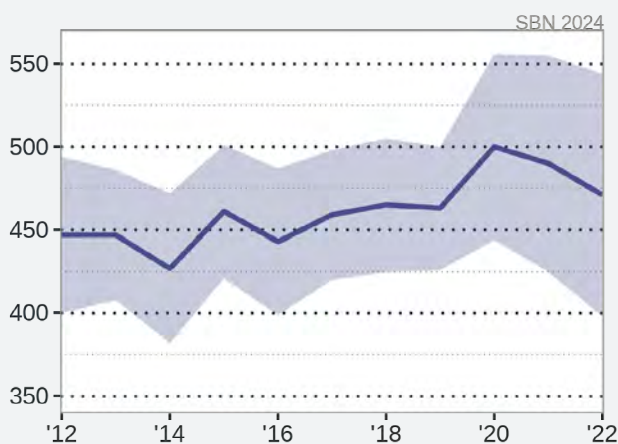


Figure 7. ACS Housing Units and Margin of Error, 2023

With thoughtful land use strategies, transportation considerations, and environmental stewardship, the Plan strives to create a sustainable and inclusive community that meets the needs of current and future residents.

While Yarrow Point's overall character has largely remained unchanged since the last update, the Town has experienced some growth. The population has grown about 12% in the past 20 years, according to the State's Office of Financial Management. The changes in housing characteristics reflect this growth as both household size and the number of housing units have grown. Given current housing unit targets and estimates from the Puget Sound Regional Council, that growth rate is expected to slow down over the next 20 years. This reduced growth rate follows the most recent 5 years, where the Washington Office of Financial Management estimated just one year of population increase since 2018.

The goals and policies outlined in this plan cover a wide range of areas, including land use, transportation, housing, parks and recreation, environmental protection, economic development, and community services. They provide a framework for decision-making and guide future actions and investments.

It is the Town’s commitment to implement these strategies in a manner that promotes equity, resilience, and long-term sustainability.

1.1 Town Character

Yarrow Point, Washington, is a residential community with significant Lake Washington shoreline. A portion of Points Drive NE creates a part of the southern boundary of Town, and State Highway 520 separates a small southern portion of the Town from the majority of the Point’s peninsula. Spanning approximately 231 acres, the Town has a network of streets stretching 4.32

miles and has 439 residential lots with 422 of them listed as single family residences according to the office of the King County Assessor as of April 2024. Some lots have undergone lot consolidations which results in fewer lots total. The Town does not have a way to update these figures before final recordings are completed with the Assessor’s office. With an estimated population of 1,135 residents in 2023 according to the Washington Office of Financial Management (OFM), Yarrow Point offers a close-knit community experience.



Figure 8. View of Hunts Point with Yarrow Point in the Background (HistoryLink, 1970s)

Town History

With roots in the late 1880s, Yarrow Point holds a rich history as one of the earliest homesteaded areas in the region. The first land speculator in Yarrow Point was Leigh S. J. Hunt, proprietor of the Seattle Post-Intelligencer, who acquired a majority of the land in 1888. On the northern shoreline, Hunt erected an expansive estate named "Yarrow." It was in 1907 that George F. Meacham, a Scotsman, laid out the initial development plan for Yarrow Point. Meacham's efforts included lot sales and a street naming contest, emphasizing Scottish nomenclature. In 1913, Meacham donated two acres of land, which eventually became George F. Meacham-Morningside Park and, later, the Yarrow Point Town Hall site, dedicated in 1990.

The year 1916 marked a significant turning point for Yarrow Point when the construction of the Hiram M. Chittenden Locks and the Lake Washington Ship Canal lowered the water level of Lake Washington by nine feet. This transformation created additional shoreline along Yarrow Bay, forming a natural wetlands area that became a sanctuary for local wildlife.



Figure 9. Montelake Cut (MOHAI, 1916)

Throughout much of the twentieth century, small-scale farming ventures continued to dominate Yarrow Point, cultivating strawberries, vegetables, and holly across its 231 acres. Generations of settlers were drawn to the rustic charm of the peninsula.

As the 1950s unfolded, suburbanization began reshaping the Eastside region, giving rise to new communities. Neighboring Bellevue incorporated in 1953 and promptly expanded its boundaries through annexation. Yarrow Point incorporated as a town in 1959. Since then, the preservation

of the Town's character and the peninsula's wetlands and woodlands has remained a central focus.

The journey of Yarrow Point as a community mirrors the broader transformation from rural to suburban life that has unfolded across the Northwest over the past century. Its history is a testament to the values of its residents, their deep connection to the land, and their commitment to preserving its natural beauty and character.

4th of July Celebration

The 4th of July celebrations in Yarrow Point have a story steeped in community pride and patriotism since their inception in 1976 during the bicentennial year of the United States. Initially conceived as a commemoration of the nation's 200th anniversary, these festivities quickly became annual events, reflecting the tight-knit spirit and dedication of its residents. What began as a one-day event grew into a beloved tradition spanning several days, showcasing the Town's commitment to honoring America's heritage while fostering unity among neighbors.



Figure 10. July 4th Celebration at Yarrow Point (Cecile, n.d.)

At its core, the significance of these celebrations lies in the deep-rooted community involvement and volunteerism that have been integral since their inception. Residents enthusiastically came together, forming committees and devoting countless hours to planning and executing vibrant parades, engaging activities, and awe-inspiring fireworks displays. Beyond the festivities themselves, these annual celebrations served as a catalyst for strengthening bonds among residents, fostering a sense of camaraderie, and instilling a shared pride in both the nation's history and the Town's vibrant community spirit.

Present Day

Approximately a quarter of the Town's homes are on the waterfront or have direct water access, allowing residents to enjoy Lake Washington. The remaining three-quarters of residences have a range of views, from regional to territorial, with public access to the waterfront in several locations.

The Town's residential neighborhood is characterized by an array of custom built homes. Yarrow Point's commitment to preserving its unique

character is central to its regulations and zoning codes that ensure thoughtful and harmonious development within the Town.

Residents of Yarrow Point enjoy a peaceful environment enhanced by the Town's green spaces, landscaping, and parks. These natural areas provide opportunities for outdoor activities, leisurely walks, and a connection with nature. The Town's dedication to preserving open spaces and protecting the environment contributes to its residents' high quality of life.

While Yarrow Point is a residential community, it benefits from its proximity to neighboring towns and cities, including Bellevue and Seattle, offering easy access to a wide range of amenities, regional employment, and services. Residents' access and proximity to shopping districts, entertainment venues, healthcare services, schools, universities, and recreational facilities further enrich and facilitate their daily lives. A much more in-depth and detailed documentation of the community's history is available at Town Hall in the form of a book titled "A Point in Time".

1.2 Community Vision

The Town of Yarrow Point is a resilient, caring community committed to sustainable development and preserving our unique neighborhood character, heritage and natural resources. We endeavor to pass these values and traditions to future generations.

The Town Vision was crafted by a committee of six residents, the mayor and council member Smith. The group met in March of 2024 to discuss and write a vision statement for the town.



Figure 11. Park Cleanup Day (Resident, 2023)

1.3 Updating the Comprehensive Plan

In 1990 and 1991, the state legislature enacted two Acts that had a significant impact on growth management in Yarrow Point. The first Act, SHB 2929, mandated that all communities within King County, including Yarrow Point, undertake an inventory of critical areas. It further required updating comprehensive plans to incorporate growth management elements including housing, transportation, and land use along with the requirement to adopt regulations to implement these plans. The second Act, HB 1025, necessitated the development and adoption of countywide planning policies (CPPs) by King County to address regional issues. In response, each city and town within the

county was required to incorporate these regional concerns into their respective comprehensive plans.

In 1990 and 1991, the state legislature enacted two Acts that had a significant impact on growth management in Yarrow Point. The first Act, SHB 2929, mandated that all communities within King County, including Yarrow Point, undertake an inventory of critical areas. It further required updating comprehensive plans to incorporate growth management elements including housing, transportation, and land use along with the requirement to adopt regulations to implement these plans. The second Act, HB 1025, necessitated the

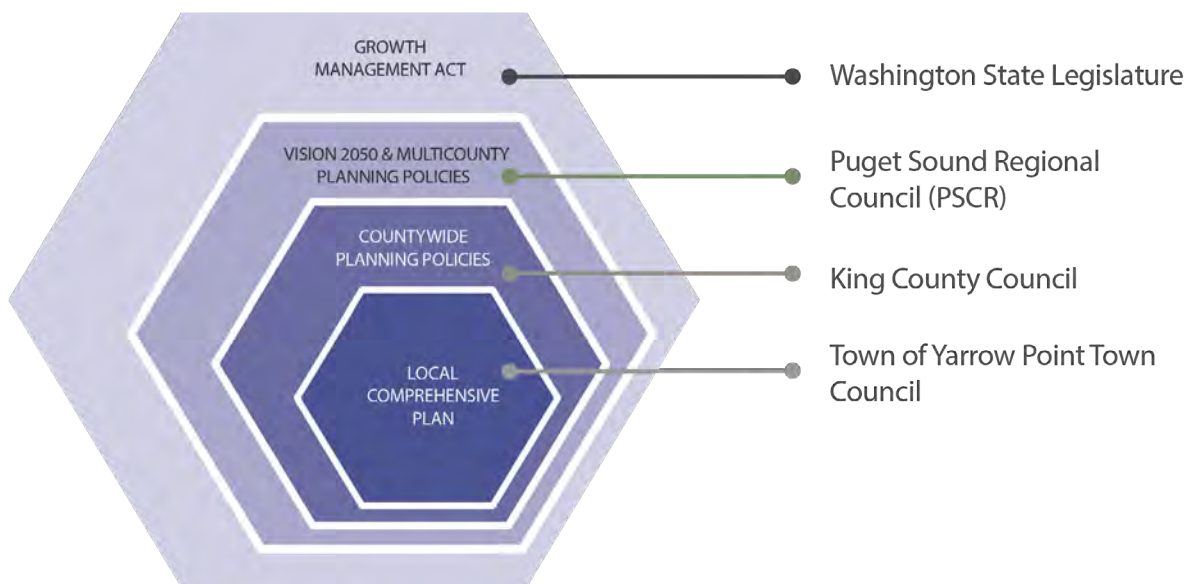


Figure 12. Regional Planning Jurisdictional Nesting (Smith, 2023)

development and adoption of countywide planning policies (CPPs) by King County to address regional issues. In response, each city and town within the county was required to incorporate these regional concerns into their respective comprehensive plans.

The Comprehensive Plan serves these key purposes:

- Establishing a blueprint for guiding the Yarrow Point community towards a sustainable future that addresses environmental, economic, and social considerations. This ensures the well-being of the present generation while safeguarding the prospects of future generations.
- Enhancing public health, safety, and welfare in alignment with community values.
- Setting the foundation for municipal land use and development policies. It outlines guiding

principles and goals for the creation of regulations and initiatives. These aim to foster sustainable growth within the Town while prioritizing preserving and enhancing the community’s assets and natural environment.

- Strategically guiding the systematic and coordinated development of the Town’s land and buildings, emphasizing conservation and rejuvenation of its natural beauty and resources.
- Advocating for coordinated development patterns while cautioning against disjointed zoning or inconsistent subdividing.
- Ensuring the effective delivery of essential public services, encompassing transportation, police and fire protection, water sourcing, sewage treatment, and park facilities.
- Streamlining the introduction of sustainable public services that resonate with the community’s values and requirements.

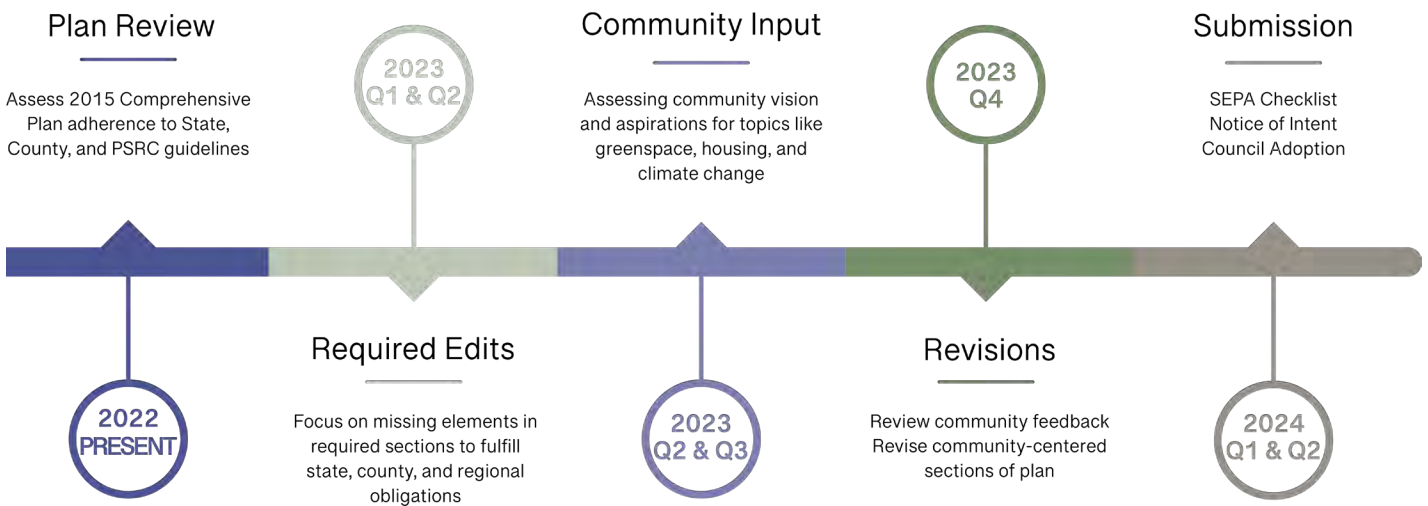


Figure 13. Comprehensive Plan Timeline (Smith, 2023)

State Planning Goals

Washington's Growth Management Act (GMA) establishes thirteen goals that serve as the guiding principles for comprehensive planning. By adhering to these state planning goals, communities like Yarrow Point can effectively manage growth, protect natural resources, foster citizen engagement, and maintain a high quality of life for their residents. To comply with the GMA, communities must include five basic plan elements and associated information that align with these goals. A legally valid comprehensive plan must be consistent with the GMA, meaning it should not contradict the state statutory goals or countywide



Figure 15. Holiday Festivities on the Beach (Resident, n.d.)



Figure 14. Christmas Ships (Resident, n.d.)

policies. The thirteen statutory state goals outlined by the GMA are as follows:

1. Guide urban growth to areas that can adequately provide urban services.
2. Reduce urban sprawl by promoting compact development.
3. Encourage the development of efficient multimodal transportation systems.
4. Promote the availability of affordable housing for all economic segments of the population.
5. Foster economic development throughout the state.
6. Ensure that private property is not taken for public use without just compensation.
7. Facilitate predictable and timely permit processing.
8. Preserve and enhance natural resource-based industries.
9. Promote the retention of open space and the development of recreational opportunities.
10. Protect the environment and enhance the quality of life for residents of Washington State.
11. Encourage citizen participation in the land use planning process.
12. Ensure the provision of adequate public facilities and services to support development.
13. Identify and preserve lands and sites of historic and archaeological significance.



Figure 16. Washington State Capitol and Mount Rainier (Bergman, 2021)

Yarrow Point is a compact and well-established residential community. The Town's land area cannot be expanded, and any population growth will primarily occur through the utilization of remaining vacant or re-developable lots, changes in family sizes, or the inclusion of accessory dwelling units (ADUs).

It is important to note that Yarrow Point does not have a designated business district, and there is no currently available land for its development. Moreover, the residents prefer to maintain the current character of the community and are not inclined toward establishing such commercial developments.

County Planning Goals

Yarrow Point, as a part of King County, adheres to the countywide planning policies (CPP) established in accordance with the Growth Management Act. The Countywide Planning Policies serve as a unified framework for growth management planning across all jurisdictions within King County. This coordinated effort aligns with the Revised Code of Washington (RCW) 36.70A.210, which

mandates that a county's legislative authority collaboratively establish countywide planning policies with the cities within its boundaries. These CPPs are overseen by the Growth Management Planning Council (GMPC), which convenes elected officials from King County and its constituent cities. The GMPC is responsible for developing and recommending these policies to the King County Council. These policies are instrumental in implementing the Washington State Growth Management Act and the "VISION 2050" Multi-County Planning Policies adopted by the Puget Sound Regional Council (PSRC) in 2020. "VISION 2050" is the regional planning vision document created by the Puget Sound Regional Council to direct growth in a multi-county region which includes King County. The PSRC is a coalition of cities, towns, four counties (King, Kitsap, Pierce, and Snohomish), ports, tribes, and state agencies. The overarching goal of the CPPs is to align with "VISION 2050," a regional growth plan developed through a collaborative process led by the PSRC.

The comprehensive plans for King County and the individual cities and towns within the county are subsequently crafted within the framework established by the CPPs. These policies aim to promote efficient use of existing land by establishing higher-density centers within the county and encouraging infill development. The goal is to accommodate new growth while preserving the remaining rural and resource lands.

The CPPs and their recent updates are designed to achieve six overarching goals:

1. Restoration and protection of the natural environment for future generations
2. Direct growth in a compact and centers-focused pattern to use land and infrastructure efficiently while safeguarding rural resource lands
3. Meet the housing needs of all economic and demographic groups
4. Foster economic growth and job creation for residents
5. Develop an integrated and sustainable multi-modal transportation system
6. Ensure access to essential public services for the well-being of all communities

1.4 Public Engagement Process

Yarrow Point is firmly committed to facilitating effective public participation in its decision-making processes. The Town strives to enhance the transparency and inclusivity of municipal decisions by engaging a diverse range of residents.

Public Engagement Framework

In pursuit of an improved public participation framework, the following specific objectives have been outlined:

- Elevate the transparency and responsiveness of Town government.
- Enhance decision-making by considering expert insights alongside citizen perspectives.
- Expand the reach of engagement materials by offering remote and in-person engagement opportunities.
- Support informed feedback by keeping residents apprised of key legislative and planning contexts relevant to the periodic update process.

Clear and well-defined principles for public participation in government decisions are essential. They create a structured and fair framework, ensuring inclusivity and trust among stakeholders and enhancing transparency in government actions. These principles guide the Town government in deciding how and when to involve the public in

decision-making, ensuring that public participation is deliberate and impactful.

These principles also promote accountability and legitimacy in government actions. They show a dedication to democratic values and ensure that government decisions align with the communities' needs, strengthening the connection between citizens and their government.

In alignment with these principles and compliance with relevant state regulations, the Comprehensive Plan Update applied several strategies to connect with residents and better reflect their vision in this periodic update. The plan aims to facilitate various feedback channels, connect residents with the update's purpose, and ensure transparent progress communication.



Figure 17. Community Outreach Event (SBN, 2023)

Outreach and Events

The update process applied a diverse engagement strategy, outlined by the Public Participation Plan. Key initiatives included using digital and print newsletters for regular updates and feedback opportunities and conducting an online community-wide survey to gather opinions on local infrastructure and resources. The Town's pagodas periodically displayed information about the update, which provided an additional medium for community engagement. In-person outreach was conducted during the update process, including tabling events at community gatherings, promoted survey participation, acknowledged community contributions, and shared key information about the plan and its update.

The timeline for these activities began in May 2023, with introductory announcements in the Yarrow Point Newsletter, a detailed mailer to all residents, and informative pagoda posts. Increased engagement through tabling events occurred in July, followed by the survey's conclusion and publication of the results and analysis in September. This approach was designed to engage Yarrow Point's residents actively and effectively in shaping their community's future.

Public Survey

The comprehensive plan update process for Yarrow Point included a community survey to gather community insights on vital aspects of the comprehensive plan, such as housing policy, infrastructure preferences, and demographic indicators. Distributed through mailers, notices at local pagodas, and a tabling event at the Point's 4th of July Pickleball tournament, the survey received 155 responses over three months. These responses represent 13.8% of Yarrow Point's 1,125 residents at the time of the survey in 2022. Responses provided demographic information and opinions on various planning issues pertinent to the comprehensive plan update.



Figure 18. Community Outreach Event (SBN, 2023)

Survey results underscored the community's dedication to preserving its character, notably its parks and historic tree canopy. Environmental stewardship emerged as a shared priority, reflecting a commitment to preserving green spaces and natural assets. Alongside this environmental focus, concerns about safety and infrastructure upgrades were prominent, emphasizing the desire for improved multimodal safety and updated infrastructure to complement the Town's character.

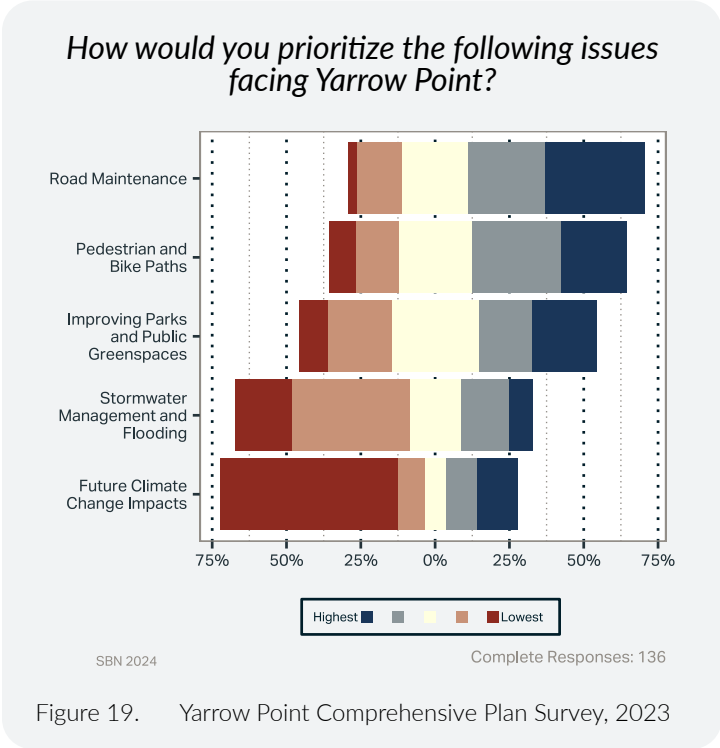
Overall, the survey depicted a community active in shaping its future, focused on maintaining Yarrow Point's residential allure and enhancing accessible green spaces. Residents emphasized a preference for single-family residences and highlighted the importance of well-maintained parks, illustrating a collective vision for preserving the Town's identity.

Open House

An open house, held on October 17th, 2023, served as an essential platform for presenting early findings and implications of the Yarrow Point community's comprehensive plan update process. Through both in-person attendance and online accessibility on the comprehensive plan website, the event aimed to engage and inform a broad audience in the planning dialogue. Core objectives included sharing results from the community survey, outlining the update process and its requirements, and fostering discussions on policy-driven and community-centric planning approaches to deepen community involvement.

Town planners were on hand to engage with attendees, answering questions and providing insights on various elements of the comprehensive plan. A roadmap outlining the required changes for the comprehensive plan to achieve compliance was available for review, offering a clear and concise guide for future developments. The open house was open to the general public and elected officials, ensuring a wide range of perspectives and inputs. A formal public meeting notice and a notice in the Town newsletter were issued to maximize attendance and to ensure compliance with the Open Public Meetings Act.

Conversations at the open house were marked by thoughtful exchanges, with residents actively engaging in discussions about the town's planning and development trajectory. These discussions also offered residents an opportunity to directly inform the plan itself through their distinct local knowledge. The event's success was defined by an informed discourse on Yarrow Point's evolving planning landscape, driven by a keen reviewing of survey findings and articulation of the targets and requirements set by King County and the Washington State Department of Commerce.



2. Land Use

2.1 Introduction

Purpose

As a cornerstone of the planning framework, the land use element serves as a foundation of many Comprehensive Plan elements. It is the basis on which the housing and transportation elements are developed and supports the rest of the plan by outlining the Town's high-level intent and approach to managing growth.

Building upon the foundation of previous planning efforts and informed by community engagement, this updated Land Use Element articulates clear goals, objectives, and policies to guide land use in Yarrow Point. Within the context of state, regional, and county goals, this element aims to reconcile these multijurisdictional mandates with the Town's intended growth management approach. The goals and policies presented herein strive to comply with these requirements while reflecting the discussions, survey responses, and feedback received from the Town's administration, staff, and community.

Planning Context

State Planning Goals

Land use planning at state, county, and local levels is guided by the Growth Management Act (GMA). This act specifies the requirements for the land use element within a Comprehensive Plan, as it is one of the nine required elements. Other elements such as the housing, transportation, and capital facilities elements reference and follow from the goals and policies in this element, as dictated by their own requirements and mandates. The requirements for the land use element are the following, per RCW 36.70A.070(1).



Figure 20. Yarrow Point Town Hall (Hatfield, 2021)

Within the Land Use Element and associated analysis, the town must:

- Provide a future land use map;
- Consider approaches to promote physical activity;
- Provide a consistent population projection;
- Estimate population densities and building intensities based on future land uses;
- Provide a continuum of housing development opportunities, with an emphasis on accommodating affordable and middle housing;
- Include provisions for the protection of groundwater;
- Identify open space corridors;
- Consider review of drainage, flooding and stormwater run-off;
- Designate policies to protect critical areas;
- Mitigate climate impacts and adapt resilience strategies

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) coordinates regional growth, transportation, and economic development planning in King, Pierce, Snohomish, and Kitsap Counties. "VISION 2050" provides a regional growth strategy for efficient and sustainable use of urban lands to accommodate population and employment

growth in the central Puget Sound area. Land use concerns, such as housing and employment planning targets, align with those of the Growth Management Act (GMA).

Many 2050 provisions cross over into other elements such as Environment, Development Patterns, Housing, Economic Development, Public Services, and Transportation. While "VISION 2050" strongly emphasizes creating centers of more dense mixed-use economic centers, Yarrow Point stands somewhat unique as an entirely single-family residential community, with extremely limited opportunities for development outside of that required by HB 1110. The Housing Element and Housing Needs Analysis (HNA) may include more detail regarding land capacity and housing development opportunities.

King County Planning Policies

King County has developed and adopted a wide range of policies, most recently amended in November 2023, for the purpose of aiding development within the county to create vibrant and welcoming cities, interconnected hubs, protected natural areas, and distinct rural areas. The County defines housing targets in its Countywide Planning Policies (CPPs), which require assessing the Town’s land use to determine if the existing conditions support future growth requirements. These targets are discussed further in the Housing Element and even more in-depth in the Housing Needs Analysis.

Per the King County CPPs, Yarrow Point is designated as urban land, “where new growth is focused and accommodated” (CPP DP-1a). As part of the urban growth area, the CPPs designate growth targets to urban jurisdictions to manage the pattern of growth and development across King County.

2003 Yarrow Point Land Use Map

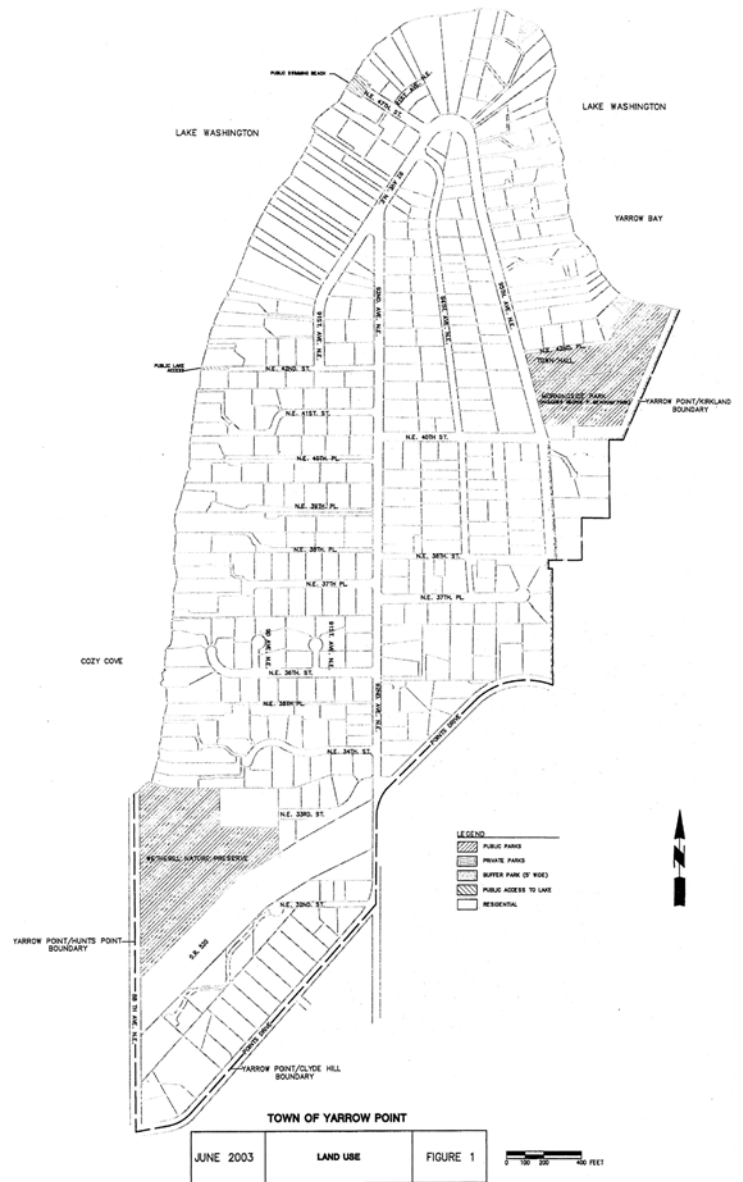


Figure 21. Land Use Map (Town of Yarrow Point, 2003)

2.2 Land Use & Growth in Yarrow Point

The Town must accommodate 10 additional permanent housing units based on county growth targets.

Given current housing occupancy trends, as detailed in the Housing Needs Analysis, that would result in an increase of 27 residents, or about 2.4%. By comparison, the Town’s population has grown by about 14% in the prior 20 years. Following that 20-year trend, the Town could expect nearly 1,300 residents by 2044. Based on the findings of the HNA, the Town may consider significant changes to the land use code to accommodate that growth, if achieved. Some changes will be required, such as middle housing and accessory dwelling unit changes imposed by recent state legislation. The Town may consider other changes

as it assesses and reflects on how those changes take shape over the near and medium-term future.

Land Use and Zoning

Yarrow Point has 450 total lots, per the King County Assessor and Town records as of March 2024.

Some of these lots have undergone consolidation not reflected by the Assessor’s dataset. The Town primarily comprises single-family residential developments with limited public use areas. Yarrow Point has no commercial, mixed-use, or multi-family land uses. Notable public and open space areas include the Wetherill Nature Preserve and Morningside Park, which houses the Town Hall.

Population Trend and County Target

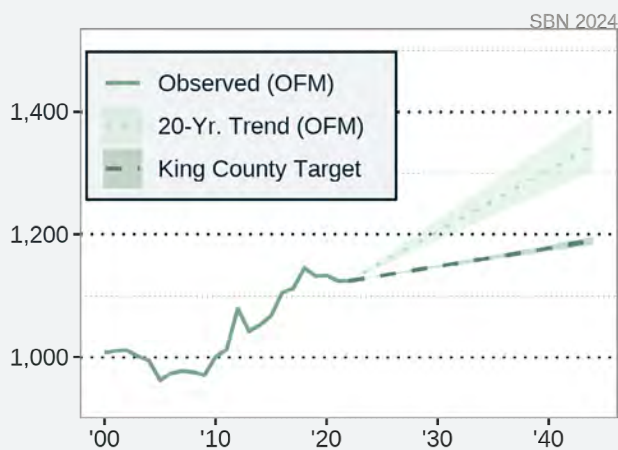


Figure 22. Washington OFM intercensal estimates and King County Planning Policies

Zoning

Since its incorporation in 1959, the Town of Yarrow Point has maintained a straightforward zoning scheme primarily focused on residential areas. The Town is divided into two residential zones, each distinguished by lot size. The zoning designation reflects the as-developed conditions prevalent at the time of incorporation.

The first zone, known as the R-12 Zone, encompasses the Town's interior between 92nd Avenue NE and 95th Avenue NE, north of NE 36th Street. In this area, lots are designated at 12,000 square feet each. This zoning choice aligns with the prevalent lot sizes in this region during the Town's early development.

The remaining areas of the Town fall under the R-15 Zone designation. Here, lots are designated at 15,000 square feet each, reflecting a slightly larger lot size than the R-12 Zone. This zoning decision likely accommodated varying development patterns

and lot sizes present in these areas during the Town's incorporation.

The zoning framework of Yarrow Point reflects a historical context rooted in the Town's early development patterns. The delineation of residential zones based on lot size aims to maintain consistency with existing neighborhood character while providing a framework for future development and land use decisions. This framework for land use planning reflects the goals and aspirations of the Town over the 20-year planning horizon.

Land Use and Zoning Designations

Zoning and Land Use			Density in Units / Acre			
Zoning Designation	Comp Plan Land Use	Description	Current Maximum	Current Actual	Future Maximum	Future Assumed
R-12	Residential	Single-family residential with a minimum lot size of 12,000 square feet	3.63	2.82	7.26	5.64
R-15	Residential	Single-family residential with a minimum lot size of 15,000 square feet	2.90	1.97	5.81	3.93
P	Parks and Open Space	Designated park lands and open spaces with opportunities for recreation and/or conservation	0	0	0	0

Figure 23. Table LU-1: Land Use and Zoning Designations and their Densities

Residential Land Use

Single-family dwellings are the primary use permitted in both residential zones: R-12 and R-15. The currently allowed densities per zone are outlined in Table L-1.

“Current Maximum” densities are the number of units per acre possible if the Town used land to its maximum capacity under existing zoning regulations. These densities would be impossible to achieve without completely replatting the land to fully utilize the space.

“Future Maximum” densities are the number of units per acre possible when the Town implements new zoning and development regulations in accordance with middle housing requirements that the state passed during its 2022 legislative session. Similar to “Current Maximum” densities, these would be impossible to achieve without completely replatting the Town's land.

“Current Actual” density is the number of units per acre on existing lots.

“Future Assumed” density is a coarse estimate of possible units per acre following middle housing

implementation. The estimate assumes that the ratio of “Future Assumed” density to “Future Maximum” density will mirror the ratio of “Current Actual” density to “Current Maximum” density. The simplest way for Town residential development to reach this estimated density is adding one unit to all existing lots. Given Yarrow Point's historic development patterns, it is unlikely town residential development will reach this density by the planning horizon of this periodic update, 2044.

While single-family dwellings are the primary focus of residential development, the zoning code does permit accessory uses that complement and support the primary residential function. These accessory uses may include amenities such as detached garages, home offices, or guest cottages, which enhance the residential properties' functionality and livability while maintaining the neighborhood's overall character.

Yarrow Point has 28 remaining lots suitable for further subdivision under our current codes. This scarcity of available land for subdivision underscores the Town's commitment to responsible land use practices and preserving its existing residential neighborhoods. By carefully managing and regulating development within these zones, the Town seeks to

ensure that any new construction or modifications are consistent with the established character and scale of the community.

Despite limited land available for subdivisions, the increase in allowed and planned density of the Town due to recent legislative requirements will increase the capacity for housing in the jurisdiction. This is detailed in the HNA, but the densities allowed will support the ability to redevelop lots suitable for increased capacities. Additionally, given the large lot sizes across the Town, there is a substantial amount of land suitable for the infill of different kinds of housing. Some larger lots are suitable for accommodating entirely new residential structures in addition to the existing structure. Others can accommodate an ADU without any issue under current zoning regulations. Ultimately, residents will decide what they do with their land, but the Town's zoning has adequate capacity to meet the county's growth targets under the current zoning and land use policy.

Public Facilities

In the Town of Yarrow Point, critical public facilities serve as focal points for community gatherings, recreation, and administrative functions. The Town

Hall, situated on the northwestern corner of Morningside Park and abutting 95th Avenue NE, is a central hub for municipal operations and civic engagement.

Following the completion of the Town Hall building, the adjacent land to the east underwent significant development to enhance its usability and aesthetic appeal. Approximately 600 cubic yards of fill were strategically placed to level and grade the area, transforming it into a sprawling lawn that now serves as a versatile space for various recreational activities and Town functions. This expansive lawn area provides residents ample opportunities for leisurely strolls, picnics, and community events, fostering



Figure 24. Yarrow Point Town Hall (Smith, 2023)

a sense of connection and camaraderie among neighbors.

Adjacent to the Town Hall, a sports court was constructed in 2011, further expanding the recreational offerings within the Town. This facility provides residents with opportunities for organized tournaments, recreational play, and social gatherings throughout the year. Whether engaging in a friendly pickleball game or taking a leisurely stroll through the park, residents of all ages can enjoy active and healthy lifestyles while fostering a sense of community spirit.

These public facilities not only contribute to the overall quality of life for Yarrow Point residents but also serve as catalysts for community cohesion and engagement. By providing accessible and well-maintained spaces for recreation, social interaction, and municipal services, the Town of Yarrow Point continues to nurture a vibrant and inclusive community where residents can thrive and connect with one another.

Parks/Open Space

Morningside Park, Road End Beach, Sally's Alley, and Wetherill Nature Preserve are crucial in

shaping the Town's residential landscape. These green spaces provide residents recreational opportunities and contribute to the Town's overall character.

Morningside Park offers residents a quiet retreat for outdoor activities such as picnicking and walking. Its central location ensures accessibility for all residents, fostering a sense of community.

Road End Beach, situated along Lake Washington, is a popular spot for waterfront relaxation and recreation. Its sandy shoreline provides residents with opportunities for swimming, fishing, and sunbathing, enhancing the Town's recreational offerings.

Similarly, Wetherill Nature Preserve offers residents a natural retreat with hiking trails and opportunities for birdwatching. These parks contribute to the Town's quality of life by providing accessible outdoor spaces for residents to enjoy and connect with nature.

Yarrow Point's parks, open space, and opportunities for recreation are more fully described in the Parks, Recreation, and Open Space Chapter, and within the Trails Master Plan.

Land Use & The Environment

The Town of Yarrow Point prioritizes protecting and managing its natural resources through various regulatory frameworks and ordinances. Development within 200 feet of the ordinary high water mark (OHWM) of Lake Washington, is defined as being in the shoreline jurisdiction. The shoreline jurisdiction is regulated by the Town's Shoreline Master Program under the Shoreline Management Act (SMA) of the State of Washington.

Critical areas, including wetlands, aquifer recharge areas, fish and wildlife habitats, flood-prone zones, and geologically hazardous areas, are addressed in accordance with the Growth Management Act. Wetlands identified through studies such as Shannon

& Wilson's 2002 reconnaissance are considered under the Town's Shoreline Master Program. A critical areas ordinance is both required and crucial to protecting these sensitive areas and preserving Yarrow Point's distinct geography.

The Lake Washington shoreline, Morningside Park, and the Wetherill Nature Preserve provide essential habitats for various wildlife species, including fish, waterfowl, birds, raptors, and small animals. Erosion-prone areas, identified in the Shoreline Analysis report, are subject to engineering and construction requirements to ensure public safety. Soil types within the Town primarily consist of Alderwood gravelly sandy loam, Bellingham silt loam, and Seattle muck.



Figure 25. Bench at the Wetherill Nature Preserve Shoreline (Smith, 2023)

Future Land Use

Revised on:
02-15-2024

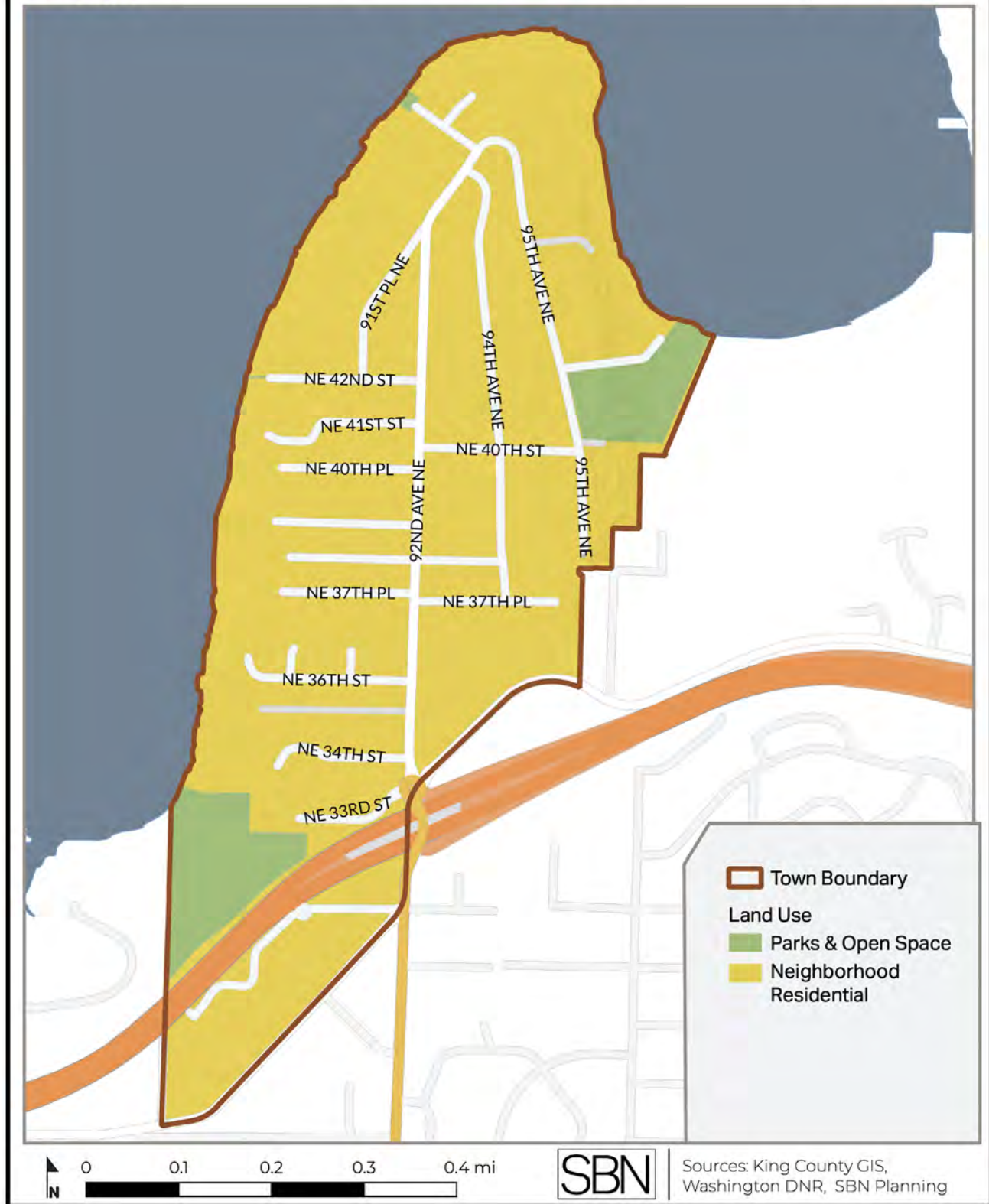


Figure 26. Future Land Use Map (SBN, 2024)

2.3 Land Use Goals and Policies

Goal L-1: Preserve and enhance the quality of life within the Town through appropriate land use measures that provide for projected needs and are consistent with the comprehensive plan.

- **Policy L-1.1:** Accommodate mandated housing densities and typologies in harmony with the Town's existing character, as required by state and regional policy.
- **Policy L-1.2:** Ensure zoning and land use work in partnership to preserve the Town's character and support current and future residents.
- **Policy L-1.3:** Assess existing and future land use and zoning designations to identify whether they support the Town's ability to meet housing targets and other regional requirements.
- **Policy L-1.4:** Reassess land use measures following implementation at regular intervals to determine the impact on the Town's quality of life, population growth, and public facilities. Use findings to adjust or revise future land use and zoning designations as needed.
- **Policy L-1.5:** Follow regional and state updates to land uses in the region to maintain compliance and concurrency with broader regional land use patterns and developments.
- **Policy L-1.6:** Provide opportunities for inclusive engagement when making land use policy decisions, allowing residents to engage with the growth management and land use process.

Goal L-2: Promote an active and healthy community.

- **Policy L-2.1:** Ensure the preservation and protection of open space and the orderly development of green belts, parks, and public spaces.
- **Policy L-2.2:** Preserve all existing parks for passive and active recreational use where possible.
- **Policy L-2.3:** Maintain existing public access points to Lake Washington.
- **Policy L-2.4:** Explore creative approaches and partnerships to expand public parks and open spaces for Town residents.
- **Policy L-2.5:** Assess possible improvements to the active transportation network.

Goals and policies continue on the next page

Goal L-3: Protect the Town's critical areas, natural resources, the environment, residents, and homes

- **Policy L-3.1:** Adopt a formal Critical Areas Ordinance that applies the Best Available Science to determine which portions of the Town are Critical Areas and how to best protect them.
- **Policy L-3.2:** Continue to coordinate with county, state, and federal agencies to support environmental protections relevant to the flora, fauna, land, and waters relevant to the Town.
- **Policy L-3.3:** Deepen understanding of existing species of flora and fauna in the Town and assess any possible protection measures through land use policies and development regulations for the safety and preservation of local ecology.
- **Policy L-3.4:** Protect and restore native vegetation, wetlands, and other key natural resources and encourage continued stewardship.
- **Policy L-3.5:** Continue to adopt building codes which incorporate the Wildland Urban Interface Code and consider additional wildfire mitigation measures consistent with the WUI.

Goal L-4: Ensure public facilities and infrastructure are developed concurrently with current and future land use plans to maintain and improve the Town's high quality of life.

- **Policy L-4.1:** Maintain existing public facilities and evaluate the need for new facilities within the Town following regular assessments of land use patterns in response to new policies, mandates, or regional trends.
- **Policy L-4.2:** Coordinate land use decisions with capital improvement needs for public facilities, including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, parks and recreational facilities, and cultural facilities.
- **Policy L-4.3:** Support the design and maintenance of a transportation network that reinforces community land use goals and policies.

3. Housing

3.1 Introduction

Purpose

As an integral part of the Yarrow Point (YP) comprehensive plan, this housing chapter outlines the strategies, goals, and policies that will guide the development and management of housing within the community. Housing, as defined within the Growth Management Act (GMA) framework, encompasses a broad range of residential options that provide shelter and accommodation for individuals and families.

Key Definitions

Emergency Housing: Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.¹

1 DRAFT Guidance for Allocating Projected Countywide Housing Needs to Local Jurisdictions. Washington State Department of Commerce. (2022). <https://deptofcommerce.app.box.com/s/0qzmz-vov4480yrgijlumku8r8nmafzyod>

Emergency Shelters: A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelters may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.²

Displacement: The process by which a household is forced to move from its community because of conditions beyond its control.³

Displacement Risk: The likelihood that a household, business, or organization will be displaced from its community.⁴

Exclusion of Housing: The act or effect of shutting or keeping certain populations out of housing within a

2 Guidance to Address Racially Disparate Impacts: Updating your housing element to address new requirements. Washington State Department of Commerce. (2023). <https://deptofcommerce.app.box.com/s/11217198jattb87qobtw63pkplzhxege>

3 *ibid.*

4 *ibid.*

specified area, in a manner that may be intentional or unintentional, but which nevertheless leads to non-inclusive impacts.⁵

Racially Disparate Impacts: When policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups.⁶

Permanent Support Housing (PSH): Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing

homelessness or was at imminent risk of homelessness prior to moving into the housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment or employment services.⁷

Planning Context

State Planning Goals

The Washington State Growth Management Act (GMA) outlines specific goals and mandates concerning housing planning. As outlined in the GMA, comprehensive plans must include:

“A housing element ensuring the vitality and character of established residential neighborhoods...” - RCW 36.70A.070(2)

5 *ibid.*

6 Hodgson, L. (2022). HB 1220: Racially disparate impacts guidance. Washington State Department of Commerce. <https://www.psrc.org/media/7086>

7 DRAFT Guidance for Allocating Projected Countywide Housing Needs to Local Jurisdictions. Washington State Department of Commerce. (2022a). <https://deptofcommerce.app.box.com/s/0qmvzov4480yrgijlumku8r8nmafzyod>

RCW 36.70A.070(2) details comprehensive plan requirements for a housing element. This includes:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the Department of Commerce
- A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes
- Identification of sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households
- Adequate provisions for existing and projected needs of all economic segments of the community
- Consideration, analysis, and policies which work to mitigate and undo racially disparate impacts and displacement

Regional Planning Goals

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 reinforce the need for communities to identify sufficient capacity of land suitable for housing that serves a broad range of community members. The CPPs specifically urge cities within King County, such as Yarrow Point, to create and implement policies and programs dedicated to preserving and developing housing that serve all economic segments of the population.

Land Use and Zoning Designations

Year	Total	PSH	0-30%	30-50%	50-80%	80-100%	100-120%	>120%	EH*
Target: 2044	423	2	8	7	9	20	39	338	2
Baseline: 2019	413	0	4	4	8	20	39	338	0
Needed Growth	10	2	4	3	1	0	0	0	2

* Emergency Housing Units are temporary and not considered in the "needed growth" sum as they are an entirely separate type of housing. While they must still be accommodated, the units and analysis required differ significantly from permanent housing.

Figure 27. Table H-1: Yarrow Point Housing Targets and 2019 Baseline

The CPPs also establish housing targets, which Yarrow Point must demonstrate it has the land capacity to accommodate. Recent legislation has mandated that the analysis of these targets not only considers the total capacity of housing units but also considers how housing in each zone may support each income bracket.

Emphasizing the importance of regional collaboration, "VISION 2050" directs local governments in the PSRC's four-county area to "Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of existing housing policies, and documenting strategies to achieve housing targets and affordability goals. This includes documenting programs and actions needed to achieve housing availability, including gaps in local funding, barriers such as development regulations, and other limitations (H-Action-4)." This policy underscores the significance of a unified and data informed approach in managing and enhancing housing access across the region. The housing shortage

observed across much of Western Washington requires a significant collaborative effort across the region, supported by PSRC's policies.

3.2 Housing Characteristics

To preserve the unique character of Yarrow Point, it is crucial to understand the community's housing development history. By examining past trends, this plan can better gain insights into the evolution of the built environment and shape future housing decisions accordingly. This chapter will explore the historical context of Yarrow Point's housing development, highlighting key factors influencing the community's character and architectural styles.

Through public engagement efforts, Yarrow Point has actively sought input from residents, gathering their opinions, concerns, and aspirations regarding housing. The findings from these engagement efforts will inform the goals and policies outlined in this chapter, ensuring that they reflect the community's needs and desires.

History of Development and Housing

The post western settlement history of Yarrow Point traces back to the early settlement days of the Puget Sound region. In the early years of Yarrow Point's history, the area was primarily characterized by small farming enterprises. Spanning 231 acres, these farms cultivated strawberries, vegetables, and holly,

creating a picturesque landscape. One prominent figure in Yarrow Point's agricultural history was Edward Tremper, who acquired land in 1902. Tremper imported holly stock from England and planted it on his property, ultimately establishing the largest holly farm in the United States by the 1920s.

To support the farming operations, workers of Japanese descent came to Yarrow Point, finding employment with Tremper and leasing land for their own strawberry and vegetable cultivation. However, the onset of World War II brought about the policy of Japanese-American internment that forced the Japanese residents of Yarrow Point and other areas in the Northwest into internment camps. Families were uprooted from their homes and livelihoods, disrupting the agricultural community that had flourished in Yarrow Point. Few Japanese families returned to Yarrow Point after WWII.

Two individuals significantly influenced the history of Yarrow Point. Leigh S. J. Hunt, owner of the Seattle Post-Intelligencer, purchased land in 1888 and named his estate "Yarrow," inspiring the Town's name. George F. Meacham, a Scotsman, filed the first

development plat in 1907 and named the streets with Scottish names. Meacham also donated land for a park, later becoming the Yarrow Point Town Hall site. Their contributions shaped Yarrow Point's identity and commitment to open space.

Town Character

Yarrow Point's history reflects a transition from rural farmland to suburban development in the late 19th and early 20th centuries. With the improvement of transportation infrastructure, Yarrow Point's scenic waterfront location became increasingly desirable for those seeking a serene and picturesque lifestyle. This shift in perception resulted in the establishment of early housing developments catering to residents drawn to the area's natural beauty and waterfront access.

Yarrow Point was incorporated in 1959 to preserve its community character and prevent commercial development near Yarrow Bay. The Town consists of single-family dwellings, contributing to a highly stable housing market. After incorporation, there was a minor surge in land development, resulting in approximately 95 new building sites. However, due to limited available land, growth has been slower since then.

Housing Type and Variety

Promoting housing variety is essential in addressing affordability challenges in our region. Yarrow Point predominantly consists of single-family homes. In accordance with RCW 36.70A.070 and the 2021 WAC 365-196-300 update, Yarrow Point addresses the preservation, enhancement, and expansion of housing, encompassing single-family homes and introducing moderate-density housing options. The Town of Yarrow Point shall consider incorporating zoning changes to allow for missing-middle housing, which bridges the gap between single-family homes and mid-rise multi-family buildings.¹ This housing category includes new constructions on small lots, duplexes, triplexes, fourplexes, townhouses, cottage housing, and courtyard housing.

1 Butler, S. (2022). Increasing local housing supply through missing middle housing. Municipal Research and Services Center (MRSC). <https://mrsc.org/stay-informed/mrsc-insight/september-2022/increase-housing-via-missing-middle>

3.3 Housing Supply and Needs

While this element covers some existing housing stock and capacity analysis, a more in-depth report on these topics can be reviewed in the Housing Needs Analysis Report – located in the appendices of this plan. What follows intends to offer a high-level overview of the results of that analysis.

Demographics and Inventory

The Town's landscape is entirely composed of single-family dwellings on large lots with high land and improvement values. While some ADUs exist on a few lots, the Town does not collect any formal data on the presence of ADUs at this time.

Housing tenure leans heavily towards ownership, with just 7% of units in the Town occupied by renters – per the 2022 American Community Survey 5-year estimates (ACS). Most units are occupied consistently, with a vacancy rate of around 8%. The lack of rentals and high cost of housing in Yarrow Point poses some affordability issues, as few homes exist in brackets affordable to those making less than 120% of the Area Median Income (AMI).

Housing Units by Housing Area HAMFI Brackets

AMI Bracket	AMI \$	Monthly Rent (30% of Income)	Number of Rental Units in Bracket	House Price*	ACS Home Values in this Bracket
0-30%	\$43,950	\$1,099	0	\$160,000	1
30-50%	\$73,250	\$1,831	1	\$270,000	1
50-80%	\$117,200	\$2,930	5	\$430,000	1
80-100%	\$146,500	\$3,663	24	\$540,000	3
100-120%	\$175,800	\$4,395		6	
120%+^	≥\$177,265	\$4,432		408	

* Assuming no additional debt and 20% Down Payment at a 29% Debt-to-Income Ratio
 ^Unlike previous rows, all price and income values in this row are the lowest, not highest, value
 Bolded values are significantly non-zero

Figure 28. Table H-2: Breakdown of Housing Units by HAMFI Brackets

Approaches to Affordable Housing

In compliance with RCW 36.70A.070, this Housing element addresses the importance of identifying houses for moderate, low, very low, and extremely low-income households. Yarrow Point already has a housing stock that sufficiently addresses the high-income bracket (>120% AMI). The Town is required to accommodate through land use regulation, one unit in the middle-income (80-120% AMI) and nine in the low-income bracket (0-80% AMI). This does not preclude market-rate housing from new construction but does place the onus on the Town to accommodate housing types through land use regulation that support these lower income brackets more effectively than the Town currently does. In addition to housing types that support more affordable housing, successful incentives and/or programs could support lower-income housing development.

Recognizing the importance of addressing housing needs, the King County Comprehensive Plan emphasizes inter-jurisdictional cooperation and public/private partnerships. To assess these needs, King County designated ARCH (A Regional Coalition for Housing) to prepare the "East King

County Housing Analysis" in accordance with RCW 36.70A.070(2). Yarrow Point actively participates in addressing affordable housing through various initiatives.

Yarrow Point's commitment to affordable housing is evident in its allowance for accessory building units and financial support for ARCH. As a member of ARCH, an Eastside consortium of cities pooling resources for affordable housing development, Yarrow Point reaffirmed its commitment in 2024 by endorsing the ARCH Work Program and Administrative Budget. The Town contributed \$10,000 in 2024 specifically allocated to projects including Spring District Transit-Oriented Development, Larus Senior Housing, Overlake Transit-Oriented Development and administrative expenses. By engaging in ARCH, Yarrow Point contributes to a regional, action-oriented approach to addressing affordable housing needs in partnership with neighboring jurisdictions and regional agencies.

Racial Equity Analysis & Displacement Risk

Pursuant to the 2021 RCW 36.70A.070(e) update, the new plan must address how local policies and regulations result in racially disparate impacts, displacement, and exclusions. Given the community's relatively high average income levels at a median income of \$250,001 per year in 2020, the likelihood of displacement is minimal. PSRC's Displacement Map identifies Yarrow Point as a "lower" displacement risk from a scale of "lower" to "higher" – indicating a lack of risk of traditional displacement in the Town.

Despite this, the housing cost burden among elderly households may present a distinct displacement and aging-in-place issue for the Town. Over a third (41%) of owned elderly family households pay over 30% of their income to housing costs. Among the middle and lower income brackets (under 80% HAMFI), that increases to 89%. These numbers show a slightly higher proportion of elderly people are at risk of displacement than the regional average.

As the majority of Yarrow Point is zoned for single-family housing, it is important to address how the legacy of similar zoning policies has historically been used to enforce racial and economic segregation, increasing disparities in housing opportunities and wealth accumulation. Single-family zoning can exclude affordable housing options like duplexes or townhouses, limiting socioeconomic diversity. Recent legislation, including HB-1110 and 1337, have mandated middle housing and ADU provisions that expand the housing options available to Yarrow Point residents and mitigate some of the possible racially disparate impacts of the existing zoning. As development regulations considering these changes are incorporated, the Town may reassess the equity and impacts of these changes on the jurisdiction's population.

Cost Burdened Households in Yarrow Point

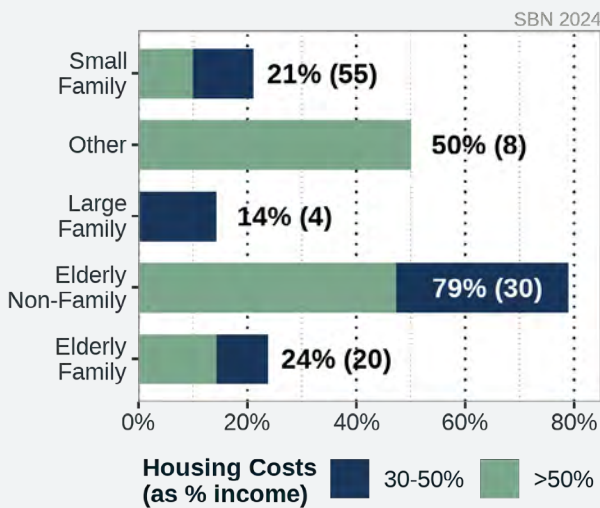


Figure 29. USA HUD CHAS Cost Burden Data, 2023

Additional Capacity

Based on the Housing Needs Analysis, Yarrow Point does have the overall capacity to meet its housing targets. Successfully reaching the income-based targets will depend on whether required middle housing and ADU provisions bridge the affordability gap in the Town over the next 20 years. In the meantime, the Town should continue to thoughtfully assess the impacts and possible progress these changes make on housing affordability in the jurisdiction. For a more detailed breakdown of the methodology and results associated with this analysis, reference The Town's Housing Needs Analysis in Appendix section 12.4.¹

¹Town of Yarrow Point. Yarrow Point Comprehensive Plan. (2024). "12.4 Housing Needs and Land Capacity Analysis" in Section 12.4.

3.4 Housing Goals and Policies

Goal H-1: Preserve and foster housing development harmoniously with the existing high-quality neighborhood character.

- **Policy H-1.1:** Promote development and redevelopment of properties in a manner which is harmonious with the existing housing typologies that define Yarrow Point's history and community.
- **Policy H-1.2:** Support approaches to affordability that maintain the Town's character and approach to housing.
- **Policy H-1.3:** Develop regulations that ameliorate additional housing typologies within the context of Yarrow Point's existing character.
- **Policy H-1.4:** Adhere to state building code standards

Goal H-2: Expand housing choices in accordance with state regulations.

- **Policy H-2.1:** Develop middle housing regulations in line with public feedback and state requirements, ensuring that new typologies fit in with existing Yarrow Point housing.
- **Policy H-2.2:** Support changes to the Town's accessory dwelling unit regulations to maintain compliance with state regulations in support of increased housing options.
- **Policy H-2.3:** Periodically assess the success of these new and expanded housing typologies in addressing affordability gaps and consider other possible housing options in the Town.

Goal H-3: Achieve a mix of housing types that are attractive and affordable to a diversity of ages and abilities.

- **Policy H-3.1:** Encourage and support accessible design and housing strategies that allow seniors to remain in their own neighborhoods as their housing needs change.
- **Policy H-3.2:** Encourage a range of housing types that provide an affordable alternative to single-family ownership and options for aging-in-place.
- **Policy H-3.3:** Periodically assess zoning and development regulations to ensure they do not unfairly limit housing for individuals with special needs, reinforce racially disparate impacts, or create barriers to affordable housing. Reasonable accommodations will be considered in rules, policies, practices, and services to provide equal opportunity for individuals with disabilities to use or enjoy dwellings.

Goal H-4: The Town will continue to support affordable housing efforts in the Town and region.

- **Policy H-4.1:** Support the construction of housing types that are available to very low, low, and moderate-income households.
- **Policy H-4.2:** Encourage affordable housing options that are compatible with the Town's high-quality residential setting including the preservation and rehabilitation of older housing stock to create affordable housing.
- **Policy H-4.3:** Continue participation in inter-jurisdictional organizations to assist in the provision of affordable housing on the Eastside.
- **Policy H-4.4:** Continue contributing to agencies that support affordable housing, including A Regional Coalition for Housing (ARCH).

Goal H-5: Foster housing strategies that meet the current needs of the community while safeguarding its future.

- **Policy H-5.1:** Encourage housing development in ways that protect the natural environment.
- **Policy H-5.2:** Support the adoption of a critical areas ordinance that balances development considerations with environmental impact.
- **Policy H-5.3:** Promote at-home energy conservation and renewable energy sources.
- **Policy H-5.4:** Maintain SEPA thresholds that allow for environmental reviews of projects that may substantially impact the local environment.

Goals and policies continue on the next page

4. Transportation

4.1 Introduction

Purpose

The Transportation Element within the Comprehensive Plan for the Town of Yarrow Point aims to outline a set of goals and policies that will direct the development of surface transportation. This directive aligns 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 transportation system improvements, financing avenues, and concurrency management strategies. 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



Figure 30. Yarrow Point Road Roundabout (Smith, 2023)

transportation improvement projects and facilities. These are all steered by the transportation goals and policies outlined in the Comprehensive Plan.

Planning Context

Transportation planning at state, county, and local levels is guided by the Growth Management Act (GMA). This act specifies the requirements for the development of the transportation element within a Comprehensive Plan and necessitates a close alignment with the land use element.

As per the GMA (RCW 36.70A.070 (6)), the transportation element must include:

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

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

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



Figure 31. Yarrow Point Sign on Points Dr NE (Smith, 2023)

Puget Sound Regional Council (PSRC)

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

"VISION 2050" is the regional growth plan extending to the year 2050. Central to this plan are Multi-County Planning Policies, aimed at achieving the

Regional Growth Strategy and addressing region-wide issues in a collaborative and equitable manner.

These policies focus on:

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

King County

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.



Figure 32. King County Metro Infrastructure (Smith, 2023)

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 Multi-County 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 33. King County Metro Infrastructure (Smith, 2023)



Figure 34. Pedestrian Directions to Transit (Smith, 2023)

4.2 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



Figure 36. 92nd Ave NE (Smith, 2023)

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.



Figure 35. Freeway 520 Ramp (Smith, 2023)

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. The provision for on-street parking varies. While their dominant function is to facilitate through traffic, they also

accommodate local traffic with destinations along the corridor. These roads often offer multimodal options, including transit, bike facilities, and sidewalks.

Local Collector: Serving a dual function of mobility and land access, local 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. Local collectors offer direct services to residential areas, local parks, and similar land uses. They are typically narrower than arterials, often being two lanes wide with stop sign control.



Figure 37. 94th Ave NE (Smith, 2023)

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.

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.

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.

Street Functional Class

Revised on:
08-30-2024

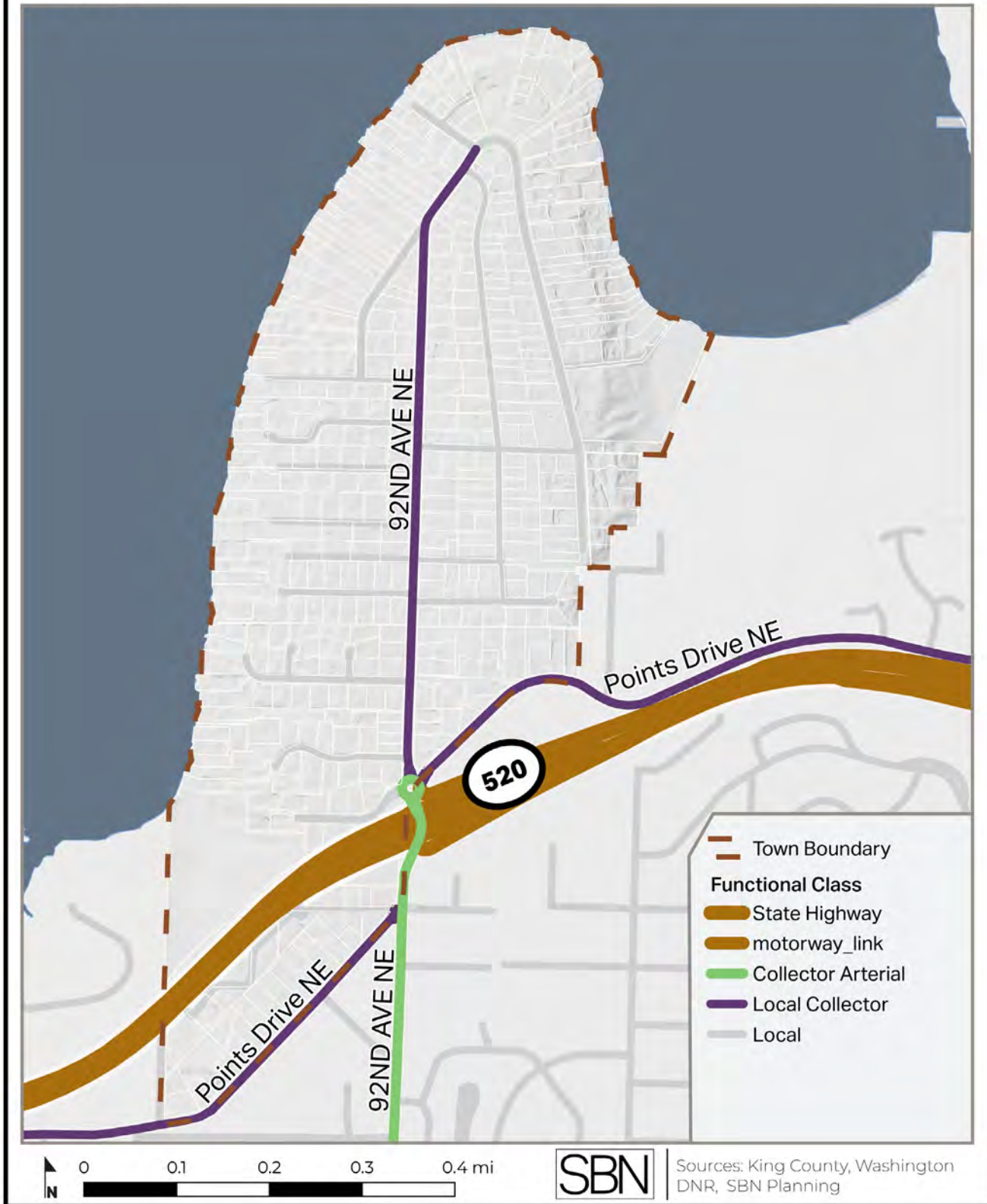


Figure 38. Road Classifications Map (SBN, 2024)

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.

While the expansion has led to increased noise levels, this issue has been partially addressed through the construction of noise walls along the corridor. Neighboring Jurisdictions to the South and West are currently in the process of conducting sound studies to determine how to best reduce the impacts of the increased noise created by the new 520 expansion joints.



Figure 39. 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 bus 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.



Figure 40. State Route 520 Bus Sign (Smith, 2023)

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

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

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 pose challenges to pedestrian and cyclist safety.

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



Figure 41. Park and Ride (Smith, 2023)

Active Transportation 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. While most residents do not commute regularly via active modes of transportation, community survey responses indicated that residents would like the Town to pursue expansions or improvements to active transportation facilities.

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,



Figure 42. SR-520 Bike Path (Smith, 2023)

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.

Additional information on shared use, pedestrian, and bike trails can be references in the Parks, Recreation, and Open Space element of this plan.

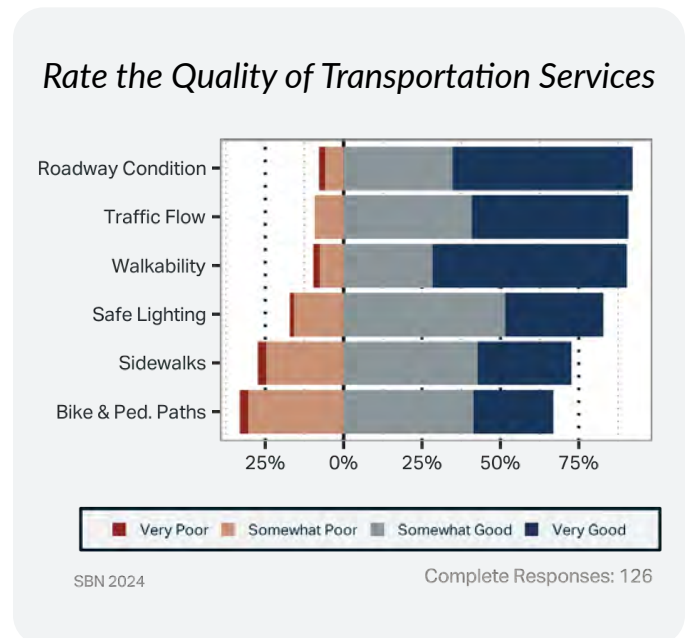


Figure 43. Quality of Transportation Services Survey (SBN, 2023)

4.3 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.

Level of Service Concurrency

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

The adoption of an LOS standard signifies a jurisdiction's commitment to maintaining transportation service at that level, which has direct budgetary implications. Deficiencies in the transportation system are categorized either as existing (occurring under current conditions) or as projected future deficiencies (expected under future projected conditions).

Concurrency management ensures that development, in line with the adopted land use element of the Comprehensive Plan, will not lead to a transportation facility's operations dropping below the adopted standard. As part of this management, transportation capacity expansion or demand management strategies must be operational or financially planned within six years of the development's use.

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

ensuring coordinated efforts in maintaining and improving these critical transportation links.

Yarrow Point Standards

The Town of Yarrow Point does not currently have an adopted level of service standard for its local roads. As a small jurisdiction with limited Town-managed connections to nearby urban centers, in addition to a lack of signalized intersections, the Town does 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.

4.4 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, increase



Figure 44. Bus Stop on the 520 Lid (Smith, 2023)

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, Clyde Hill Police have indicated that speeding at this major entry and exit point from the jurisdiction has decreased. Five traffic monitoring devices in the form of license plate readers are installed at key locations in and around the vehicular entrances to the Town



Figure 45. The roundabout (SBN, 2024)

4.5 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 (Chapter 11: Capital Facilities) 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 to



Figure 46. SR-520 Bike Path (Smith, 2023)

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 reduce the Town's environmental impact, strain on public facilities, and improve overall health.

Residents have also identified bike and pedestrian facilities as relatively lacking compared to vehicular facilities in the Town. 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. As the Town faces growth and shifts in land use, a more considered approach to developing a highly-functional multimodal transportation network may support resident efforts to offset single occupancy vehicle trips, better connect to local points of interest such as neighborhood parks, and promote safer recreational active transportation use.

4.6 Transportation Goals and Policies

Goal TR-1: Develop and maintain a comprehensive and inclusive transportation infrastructure focused on safety, accessibility, and collaborative planning with local school districts.

- **Policy TR-1.1:** Coordinate with Bellevue School District to develop and implement safe routes for school programs.
- **Policy TR-1.2:** Prioritize safety in all transportation designs and maintenance activities, including roads, pathways, and public transit facilities.
- **Policy TR-1.3:** Regularly assess and address potential safety hazards in the transportation network.
- **Policy TR-1.4:** Implement traffic calming measures to ensure safety in residential and high-traffic areas.
- **Policy TR-1.5:** Design transportation facilities to be accessible and usable by all segments of the community, including those with disabilities.
- **Policy TR-1.6:** Prioritize pedestrian safety and accessibility, especially in school zones, considering crash history and current or potential non-motorized access.

Goal TR-2: Foster strategic partnerships for transportation planning and infrastructure development.

- **Policy TR-2.1:** Collaborate with neighboring cities, the county, and state agencies to develop integrated transportation plans and projects.
- **Policy TR-2.2:** Align transportation initiatives with regional and state land use and environmental policies.
- **Policy TR-2.3:** Engage in joint efforts with public and private entities for the development of transportation infrastructure and services.
- **Policy TR-2.4:** Coordinate with emergency service providers to ensure adequate access and passage for emergency vehicles.
- **Policy TR-2.5:** Collaborate with regional and local agencies on strategies for disaster prevention, response, and recovery to safeguard the transportation system.
- **Policy TR-2.6:** Collaborate with WSDOT and King County to ensure regional highways and major arterials efficiently serve Yarrow Point.

Goals and policies continue on next page

Goal TR-3: Prioritize efficient, safe, and cost-effective upgrades in transportation infrastructure.

- **Policy TR-3.1:** Regularly update and maintain transportation infrastructure to meet current and future demands.
- **Policy TR-3.2:** Implement intelligent traffic management systems for optimizing traffic flow and reducing congestion.
- **Policy TR-3.3:** Ensure roadway and intersection designs prioritize safety and efficiency for all modes of travel.
- **Policy TR-3.4:** Align transportation improvements with the Town's Capital Improvement Program and Transportation Improvement Program.
- **Policy TR-3.5:** Focus on essential maintenance, preservation, and safety improvements within the existing transportation network.
- **Policy TR-3.6:** Adopt maintenance practices that account for lifecycle costs, preventing long-term deterioration of the transportation system.

Goal TR-4: Promote diversified and efficient transportation options through enhanced public transit, pedestrian and cycling infrastructure, and the encouragement of shared mobility solutions.

- **Policy TR-4.1:** Encourage the use of public transportation through partnerships with regional transit authorities and promotion of transit facilities.
- **Policy TR-4.2:** Explore improvement to pedestrian and bicycle facilities and their connectivity to important regional destinations.
- **Policy TR-4.3:** Promote carpooling and vanpooling options, including facilitating the creation of ride-share programs.
- **Policy TR-4.4:** Support new developments incorporating multimodal transportation considerations in their planning and design.
- **Policy TR-4.5:** Actively pursue funding opportunities for pedestrian and cycling infrastructure improvements, including grants and state programs.

Goals and policies continue on next page

Goal TR-5: Enhance environmental sustainability and public health in transportation by promoting environmentally friendly transit options.

- **Policy TR-5.1:** Promote public transportation, carpools, and vanpools, enhancing air quality and reducing greenhouse gas emissions.
- **Policy TR-5.2:** Support environmentally responsible transportation designs, particularly in sensitive areas, to minimize adverse impacts on land and water environments.
- **Policy TR-5.3:** Consider supporting alternative fuel vehicles through infrastructure or regulatory avenues.
- **Policy TR-5.4:** Maintain transportation systems to reduce environmental pollutants, focusing on reducing toxic runoff, air pollution, and noise.
- **Policy TR-5.5:** Encourage modes of transport that foster public health, like walking and biking, and prioritize funding for pedestrian and bicycle pathways.

Goal TR-6: Ensure optimal traffic flow and functionality in the transportation network by consistently monitoring and updating Level of Service standards.

- **Policy TR-6.1:** 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 TR-6.2:** Adhere to Level of Service standards to maintain efficient traffic flow and transportation functionality.
- **Policy TR-6.3:** 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 TR-7: Maintain a cohesive transportation framework that balances efficiency, safety, and environmental objectives.

- **Policy TR-7.1:** Maintain a comprehensive network of safe and efficient roads, pathways, and trails for vehicles, pedestrians, and cyclists.
- **Policy TR-7.2:** Coordinate transportation policies, projects, and programs with the Town's land use and environmental goals.
- **Policy TR-7.3:** Systematically integrate the objectives of the Transportation Element in both public and private project development reviews.

5. Parks, Recreation, and Open Space

5.1 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 may guide the development of the PROS Plan. It creates an inventory of the existing park facilities, providing



Figure 47. Morning Side Park Recreational Court (Smith, 2023)

a clear understanding of the current state and potential areas for improvement. Through these efforts, the chapter paves the way for the possible future 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

State Planning Goals

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:

"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 1,135 residents as of 2023. The Town has 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.

5.2 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 following page for a map of these park facilities and classifications.

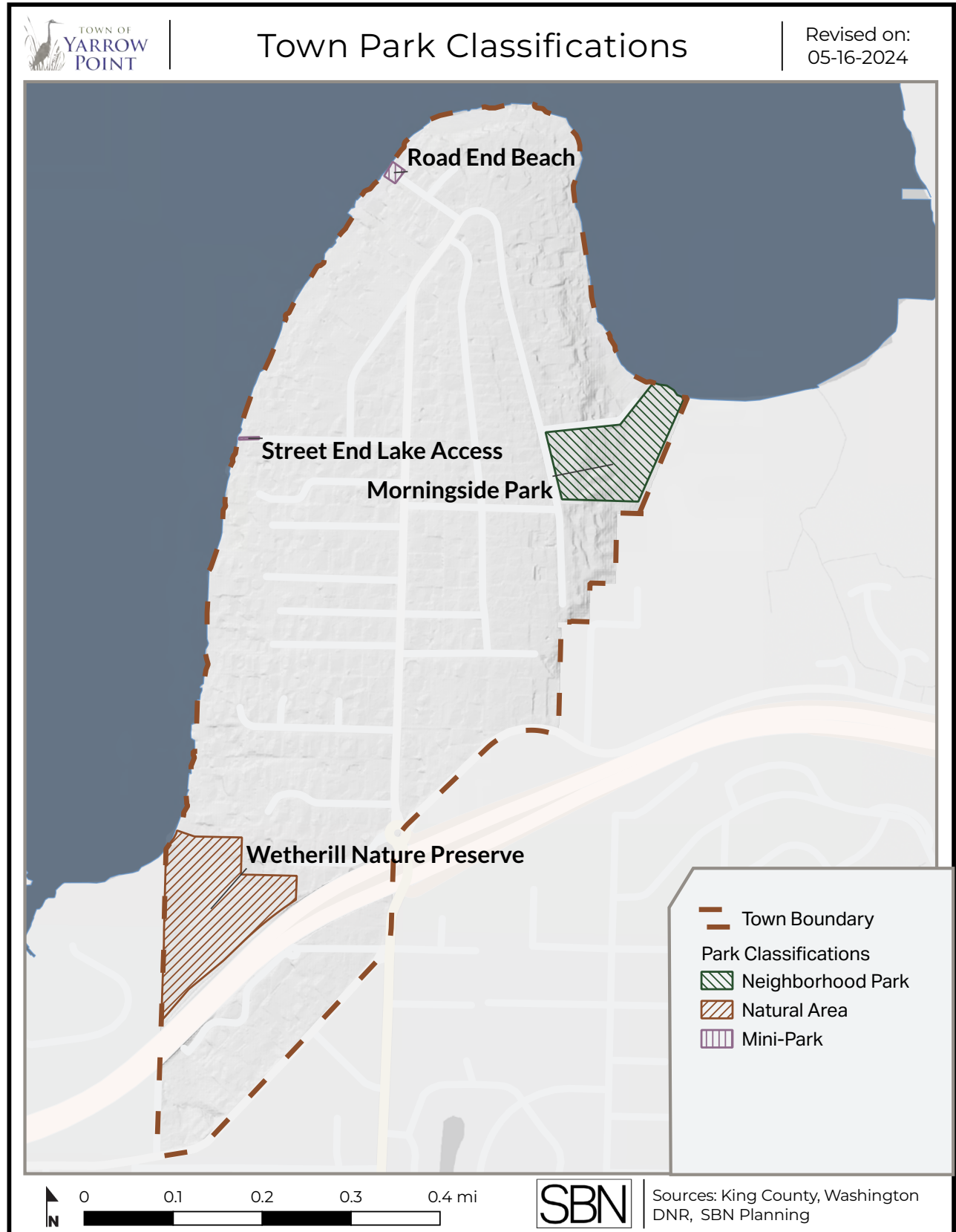


Figure 48. Map of Park Classifications (SBN, 2024)

5.3 Parks and Preserves

Morningside Park

- Location: 4030 95th Ave NE, Yarrow Point, WA
- Classification: Neighborhood Park
- Size: 7.85 Acres
- Features & Facilities: Town hall, pickleball court, playground, 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 northside 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 49. Morning Side Park Playground (Smith, 2023)

Road End Beach

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

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 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.



Figure 50. 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 & 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.



Figure 52. Street End Park (Ellis, n.d.)



Figure 51. View of Lake Washington from Street End Park (Ellis, n.d.)

Wetherill Nature Preserve

- Location: Points Loop Trail, SW Yarrow Point
- Classification: Natural Area
- Size: 16 Acres in Yarrow Point
- Features & 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 53. Wetherill Nature Preserve (Smith, 2023)

5.4 Trails and Paths

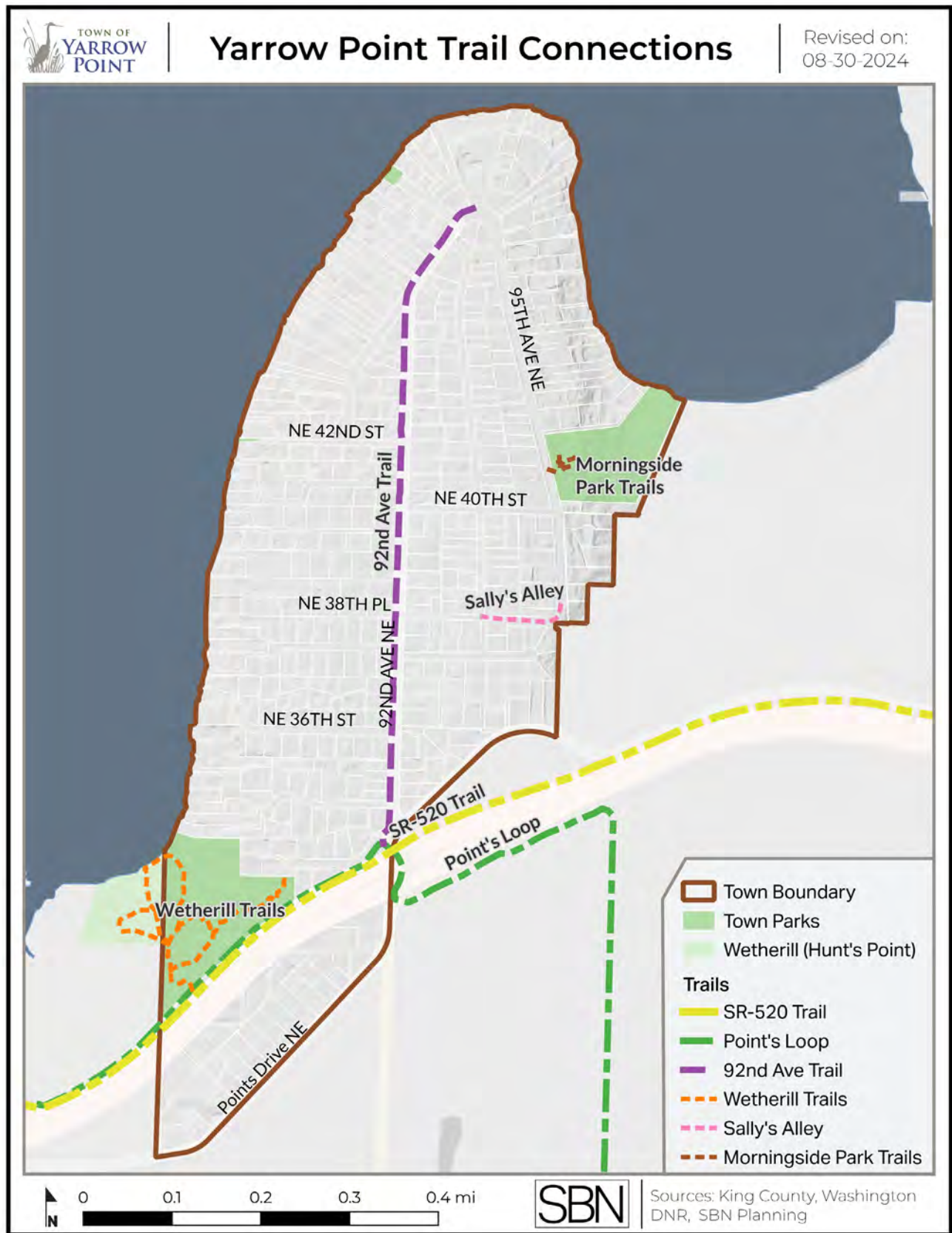


Figure 54. Map of Trail Connections (SBN, 2024)

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 56. SR-520 Trail (Smith, 2023)



Figure 55. 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.¹ A new entrance on the west, (and soon to be completed new entrance on the east end) invites people into the natural landscape of Sally's Alley. 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 and vehicular traffic was prohibited in Sally's Alley and efforts are ongoing to improve the open space.

1 Berger Partnership. (2013). Yarrow Point Trails Master Plan. Town of Yarrow Point. <https://yarrowpointwa.gov/wp-content/uploads/2018/03/Yarrow-Point-Trails-MP-2.pdf>



Figure 57. Sally's Alley (Smith, 2023)

Points Loop Trail

The Points Loop Trail is an officially marked and mostly paved urban trail connecting Yarrow Point, Clyde Hill, Medina, and Hunts Point. The trail makes use of many existing trail facilities in those jurisdictions, including the SR-520 Trail in Yarrow Point, for example. Its route brings it close to connections with Seattle, Kirkland, and Bellevue. The trail also offers connections to other outdoor facilities including the Wetherill Nature Preserve, Fairweather Nature Preserve in Medina, and Medina Park.



Figure 58. Points Loop Trail (Smith, 2023)

92nd Avenue Trail

The extension of the trail along 92nd Avenue NE is connected with NE Haddin Way. The trail is on the west side of the street. The width of the trail is 6 feet, with an accompanying 3-foot planting strip. Once the trail reaches NE Haddin Way, it transitions into shared space on 95th Avenue NE, which serves as a connection to Morningside Park and Sally's Alley.



Figure 59. 92nd Avenue Trail (Trails Master Plan, 2013)

5.5 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 Chapter 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 evaluated as Neighborhood Parks in this context. Given that the town is split by SR-520, buffers may overrepresent the walkable proximity of parks. In this case, a walkshed, which measures distance along the pedestrian network, can offer more accurate results of park access.

When analyzing the 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.

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



Figure 60. Map of Walkability and Catchment (SBN, 2024)

units, in line with recent state housing legislation, there is little vacant land on which 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

How Important is Access to Parks/Public Spaces?

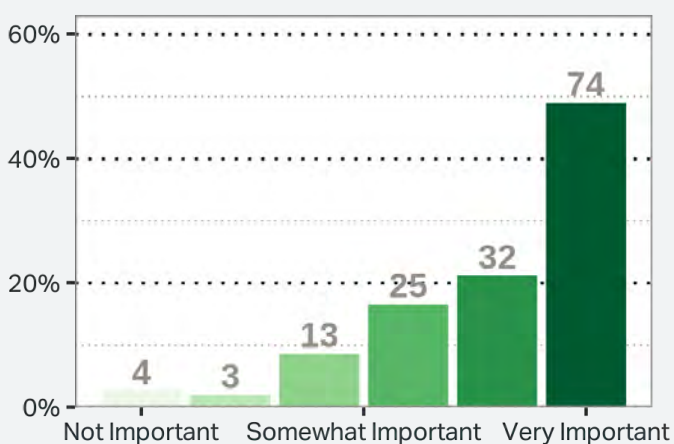


Figure 61. Yarrow Point Comprehensive Plan Survey, 2023

5.6 Parks, Recreation, and Open Space Goals and Policies

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

- **Policy P-1.1:** Provide a park system that allows for residents to be active year-round and supports public health in the community.
- **Policy P-1.2:** Make parks, including playgrounds and restrooms, ADA accessible and inclusive where possible.
- **Policy P-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 P-1.5:** Recognize that Yarrow Point parks are the main provider of community event spaces and activities. Increase special events in the Town's surroundings and districts to bring the community together and celebrate.

Goal P-2: 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 P-2.1:** Develop strategies for increasing park funds and access through fundraising, estate gifting, contracts, interlocal agreements, organizational partnerships, and community sponsors.
- **Policy P-2.2:** Prioritize capital facility investments that support the preservation, stewardship, and maintenance of existing PROS facilities.
- **Policy P-2.3:** 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 P-2.4:** Seek committed partners and volunteers to support the operations of the Parks.
- **Policy P-2.5:** Explore additional funding opportunities to support annual maintenance and operations improvements.
- **Policy P-2.6:** Establish service standards to share clear expectations regarding maintenance and operation of facilities.

Goals and policies continued on next page

Goal P-3: Enhance and sustain high-quality, accessible, and environmentally responsible parks and trails system in response to community growth and needs.

- **Policy P-3.1:** 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 P-3.2:** Maintain and develop recreation facilities that support the existing land use and respond to any changes in land use when they arise.
- **Policy P-3.3:** Prioritize investments that improve accessibility and promote an active lifestyle for its residents.
- **Policy P-3.4:** Within park sites, provide for active and passive park elements consistent with park classifications, site conditions, master plans, and community engagement results.
- **Policy P-3.5:** 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 P-4: Conserve open space and protect critical areas in the park system.

- **Policy P-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 P-4.2:** Manage park lands to protect the functions and values of ecosystems, protect wildlife corridors, and maintain compatibility with adjacent land uses.
- **Policy P-4.3:** Support water enjoyment opportunities that provide for recreational use or visual access to the shoreline for the general public.
- **Policy P-4.4:** 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.

Goals and policies continued on next page

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

- **Policy P-5.1:** Ensure the Town's public property tree code reflects changes in the community over time.
- **Policy P-5.2:** Endeavor to Develop a plan for the maintenance of street trees planted by the Town and tree canopy in Town parks.
- **Policy P-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 P-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 P-6: Improve access to recreational amenities throughout the community by adding more amenities, and creating better connections through trails, sidewalks and bike lanes.

- **Policy P-6.1:** 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 P-6.2:** Improve the signage to parks and trails in the Town to encourage greater use and access to parks, recreation facilities, and attractions.

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

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

6. Climate Change

6.1 Introduction

Purpose

The climate change chapter of the Comprehensive Plan serves as a proactive measure to address the challenges posed by climate change. With House Bill 1181 mandating climate change resilience planning by 2029, the inclusion of this chapter reflects the Town's commitment to comply with state policies while ensuring the community's long-term sustainability. Additionally, by voluntarily incorporating climate change planning into its policies, the Town recognizes the need for adaptive land use and development strategies. This approach positions Yarrow Point to mitigate risks and foster resilience in the face of environmental changes.

Key Definitions:

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.

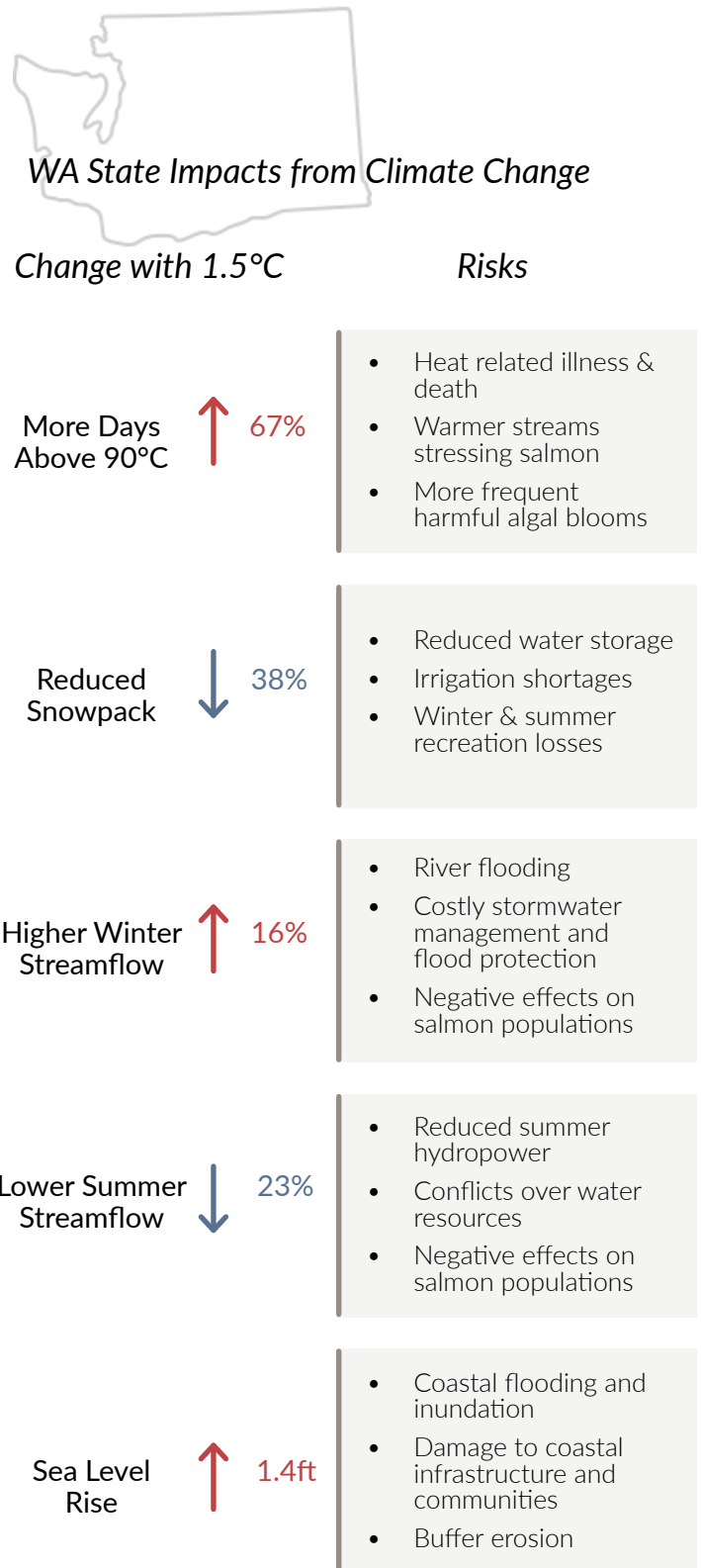


Figure 62. Impacts from 1.5C+ (UW Climate Impacts Group)



Figure 63. Yarrow Point shoreline (SBN, 2024)

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.¹

Greenhouse Gasses: Gasses that absorb heat (infrared radiation) emitted from the earth's surface. Increases in the atmospheric concentration of these gasses cause

1 American Planning Association Washington Chapter. (2009). Planning for Climate Change, Executive Summary. Sustainable Washington. <https://apawa.memberclicks.net/assets/docs/growthmanagementact/sustainablewashingtonexecutivesummary.pdf>

Earth to warm by trapping more of this heat.

These gasses include water vapor, CO₂, methane, nitrous oxide, and ozone.

Hazard Mitigation: Any sustained action to reduce or eliminate long-term risk to people and property from natural hazards and their effects.²

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

Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.³

2 United States Global Change Research Program. (2021). U.S. Climate Resilience Toolkit. Glossary | U.S. Climate Resilience Toolkit. <https://toolkit.climate.gov/content/glossary>

3 Our common future; Brundtland Report 1987. United Nations. (1987). https://www.admin.ch/dam/are/it/dokumente/nachhaltige_entwicklung/dokumente/bericht/our_common_futurebrundtlandreport1987.pdf.download.pdf/our_common_futurebrundtlandreport1987.pdf

6.2 Planning Context

State Planning Goals

The Washington State Growth Management Act (GMA) outlines specific goals and mandates concerning climate change and resiliency, as well as the continued coordination with all relevant regional jurisdictions. During the 2024 Periodic Update, many of these mandates were deemed optional until the following periodic update, as implemented by House Bill 1181 in 2023. Some of the mandates will not apply to Yarrow Point due to its size. As outlined in the GMA, comprehensive plans have a set planning goal for a climate change and resiliency chapter:

"A climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change, which must include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities." - RCW 36.70A.070(9)(a)

RCW 36.70A.070(9) details comprehensive plan requirements for a climate change and resiliency element. Some of these mandates do not apply to Yarrow Point, but those that do include:

- Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;
- Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and
- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.

Regional Planning Goals

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 implement policies and procedures to limit greenhouse gas emissions, promote energy-efficient alternatives, and protect and restore key natural resources.

Emphasizing the importance of regional collaboration, "VISION 2050" Policy MPP-CC-7 directs local governments in the PSRC's four-county area to "Advance state, regional, and local actions

6.3 Identification of Climate Impacts on Yarrow Point

Climate change poses significant challenges to communities, including Yarrow Point. Increasing temperatures are a 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. Lake levels may also be impacted as seasonal river flows impact the regulation of Lake Washington water levels.

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. Increased risk of extreme heat events will impact 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 has been awarded the "Tree City USA" status for 13 years from the Arbor Day Foundation. 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

The air pollution in Yarrow Point is currently rated 9 out of 10 (1 being least and 10 being most polluted) in airborne diesel pollution, similar to other communities along the eastern shore of Lake Washington. This occurs due to the topographic location of Yarrow

Tree Canopy Coverage

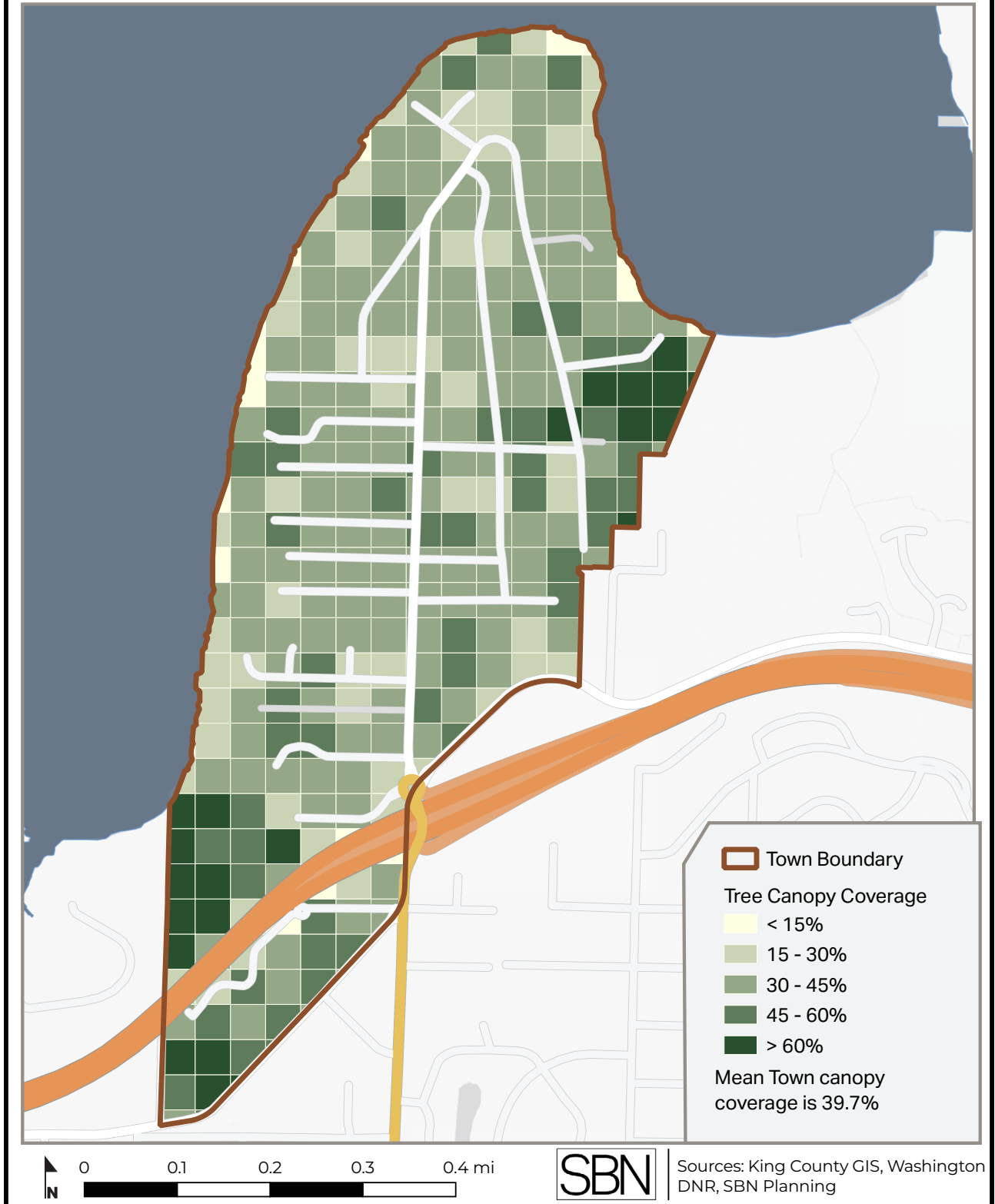


Figure 64. Map of Tree Canopy Coverage (SBN, 2024)

Point, seasonal wind patterns, and its proximity to roadways. Regional and local efforts to address this issue will be important to reduce pollution and improve air quality, considering the potential exacerbation of health risks in a changing climate.¹

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. 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

1 "Information by Location: Washington Tracking Network (WTN)." Washington Department of Health, 2024. <https://fortress.wa.gov/doh/wtnibl/WTNIBL/>.

potential for infrastructure damage and service disruptions, and may also lead to higher operating costs and reduced asset life.² 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.

Impacts that 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.³ Projected changes in extreme events are
2 "No Time to Waste." Climate Impact Ground, 2019. https://cig.uw.edu/wp-content/uploads/sites/2/2019/02/NoTimeToWaste_CIG_Feb2019.pdf.

3 MacArthur, J. et al. 2012. Climate Change Impact Assessment for Surface Transportation in the Pacific Northwest and Alaska. Region X Northwest Transportation Consortium, OTREC-RR-12-01, WA-RD #772.1.

more likely to damage infrastructure than changes in average conditions.⁴

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.⁵

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 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,

4 Washington State Department of Transportation (WSDOT). 2011. Climate Impacts Vulnerability Assessment. Report prepared by the Washington State Department of Transportation for submittal to the Federal Highway Administration, Olympia, Washington.

5 Hamlet, A.F. 2011. Impacts of climate variability and climate change on transportation systems and infrastructure in the Pacific Northwest. White Paper prepared for the Western Federal Lands-Highway Division by the Climate Impacts Group, University of Washington, Seattle

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.

6.4 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.¹ 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.

1 "Climate Change Planning, Engrossed Second Substitute House Bill 1181, Chapter 228, Laws of 2023, 68th Legislature 2023 Regular Session." <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/Session%20Laws/House/1181-S2.SL.pdf?q=20230615091639>, 2023. <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/Session%20Laws/House/1181-S2.SL.pdf?q=20230615091639>.

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.² 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

2 "Climate Element Planning Guidance." Model Climate Element V5, 2023. <https://deptofcommerce.app.box.com/s/dwnn8e1lec3oulycutspsy4xsctxm7xf8>.

to shoreline habitats and leverage opportunities to enhance shoreline resilience through nature-based solutions, green infrastructure, and adaptive management approaches.

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



Figure 65. Road End Beach Pier (Smith, 2023)

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.

Wetlands and Shoreline

Revised on:
08-30-2024

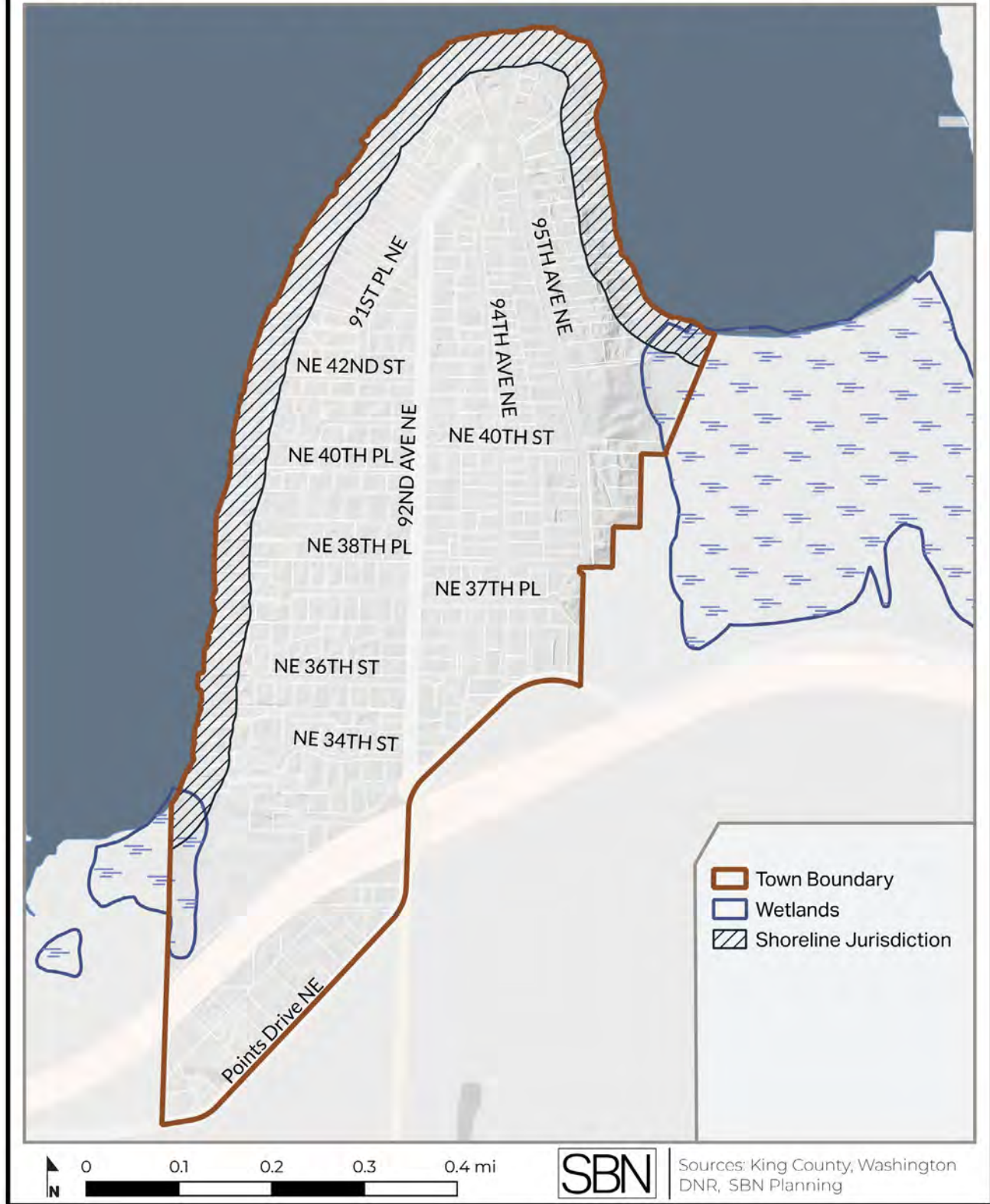


Figure 66. Map of Wetlands and 200' Shoreline jurisdiction (SBN, 2024)

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 67. Wetherill Nature Preserve (Smith, 2023)

6.5 Climate Change Goals and Policies

Goal 1: Develop a Climate Resilience Plan aligned and compliant with the State's updated Climate Change planning framework.

- **Policy 1.1:** Assess the current and future impacts of climate change on the Town and identify opportunities to mitigate or adapt to these impacts through Town programs, partnerships, and regulations.
- **Policy 1.2:** Outline Town goals and policies with clear targets to establish a clear path towards robust climate resilience.
- **Policy 1.3:** Encourage resident input and participation in climate planning during the process of developing the Resilience Plan, and throughout their residence in the Town.
- **Policy 1.4:** Ensure alignment between the Climate Resilience Plan, the Comprehensive Plan, and all other Town plans in support of a unified and clear Town policy on resilience.

Goal 2: Promote methods to reduce greenhouse gas emissions across Town development to mitigate climate change and align with regional goals.

- **Policy 2.1:** Support reductions of energy use in existing buildings and limit emissions growth in new buildings through energy efficiency and the use of low-carbon energy sources at all stages of development.
- **Policy 2.2:** Encourage the use of sustainable building methods and materials, such as adaptive reuse and remodeling, retrofitting existing buildings for energy conservation, alternative energy sources, and green roofs. Others include those specified under certification systems like LEED, Built Green, Salmon-Safe, Evergreen Sustainable Development Standard, Green Globes, and Living Building Challenge.
- **Policy 2.3:** Evaluate the removal of existing barriers in the municipal code that limit the expansion of sustainable building practices and alternative energy sources on private and public property.
- **Policy 2.4:** When structures on public or private property are demolished, encourage the deconstruction of buildings and reuse of salvageable material.
- **Policy 2.5:** Examine the feasibility of electric charging stations on Town properties for public use and consider incentives for electric vehicle charging stations on private property.
- **Policy 2.6:** Consider incentives for and encourage use of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low-carbon transportation choices.

Goals and policies continue on the next page

Goal 3: Assess and implement climate change mitigation and adaptation strategies in Town infrastructure, facilities, and services where deemed feasible.

- **Policy 3.1:** Evaluate the possible methods for Town services and facilities to improve energy efficiency of its buildings, services, and other facilities.
- **Policy 3.2:** Preserve, restore, and promote native vegetation and natural resources on Town properties which provide habitat for native species and/or sequester carbon.
- **Policy 3.3:** Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling. Explore avenues within existing waste management systems to promote these efforts in the Town.
- **Policy 3.4:** Partner with utilities on community-wide energy efficiency projects.
- **Policy 3.5:** Review and update necessary stormwater drainage regulations to ensure they meet applicable State standards or best practices on habitat protection, drainage, runoff, and resilience in the face of major weather events.
- **Policy 3.6:** Consider regulations for outdoor lighting that reduce electrical usage through techniques such as adjustments of direction or intensity to match demand and encouraging energy-efficient or smart lighting technology.
- **Policy 3.7:** Evaluate the locations and associated natural hazard risk on housing, infrastructure, and essential public facilities and assess avenues for mitigation or relocation, if necessary.

Goal 4: Ensure goals, policies and their implementations are prioritized according to net benefits and alignment with regional requirements and planning goals. Where relevant, coordinate and collaborate with regional partners and stakeholders to support these efforts.

- **Policy 4.1:** 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.
- **Policy 4.2:** When relevant, collaborate with other government agencies such as the Puget Sound Regional Council, the Puget Sound Clean Air Agency, the State Department of Ecology, King County PUD, and the private sector to develop meaningful strategies for addressing climate change resilience, GHG reductions, and other goals in this plan.
- **Policy 4.3:** Consider a holistic approach to assessing the cost and benefits of implementation in the short and long-term.
- **Policy 4.4:** Participate and partner with stakeholders at all levels, especially vulnerable communities, to develop and support policies and implementations which will promote and improve climate change resiliency in the Town's community.

7. Tribal Planning

7.1 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.¹

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.

1 "Frequently Asked Questions." Government Office of Indian Affairs. Accessed April 30, 2024. <https://goia.wa.gov/frequently-asked-questions>.

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.²

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.

2 "Washington State Memorandum of Understanding Between State of Washington Department of Resources, Fish and Wildlife, and U.S. Forest Service." United States Department of Agriculture, 2019. <https://www.fs.usda.gov/sites/default/files/Washington-Shared-Stewardship-MOU-05-08-2019.pdf>.

Washington State Tribal Reservations Treaty Ceded Areas

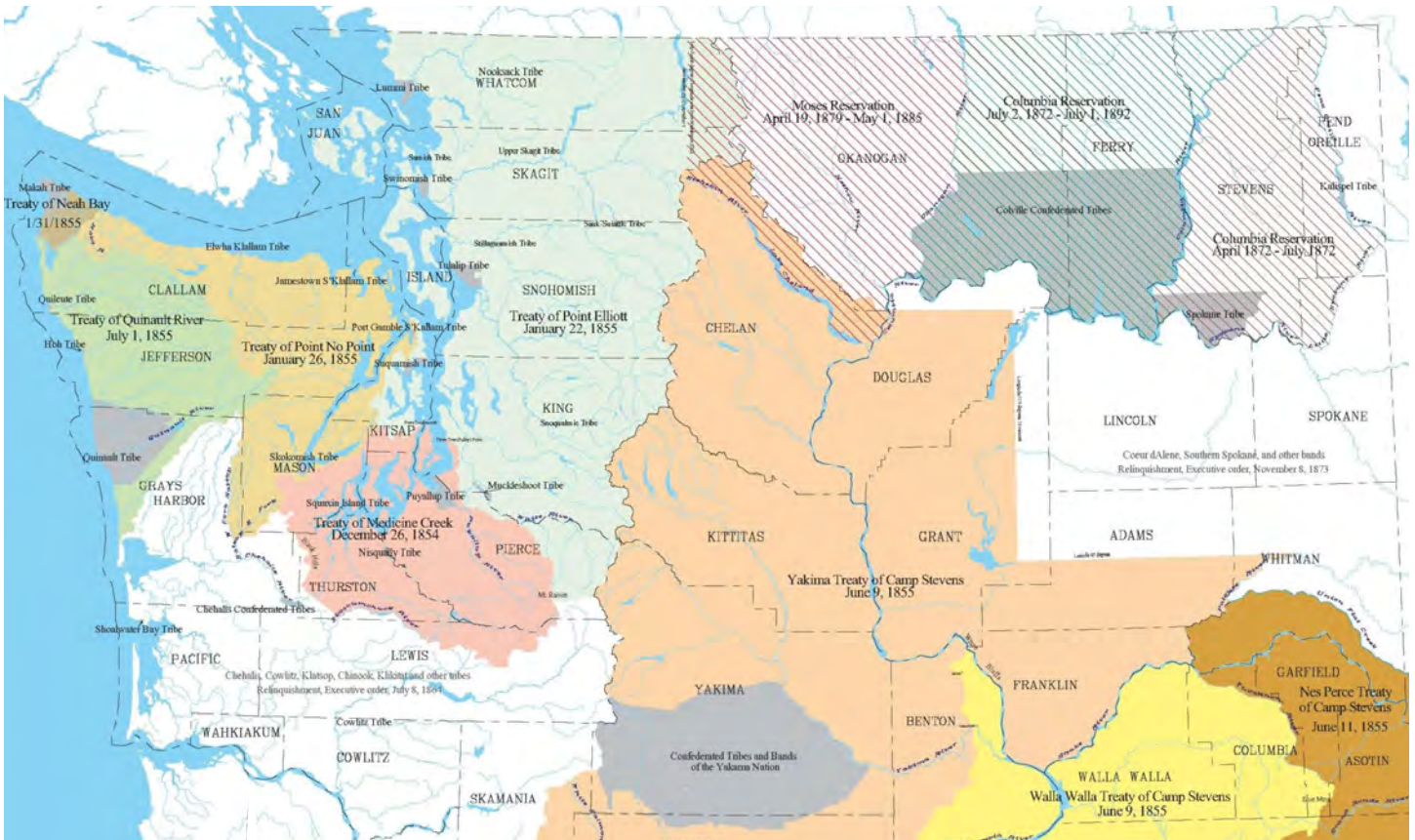


Figure 68. Map of Tribal Reservations and Ceded Lands (WA DOE, 2010)



GIS Technical Services
05/12/2010
tribal-cedres



- Legend:**
- Treaty of Medicine Creek
 - Treaty of Neah Bay
 - Treaty of Quinault River
 - Treaty of Point Elliott
 - Treaty of Point No Point
 - Nez Perce Treaty of Camp Stevens
 - Walla Walla Treaty of Camp Stevens
 - Yakima Treaty of Camp Stevens
 - Non-Treaty Relinquished Areas
 - First Columbia (Colville) Reservation
 - Second Columbia (Colville) Reservation
 - Moses Reservation
 - Current Reservations

Treaty Information: <http://memory.loc.gov/ammem/amlaw/lwss-ilc.html>

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 to participate. Yarrow Point's municipal code may also consider a notification and collaboration process for Tribal involvement in future planning efforts, reflecting the legal requirements and ensuring inclusivity.

The respective chapters of the document appropriately address supplementary tribal considerations concerning the environment, encompassing critical areas concerns and

potential land use considerations. It should be noted that Yarrow Point is largely limited in development potential and significant environmental considerations due to its size and geography.

The Town of Yarrow Point staff reached out by phone and email to the Muckleshoot, Snoqualmie, Suquamish, and Tulalip Tribes to give the tribes an opportunity to give feedback and participate in the comprehensive planning process. While no direct input was received at that time, the Town will continue to engage with the Tribes as part of its long-range planning practice

7.2 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.

7.3 Tribal Planning Goals and Policies

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

- **Policy TL-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 TL-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 TL-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 TL-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.
- **Policy TL-1.5:** 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.

8. Economic Development

8.1 Introduction

Economic development plays a pivotal role in shaping the prosperity and sustainability of communities, and Yarrow Point is no exception. While Yarrow Point's current landscape primarily consists of single-family residential properties, the significance of economic development remains paramount to ensure the Town's long-term vitality and well-being.

This chapter of Yarrow Point's comprehensive plan delves into the critical aspects of economic development, focusing on strategic planning and creating a vibrant future for the community.

While Yarrow Point does not currently contain any commercial property, the community recognizes the value of fostering a resilient and diversified economy that complements its residential character.

Key Definitions

Home occupation: Limited-scale service or fabrication activity undertaken for financial gain, which occurs in a dwelling unit or accessory building and is subordinate to the primary use of the site as a residence.¹

1 "Home Occupations and Home Industries." Department of Permitting and Environmental Review (Permitting), 2013. <https://kingcounty.gov/~media/depts/permitting-environmental-review/dper/documents/bulletins/43a.ashx?la=en>.

Planning Context

Pursuant to RCW 36.70A.070, a comprehensive plan must contain certain essential elements. Given Yarrow Point's residential land use limitations and inability to expand its land area due to its adjacency to Lake Washington, Hunt's Point, Clyde Hill, and Kirkland, the municipality is not obligated to include an economic development element in its comprehensive plan. Because the Town allows for home occupations as covered in the Land Use chapter of the plan, an economic development element has been included to explain the existing regulations.



Figure 69. Fountain (Smith, 2023)

Yarrow Point municipal code (YPMC) 17.12.040 expressly prohibits commercial activity within the corporate limits but does allow for home occupation with restrictions. These restrictions include that all activity must be carried on within the confines of the residence; only one non-family member may be employed in the business; there may be no exterior visibility of the company; no structural changes to the building against character; there may be no noise or other pollution generated by the business; there may be no additional parking for the business; there shall be no more than two visitors per day to the business; there may be no commercial kennels; there may be no boarding at commercial scale; the tranquility of the neighborhood may not be disturbed.

The Town intends to maintain the current home occupancy allowance while establishing a framework for updating the limitations in the municipal code that may arise from public interests. Economic progress for its residents may be achieved in the neighboring municipalities of Bellevue, Kirkland, and Seattle.



Figure 70. Entrance to the Town of Yarrow Point (Smith, 2023)



Figure 71. Town of Yarrow Point (Smith, 2023)

8.2 Economic Development Goals and Policies

Goal EC-1: To maintain and update the existing commercial use of property restrictions in the Town's municipal code based on public interest in support of home occupations.

- **Policy EC-1.1:** Continue to support low-impact home occupations that fit within the Town's existing character and support its residents.
- **Policy EC-1.2:** Consider lowering barriers limiting home occupations that would directly benefit the local community.

9. Essential Public Facilities

9.1 Introduction

Purpose

The purpose of this element is to establish goals and policies which aid in establishing a set of standards for identifying and siting of essential public facilities (EPF) as mandated by the Growth Management Act (GMA)(RCW 35.70A.200).

Key Definitions

Countywide Planning Policies (CCP): a shared framework for growth management planning for all jurisdictions in King County.¹

Essential Public Facilities (EPF): Include those facilities that are typically difficult to site, such as airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and other facilities.²

1 "King County Countywide Planning Policies - King County". 2023. Kingcounty.Gov. <https://kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx>.

2 "RCW 36.70A.200: Siting Of Essential Public Facilities—Limitation On Liability. ". 2023. App.Leg. Wa.Gov. <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.200>.

Planning Context

As per the GMA, no provisions in the local comprehensive plan may preclude the establishment of essential public facilities. The GMA defines EPFs as facilities “that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020.”³ These facilities are characterized by their challenging siting requirements and are often intended to serve regional or state-wide needs or form a critical part of a comprehensive county-wide service system.

3 “RCW 36.70a.200: Siting of Essential Public Facilities-Limitation on Liability.” RCWs, 2024. <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.200>.

9.2 Identification and Inventory of EPFs

The Washington Administrative Code (WAC) may support the Town's ability to identify EPFs and apply the policies laid out in this plan. While the Town has not formally adopted measures for identifying EPFs, the WAC offers a starting point for identification. The list of EPFs provided in WAC 365-196-550 includes the following:

- Airports;
- State education facilities;
- State or regional transportation facilities;
- Transportation facilities of statewide significance as defined in RCW 47.06.140. These include:
 - The interstate highway system;
 - Interregional state principal arterials including ferry connections that serve statewide travel;
 - Intercity passenger rail services;
 - Intercity high-speed ground transportation;
 - Major passenger intermodal terminals excluding all airport facilities and services;
 - The freight railroad system;
 - The Columbia/Snake navigable river system;
 - Marine port facilities and services that are related solely to marine activities affecting international and interstate trade;
- High-capacity transportation systems.
- Regional transit authority facilities as defined under RCW 81.112.020;
- State and local correctional facilities;
- Solid waste handling facilities;
- In-patient facilities, including substance abuse facilities;
- Mental health facilities;
- Group homes;
- Secure community transition facilities;
- Any facility on the state 10-year capital plan maintained by the office of financial management.



Figure 72. Yarrow Point Town Hall (Ellis, n.d.)

Yarrow Point is an inelastic jurisdiction in terms of geography and annexation potential. The Jurisdiction has no UGA beyond its current jurisdictional boundary or unincorporated land in its vicinity which could be annexed in the future. Yarrow Point has limited opportunities for siting Essential Public Facilities. Reviewing the list above within the context of land capacity and value in Yarrow Point suggests both limited potential and utility of siting many of these EPFs in the Town. In light of the jurisdiction's constraints, Yarrow

Point will align itself with the Countywide Planning Policies (CPPs) prescribed by King County for siting new essential public facilities, as defined in RCW 36.70A.200.

Essential Public Facilities within Yarrow Point

State Route 520 is the only essential public facility in the Town of Yarrow Point.



Figure 73. Land Use Map with SR 520 (SBN, 2024)

9.3 Essential Public Facilities Goals and Policies

Goal EF-1: Encourage equitable and responsible siting of essential public facilities, in compliance with state and county regulations.

- **Policy EF-1.1:** Ensure that siting of Essential Public Facilities is compliant with the Town's Municipal Code and Comprehensive Plan, neither of which precludes Essential Public Facility siting.
- **Policy EF-1.2:** Maintain an inventory of existing essential public facilities within the Town of Yarrow Point.
- **Policy EF-1.3:** Support the siting, design, and operation of essential public facilities in a manner that helps protect public health, safety, and welfare through an inclusive and participatory siting process.
- **Policy EF-1.4:** Consider disaster resiliency and public service recovery in determining new or expanded public facility sites.

10. Utilities

10.1 Introduction

Purpose

The utilities element is included in the comprehensive plan to ensure 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

State Planning Goals

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



Figure 74. Utility Pole (Smith, 2023)

growth (RCW 36.70A.070). 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 residents.

King County 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.

10.2 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 Bellevue 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.

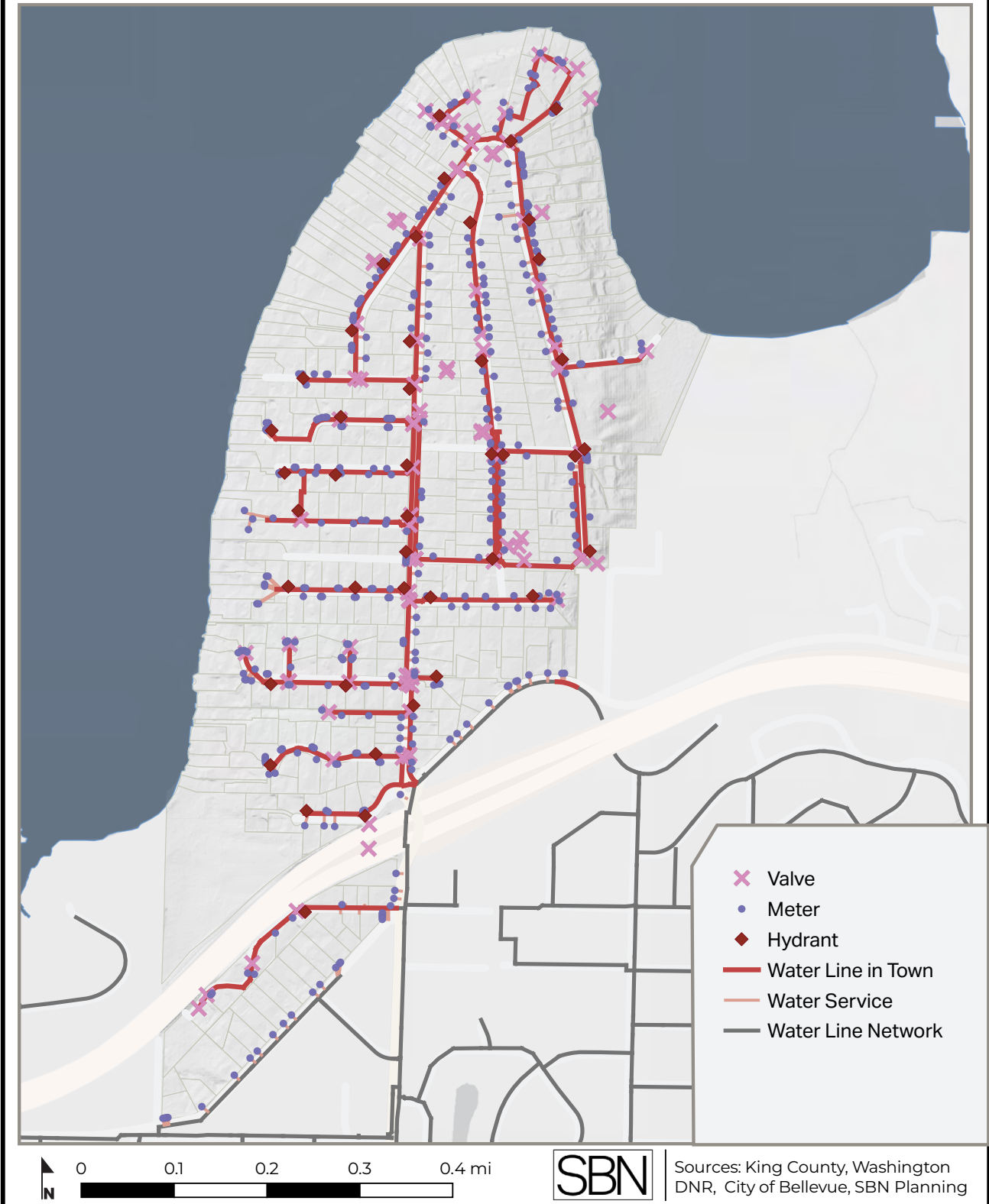


Figure 75. Map of Water Utility (SBN, 2024)

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.



Figure 76. Map of Sewer Utility (SBN, 2024)

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.

Solid Waste and Recycling

Solid waste, yard waste, and recyclables collection is provided to Yarrow Point by Republic Services. The provider utilizes King County Transfer Stations and King County Household Hazardous Waste Facilities.

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.



Figure 77. Map of Stormwater Facilities (SBN, 2024)

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 and Comcast Communications provide telephone services to the residents of Yarrow Point. In accordance with State law (WAC 480-120-086), CenturyLink and Comcast Communications are 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 T-Mobile, Verizon and AT&T Wireless, the latter two 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

CenturyLink Communications, Comcast, and ATT currently provide Internet service to Yarrow Point customers.

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.

10.3 Utilities Goals and Policies

Goal U-1: Achieve coordinated utility growth in line with community needs 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 residents and integrate within the Town's 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-2.4:** Encourage strategic utility co-location to minimize disruptions.
- **Policy U-2.5:** Consider and encourage existing and additional connectivity providers to improve resident connectivity through the Internet and emerging technologies.

Goals and policies continue on the next page

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.

11. Capital Facilities

11.1 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

State Planning Goals

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 detail how 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



Figure 78. Morningside Park Facilities (Ellis, 2019)

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 alongside 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 2050. Central to this plan are Multi-County Planning Policies aimed at achieving the Regional Growth Strategy and addressing region-wide issues collaboratively and equitably.

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 that 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.



Figure 79. Puget Sound Regional Council (Corn, 2023)

11.2 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

Capital facilities managed by other jurisdictions or organizations follow the planning framework and investment strategy of their managing body. Public entities managing these facilities, such as the City of Bellevue, have their own Capital Improvement Plans and strategic plans guiding short and long-term investments.

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, levies, taxes, and impact fees will 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, parks, and other 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 prepare 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 aging of existing facilities, and possible changes in demand indicate a need for increased maintenance. The Town must monitor changes in population and housing stock diligently to continue supplying high-quality services. If the housing capacity detailed in the Housing Needs and Land Capacity Analysis is fully utilized, the Town will need to assess and prioritize projects in line with that growth and an assessment of the resulting demand.

In addition to assessing any changes in demand, adjustments to maintenance needs, and possible major investments, the Town will review

expanding its possible funding sources. New funding mechanisms could include impact fees, levies, improvement districts, or other measures implemented by town administration or voter approval. In addition to these sources, the Town will continue assessing the feasibility of grants to support capital facility planning.

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.

TOWN OF YARROW POINT
CAPITAL IMPROVEMENT PLAN (2025- 2030)
TRANSPORTATION IMPROVEMENT PLAN (2025 - 2030)

Approved by:
 Date: July 9, 2024
 Ordinance Number: 750

DATE SUBMITTED: 07/xx/2024

NO.	YEAR	STREET / LOCATION	FROM	TO	(mi)	PROJECT SCOPE	CONDITION	BUDGET	SOURCE
I. TRANSPORTATION IMPROVEMENT PROJECTS									
T - 1	2025	94th Ave NE NE 38th St NE 40th St	3800 9200 9200	4700 9400 9500	0.68	2" Grind and Overlay (~9,700 sy @ ~\$70/sy) KC Roads 2025 Pavement Preservation Program	3.5	\$600,000	REET/ Heavy Truck Fee
T - 2	2025	92nd Ave NE	3600	3900	0.01	Replace existing sidewalk w/ 6-ft wide colored concrete	N/A	\$50,000	REET/ Heavy Truck Fee
T - 3	2030	95th Ave NE	3800	4700 (Sally's Alley East)	0.48	2" Grind and Overlay (~6,950 sy @ \$70/sy) KC Roads 2028 Pavement Preservation Program Completed after Stormwater (S-5) and UGC (U-3)	3.5	\$500,000	REET/ Heavy Truck Fee
T - 4	Future	NE 34th Street	8900	9200	0.16	2" Grind and Overlay (~2250 sy @ \$70/sy) KC Roads 2029 Pavement Preservation Program Completed after Stormwater (S-6)	3.5	\$160,000	REET/ Heavy Truck Fee

II. CAPITAL IMPROVEMENT PROJECTS - STORMWATER

S - 1	2025	4441 91st Ave NE	91st R/W	Lake Washington	0.1	Final Engineering Design - Stormwater (~525LF) (2020 CIP #4)		\$40,000	REET/ SW Utility
S - 2	2026	4441 91st Ave NE	91st R/W	Lake Washington	0.1	Stormwater Construction (~525 LF) Survey/ Design/ Bid/ Construct/ Manage/ Closeout (2020 CIP #4)		\$500,000	REET/ SW Utility
S - 3	2027	95th Ave NE	3800	4700	0.22	Survey & Final Engineering Design - Stormwater (~2,500LF) (2020 CIP #6)		\$40,000	REET / SW Utility
S - 4	2028							\$40,000	REET / SW Utility
S - 5	2029	95th Ave NE	3800	4700	0.22	Stormwater Construction - Incl. Bid/ Manage/ Construct/ Close Out (2020 CIP #6)		\$300,000	REET/ SW Utility
S - 6	Future	NE 34th Street	8900	9200	N/A	Spot repairs to storm system based on 2020 Stormwater C&C Replace 2 CB's and ~ 30 LF pipe		\$50,000	REET/ SW Utility

III. CAPITAL IMPROVEMENT PROJECTS - UNDERGROUND CONVERSION

U - 1	2027	95th Ave NE	3800	4700	0.50	Survey & Final Engineering Design - UGC (~2,500LF)		\$60,000	REET
U - 2	2028							\$60,000	REET
U - 3	2029	95th Ave NE	3800	4700	0.50	UGC Construction (~2,500LF @ \$840/lf) 12 existing street lights Bid/ Manage/ Construct/ Close Out		\$2,200,000	REET

IV. CAPITAL IMPROVEMENT PROJECTS - OTHER

O - 1	Future	4030 95th Ave NE				Design and Construct Garage for Town Hall		\$600,000	
-------	--------	------------------	--	--	--	---	--	-----------	--

- 1 = excellent (new/recent overlay within past 5-10 yr.)
- 2 = good (older overlay, no obvious damage)
- 3 = fair (some cracks)
- 4 = fair-poor (several cracks, some alligators/settlement)
- 5 = poor (several cracks, alligators, settlement/potholes)

- 1) The above budget figures shown are in 2024 dollars and are to be considered preliminary probable project costs only. More precise budget figures will need to be determined once the final scope of each project is defined, which will require more extensive research, survey, and scope definition prior to the particular year's budgeting.
- 2) The projects identified above are preliminary in scope. Projects may be added to or deleted from this list.

Figure 80. 6-Year Capital Improvement Program

11.3 Capital Facilities 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 Town 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-1.3:** 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-1.4:** If funding falls short for necessary improvements in the CIP or TIP, reassess the Land Use Element to identify any possible accommodations to keep capital facilities in alignment with the Plan.
- **Policy CF-1.5:** Monitor growth diligently to support proactive and responsive decision-making on new capital facilities projects.
- **Policy CF-1.6:** 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.

Goals and policies continue on the next page

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 and TIP 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.

12. Appendices

12.1 Definitions

Term	Definition
Accessory Dwelling Unit	A subordinate dwelling unit incorporated within a single-family structure, within an accessory building, or located on any developed residential property. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.
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 well-being, and forests and wildlife. This includes climate preparedness, response, and recovery. (PSRC)
Affordable Housing	<p>Residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:</p> <p>For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development</p> <p>For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.</p>
Alteration	Any human induced change in an existing condition of a critical area or its buffer. Alterations include, but are not limited to grading, filling, channelizing, dredging, clearing (vegetation), construction, compaction, excavation or any other activity that changes the character of the critical area.
Arterial	Arterials are designed to accommodate high volumes of traffic, ranking beneath freeways/motorways in terms of traffic flow and speed on the road hierarchy. Its main purpose is to efficiently channel traffic from collector roads to freeways or expressways, as well as facilitating smooth movement between urban centers with the utmost level of service. Consequently, numerous arterial roads are constructed as limited-access routes or incorporate regulations on private access. (FHWA)
Anadromous Fish	Fish that spawn and rear in freshwater and mature in the marine environment. While Pacific salmon die after their first spawning, adult char (bull trout) can live for many years, moving in and out of saltwater and spawning each year. The life history of Pacific salmon and char contains critical periods of time when these fish are more susceptible to environmental and physical damage than at other times. The life history of salmon, for example, contains the following stages: upstream migration of adults, spawning, inter-gravel incubation, rearing, smoltification (the time period needed for juveniles to adjust their body functions to live in the marine environment), downstream migration, and ocean rearing to adults.

Term	Definition
Aquifer Recharge Areas	Areas that, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation.
ARCH - A Regional Coalition for Housing	A regional group formed by King County and the cities of Redmond, Kirkland, and Bellevue to preserve and increase the supply of housing for low and moderate income families on the Eastside.
Best Available Science	Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365- 195-900 through 925. Sources of best available science are included in “Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas” published by the state Office of Community Development
Best Management Practices	<p>Conservation practices or systems of practices and management measures that:</p> <ul style="list-style-type: none"> A. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment; B. Minimize adverse impacts to surface water and ground water flow, circulation patterns, and to the chemical, physical, and biological characteristics of wetlands; C. Protect trees and vegetation designated to be retained during and following site construction; and D. Provide standards for proper use of chemical herbicides within critical areas.
Bicycle Facilities	A general term referring to improvements that accommodate or encourage bicycling.
Bicycle Route	Any route or portion of public or private roadway specifically designated for use by bicyclists and pedestrians, whether exclusive for bicyclists and pedestrians or to be shared with other transportation modes.
Buffer	An area contiguous to and protects a critical area that is required for the continued maintenance, functioning, and/or structural stability of a critical area.
Built Environment	Altered natural lands that accommodate changed topography, utilities, pavement, buildings, or other structures.
Capital Improvement Plan	CIP stands for capital improvement plan—also called a capital plan—lays out the financing, location, and timing for capital improvement projects over several years. A capital improvement plan typically consists of one or more capital improvement projects, which are financed through a capital budget. (https://opengov.com/article/capital-improvement-plans-101/)
Capital Improvement Plan	CIP stands for capital improvement plan—also called a capital plan—lays out the financing, location, and timing for capital improvement projects over several years. A capital improvement plan typically consists of one or more capital improvement projects, which are financed through a capital budget. (https://opengov.com/article/capital-improvement-plans-101/)

Term	Definition
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.
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. (APA)
Countywide Planning Policies	This is a shared framework for growth management planning for all jurisdictions in King County.
Comprehensive Plan	<p>A comprehensive plan articulates a series of goals, objectives, policies, actions, and standards that are intended to guide the day-to-day decisions of elected officials and local government staff.</p> <p>Many cities and counties are required to enact comprehensive plans, while others choose to do so voluntarily. (MSRC)</p>
Collector	Collectors are major and minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually between 35 and 55 mi/h. The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than Minor Collectors. (FHWA)
Critical Areas	Critical areas include any of the following areas or ecosystems: aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands, as defined in RCW 36.70A.
Displacement	The process by which a household is forced to move from its community because of conditions beyond its control. (DOC)
Displacement Risk	The likelihood that a household, business, or organization will be displaced from its community. (DOC)
Emergency Housing	Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. (DOC)
Emergency Shelters	A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelters may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. (DOC)

Term	Definition
Erosion	The process whereby wind, rain, water, and other natural agents mobilize and transport particles.
Essential Public Facilities	Include those facilities that are typically difficult to site, such as airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and other facilities. ("RCW 36.70A.200)
Exclusion of Housing	The act or effect of shutting or keeping certain populations out of housing within a specified area, in a manner that may be intentional or unintentional, but which nevertheless leads to non-inclusive impacts.(DOC)
Federally Recognized Tribe	Tribes and groups have a special, legal relationship with the U.S. government. (GOIA)
Fish and Wildlife Habitat Conservation Areas	<p>Areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created as designated by WAC 365-190-080(5). In Yarrow Point, these areas include:</p> <ul style="list-style-type: none"> A. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association; B. Habitats of local importance, including but not limited to areas designated as priority habitat by the Department of Fish and Wildlife; E. Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat, including those artificial ponds intentionally created from dry areas in order to mitigate impacts to ponds; F. Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington; G. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; H. State natural area preserves and natural resource conservation areas; and I. Land essential for preserving connections between habitat blocks and open spaces
Frequently Flooded Areas	Lands in the flood plain subject to a one percent (1%) or greater chance of flooding in any given year. Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property as designated by WAC 365-190-080(3). Classifications of frequently flooded areas include, at a minimum, the 100-year flood plain designations of the Federal Emergency Management Agency and the National Flood Insurance Program.
Functions and Values	The beneficial roles served by critical areas including, but not limited to, water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, conveyance and attenuation, ground water recharge and discharge, erosion control, wave attenuation, protection from hazards, historical and archaeological and aesthetic value protection, and recreation. These beneficial roles are not listed in order of priority.

Term	Definition
Geologically Hazardous Areas	Areas that may not be suited to development consistent with public health, safety or environmental standards, because of their susceptibility to erosion, sliding, earthquake, or other geological events as designated by WAC 365-190-080(4). Types of geologically hazardous areas include: erosion, landslide, seismic, mine, and volcanic hazards.
Greenhouse Gases	Greenhouse gases are gases in Earth's atmosphere that trap heat. They allow sunlight to enter the atmosphere freely but prevent some of the infrared radiation (heat) from escaping back into space. This phenomenon, often referred to as the greenhouse effect, is essential for maintaining Earth's temperature within a habitable range. However, human activities, such as burning fossil fuels and deforestation, have increased the concentration of greenhouse gases in the atmosphere, leading to enhanced heat trapping and contributing to global warming and climate change. Common greenhouse gases include carbon dioxide (CO ₂), methane (CH ₄), nitrous oxide (N ₂ O), and fluorinated gases. (EPA)
Ground Water	Water in a saturated zone or stratum beneath the surface of land or a surface water body.
Growth Management Act	The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that requires towns, cities, and counties in the fastest-growing parts of Washington to develop a comprehensive plan. These plans are intended to manage local and regional population growth, set local policies for land use, housing, and capital facilities, and provide a touchpoint policy document for the community at large. It is primarily codified under Chapter 36.70A RCW, which lays out requirements that cover topics including public engagement, specific elements, and collaborative efforts of planning departments.
Hazard Mitigation	Any sustained action to reduce or eliminate long-term risk to people and property from natural hazards and their effects.(NOAA)
Home Occupation	Limited-scale service or fabrication activity undertaken for financial gain, which occurs in a dwelling unit or accessory building and is subordinate to the primary use of the site as a residence.(King County)
Household	A household includes all the persons who occupy a housing unit as their usual place of residence, regardless of relationship.
Housing Unit	A house, apartment, mobile home, group of rooms, or single room that is occupied (or, if vacant, is intended for occupancy) as separate living quarters. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.
Middle Housing	Middle housing is a term for homes that are at a middle scale between detached single-family houses and large multifamily complexes. Examples include: duplexes, triplexes, fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage clusters, and townhomes. These types are typically “house-scale”; that is, the buildings are about the same size and height as detached houses. During the 2023-24 legislative session, HB 1110 (2023) was adopted to implement middle housing across the state.

Term	Definition
Mitigation	<p>Avoiding, minimizing or compensating for adverse critical areas impacts. Mitigation, in the following order of preference, is:</p> <ul style="list-style-type: none"> A. Avoiding the impact altogether by not taking a certain action or parts of an action; B. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts; C. Rectifying the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by repairing, rehabilitating or restoring the affected environment to the conditions existing at the time of the initiation of the project; D. Minimizing or eliminating the hazard by restoring or stabilizing the hazard area through engineered or other methods; E. Reducing or eliminating the impact or hazard over time by preservation and maintenance operations during the life of the action; F. Compensating for the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by replacing, enhancing, or providing substitute resources or environments; and G. Monitoring the hazard or other required mitigation and taking remedial action when necessary. <p>Mitigation for individual actions may include a combination of the above measures. (PSRC)</p>
Monitoring	<p>Evaluating the impacts of development proposals on the biological, hydrological, and geological elements of such systems and assessing the performance of required mitigation measures throughout the collection and analysis of data by various methods for the purpose of understanding and documenting changes in natural ecosystems and features, and includes gathering baseline data.</p>
Mutual Memorandum of Understanding	<p>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. (USDA)</p>
Multi-Modal Transportation	<p>Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ride-sharing.</p>
Native Vegetation	<p>Plant species that are indigenous to the area in question.</p>
Nonmotorized Transportation	<p>Means of transport that does not involve motorized vehicles, including but not limited to walking and bicycling.</p>
Open Space (Parks)	<p>Public land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.</p>
Passive Recreation (Parks)	<p>Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.</p>

Term	Definition
Impervious Surface	A hard surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development or that causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater.
Land Use	Land use refers to the manner in which land is utilized or developed, typically regulated by zoning laws, land use ordinances, and other planning regulations enacted by governmental authorities. It encompasses a wide range of activities, including residential, commercial, industrial, agricultural, recreational, and institutional uses. Land use regulations typically specify permissible activities, densities, setbacks, building heights, and other parameters for different types of land uses within designated zones or districts. The purpose of regulating land use is to promote orderly development, protect public health and safety, preserve natural resources, and achieve community goals and objectives.
Local Roads	Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. (FHWA)
Permanent Supportive Housing	Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into the housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment or employment services.
Planning Horizon	A planning horizon is the length of time (i.e., the number of weeks or months) into the future for which plans are made.
Public Access	A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).
Public Facility	Facilities which serve the general public or provide public benefit, such as schools, libraries, fire stations, parks, and other city facilities.
Racially Disparate Impacts	When policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups.(PSRC)

Term	Definition
Restoration	Measures taken to restore an altered or damaged natural feature including: A. Active steps taken to restore damaged wetlands, streams, protected habitat, or their buffers to the functioning condition that existed prior to an unauthorized alteration; and B. Actions performed to reestablish structural and functional characteristics of the critical area that have been lost by alteration, past management activities, or catastrophic events
Right-of-Way	As defined by WAC 468-34-110, a right-of-way (ROW) generally denotes land, property, or interest therein, usually in a strip, acquired for or devoted to highway transportation purposes.
Sensitive Area	(see Critical Areas)
Shoreline	The water, submerged lands, associated wetlands, and uplands of Lake Washington.
Shoreline Management Program	The Shoreline Management Act (SMA), like the State Environmental Policy Act (SEPA), was enacted in 1971, and its purpose is to manage and protect the shorelines of the state by regulating development in the shoreline area. A major goal of the SMA is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines" (RCW 90.58.020). Its jurisdiction includes the Pacific Ocean shoreline and the shorelines of Puget Sound, the Strait of Juan de Fuca, rivers, and streams and lakes above a certain size. It also regulates "wetlands" associated with these shorelines. (MRSC)
State Environmental Policy Act	The State Environmental Policy Act (SEPA) process identifies and analyzes environmental impacts associated with governmental decisions. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulations, policies, and plans. The SEPA review process helps agency decision-makers, applicants, and the public understand how the entire proposal will affect the environment. SEPA can be used to modify or deny a proposal to avoid, reduce, or compensate for probable impacts. (SEPA)
Stream	Water contained within a channel, either perennial or intermittent, and classified according to WAC 222-16-030 and as listed under water typing system. Streams also include watercourses modified by man. Streams do not include irrigation ditches, waste ways, drains, outfalls, operational spillways, channels, stormwater runoff facilities, or other wholly artificial watercourses except those that directly result from the modification to a natural watercourse.
Sustainability	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (Brundtland Report)

Term	Definition
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. As defined by RCW 46.04.197, a state highway is every way, lane, road, street, boulevard, and every way or place in the state of Washington open as a matter of right to public vehicular travel both inside and outside the limits of incorporated cities and towns. (WA Gov)
Transportation Improvement Program	Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) , to develop a Transportation Improvement Program (TIP)—a list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State’s Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained. (DOT)
Trail	Any pedestrian walkway within the Town, including, but not limited to, paved surfaces such as sidewalks and unpaved, informal pathways.
Urban Growth Area	Urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in such a county shall be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350.
Washington Transportation Plan	The Washington Transportation Plan (WTP) is a transportation policy plan for all of Washington State. It provides an overarching transportation policy framework along with strategies for use by all jurisdictions statewide that issue a transportation plan or operate a transportation mode. The WTP also serves as one of our state’s tools demonstrating our compliance with federal planning requirements (23 USC Sec 135 and 23 CFR Parts 450, 771 and 49 CFR Part 613).(WSTC)

Term	Definition
Wetlands	<p>Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetland intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands. Identification of wetlands and delineation of their boundaries pursuant to the City's Critical Areas Regulations shall be done in accordance with the approved federal wetland delineation manual and applicable regional supplements.</p>
Vision 2050	<p>VISION 2050 is the region's plan for growth and is Published by the Puget Sound Regional Council (PSRC). By 2050, the region's population will reach 5.8 million people. The region's cities, counties, Tribes, ports, agencies, businesses, and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities and a strong economy. VISION 2050 is a plan for the long-term that can be adjusted as the region changes.</p>

12.2 Acronyms

Acronym	Long Form
ACS	American Community Survey
ACS	United States Census Bureau’s American Community Survey
ADU	Accessory Dwelling Unit
AMI	Area Median Income
ARCH	A Regional Coalition for Housing
COM	Washington Department of Commerce
CPP	King County Countywide Planning Policies
DADU	Detached Accessory Dwelling Unit
DOT	Department of Transportation
ECY	Washington Department of Ecology
EH	Emergency Housing
EPF	Essential Public Facilities
ES	Emergency Shelters
FERC	Federal Energy Regulatory Commission
GED	General Educational Development Test
GHG	Greenhouse Gasses
GMA	Growth Management Act
HAMFI	Household Area Median Family Income
HNA	Housing Needs Analysis
HUD	United States Department of Housing and Urban Development
LCA	Land Capacity Analysis
LOS	Levels of Service
MOU	Memorandum of Understanding
MPP	Multi-County Planning Policies
NEPA	National Environmental Policy Act

Acronym	Long Form
NERC	National Electric Reliability Corporation
OFM	Washington State Office of Financial Management
PROS	Parks, Recreation, and Open Space
PSE	Puget Sound Energy
PSH	Permanent Supportive Housing
PSRC	Puget Sound Regional Council
RCO	Washington State Recreation and Conservation Office
RCW	Revised Code of Washington
ROW	Right-of-Way
SEPA	State Environmental Policy Act
sf	Square Feet
SMA	Shoreline Management Act
SMP	Shoreline Management Program
SR	State Route
TDM	Transportation Demand Management
TIP	Transportation Improvement Plan
UGA	Urban Growth Area
WAC	Washington Administrative Code
WDFW	Washington Dept. of Fish and Wildlife
WECC	Western Electricity Coordinating Council
WSDOT	Washington Dept. of Transportation
WTP	Washington Transportation Plan
WUTC	Washington State Utilities and Transportation Commission
YPMC	Yarrow Point Municiple Code

Town of Yarrow Point Comprehensive Plan Update Community Survey Analysis



Town of Yarrow Point

SBN Planning

Oct 10, 2023



Table of Contents

Table of Contents.....	1
Community Survey Analysis.....	2
Introduction.....	2
Survey Results.....	3
Household Composition and Affordability.....	3
Housing Development.....	3
Housing Quality and Ability to Remain in Yarrow Point.....	4
Comprehensive Plan Implications.....	6
Parks and Public Spaces.....	7
Access.....	7
Comprehensive Plan Implications.....	8
Transportation and Employment Patterns.....	9
Comprehensive Plan Implications.....	9
Overall Satisfaction and Priorities.....	10
Comprehensive Plan Implications.....	10
Written Response Analysis.....	11
Overall Themes.....	11
Notable Quotes From Residents.....	12
Community.....	12
Housing and Maintenance.....	12
Tree Canopy and Environmental Concerns.....	13
Crime and Safety.....	13
Public Amenities, Walkability, and Utilities.....	13
Appendix: Full Responses.....	A-1
Full Quantitative Responses.....	A-1
Demographics.....	A-1
Housing.....	A-5
Infrastructure and Community Facilities.....	A-7
Community Satisfaction & Priorities.....	A-9
Full Written Responses.....	A-11

Community Survey Analysis

Introduction

As part of the comprehensive plan update's required community engagement component (RCW 36.70A.130), and in line with Yarrow Point's goals to meaningfully engage residents throughout the process, planners administered a survey to gain insight into community members' perceptions on several topics addressed in the comprehensive plan.

In addition to demographic information, the survey focused on questions directly informing comprehensive plan elements, including housing, density, climate change preparedness, environmental goals, multi-modal transportation needs, and utility services. Questions focused on realizing actionable insights to support the planning team in setting priorities and implementation strategies for this Comprehensive Plan update.

The survey ended with a space for residents to provide additional comments. The responses offered a broader view of issues residents cared about, both within and outside the scope of the comprehensive plan. This report presents general themes from the open-ended responses and some select responses from residents.

The demographics of the survey may not reflect the demographics of the community exactly. Comparing the age, employment, and household size responses to results from the American Community Survey (ACS) reveals slight differences. The ACS is an annual demographic survey run by the United States Census Bureau that presents communities with data on the social and economic demographics of their populations. Different levels of government use this data when assessing community needs for funding and investments. The survey responses skewed older and came from smaller households than what the ACS's most recent results present –this difference held true, even when considering the ACS's margins of error. Raw numbers and percentages are presented where possible to offer a more complete picture of the survey responses.

Survey Results

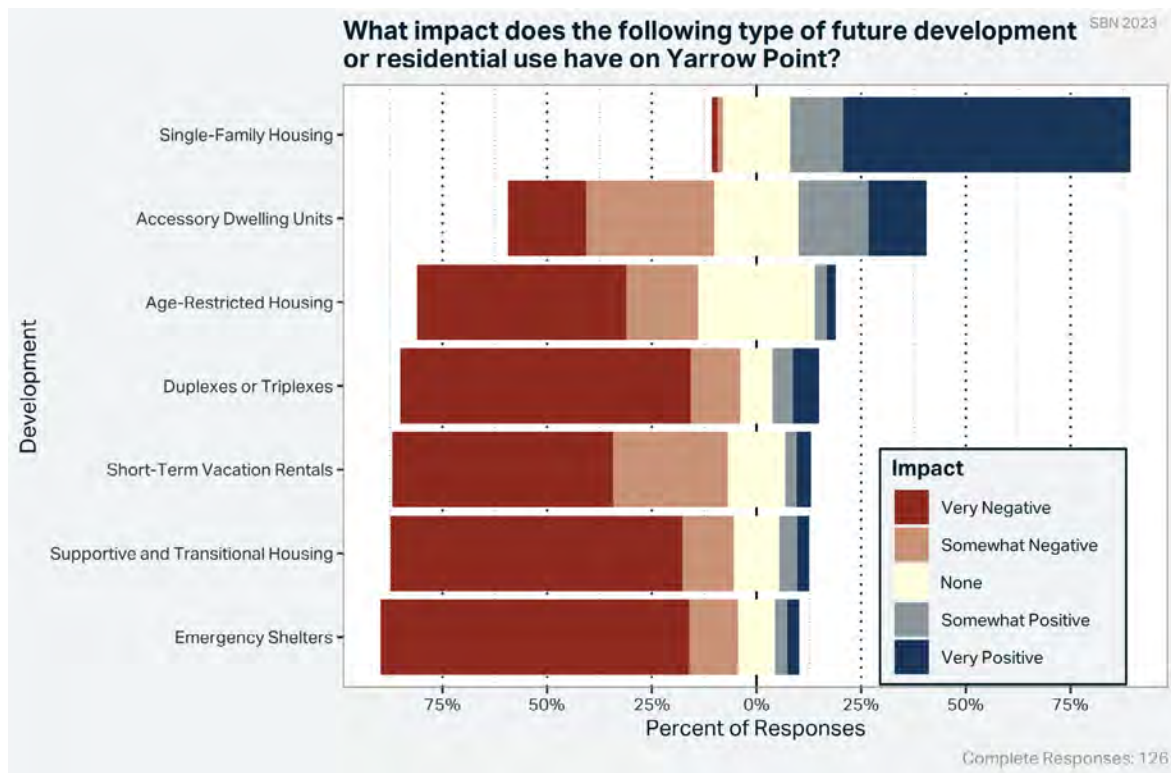
All survey responses are available in the appendix. The following are notable observations based on direct comprehensive planning implications.

Household Composition and Affordability

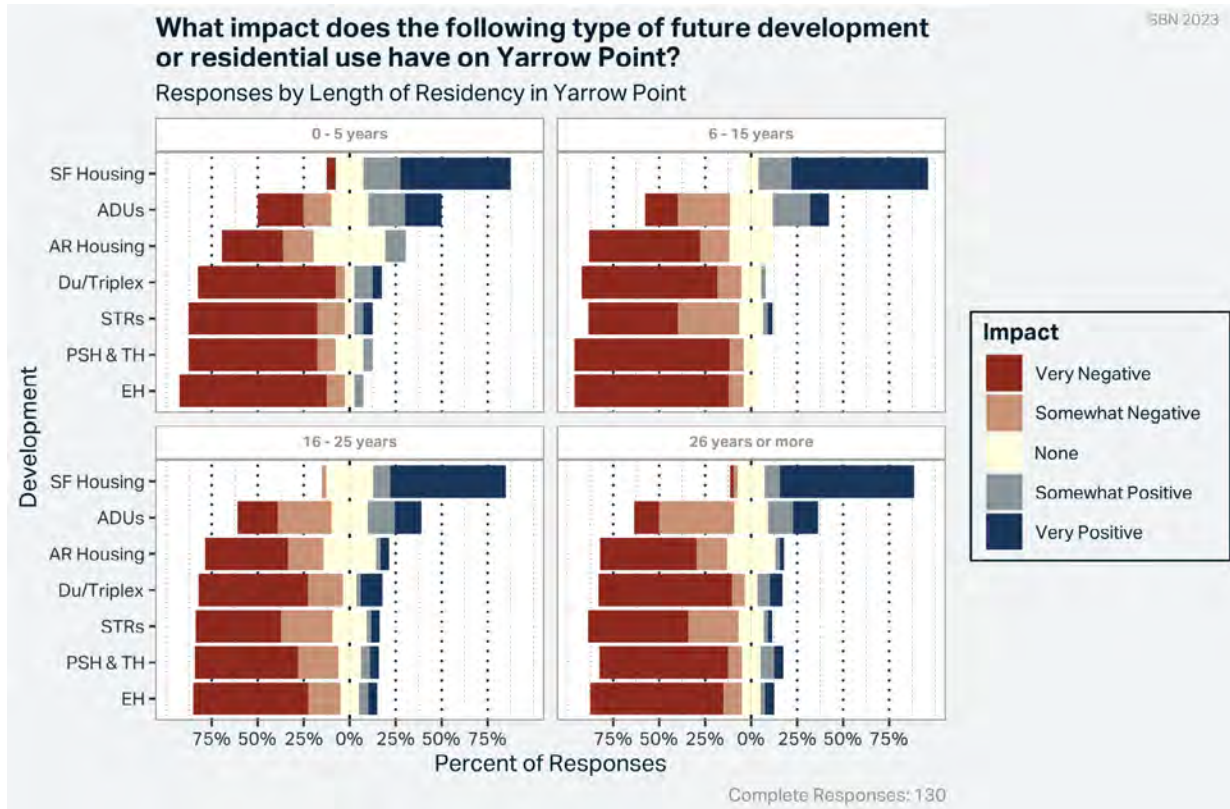
In Yarrow Point, most survey respondents live in households with 1-2 members, though a notable proportion of respondents live in households with 3-5 members. The community displays an age distribution skewed toward those aged 55 and above, emphasizing the importance of adaptive housing, accessibility, and community planning. While most don't anticipate relocating due to housing costs in the next 20 years, roughly one in three respondents expressed that it may be possible for their household. When considering responses from retirees, the portion anticipating relocating rises to nearly half.

Housing Development

The current housing stock is entirely single-family residential, with some properties having accessory dwelling units (ADUs). According to survey results, there is limited interest in duplex or triplex development. Yarrow Point residents overwhelmingly favor the existing land use. Age-restricted housing, short-term rentals, supportive housing, transitional housing, and emergency shelters overwhelmingly had negative survey responses.



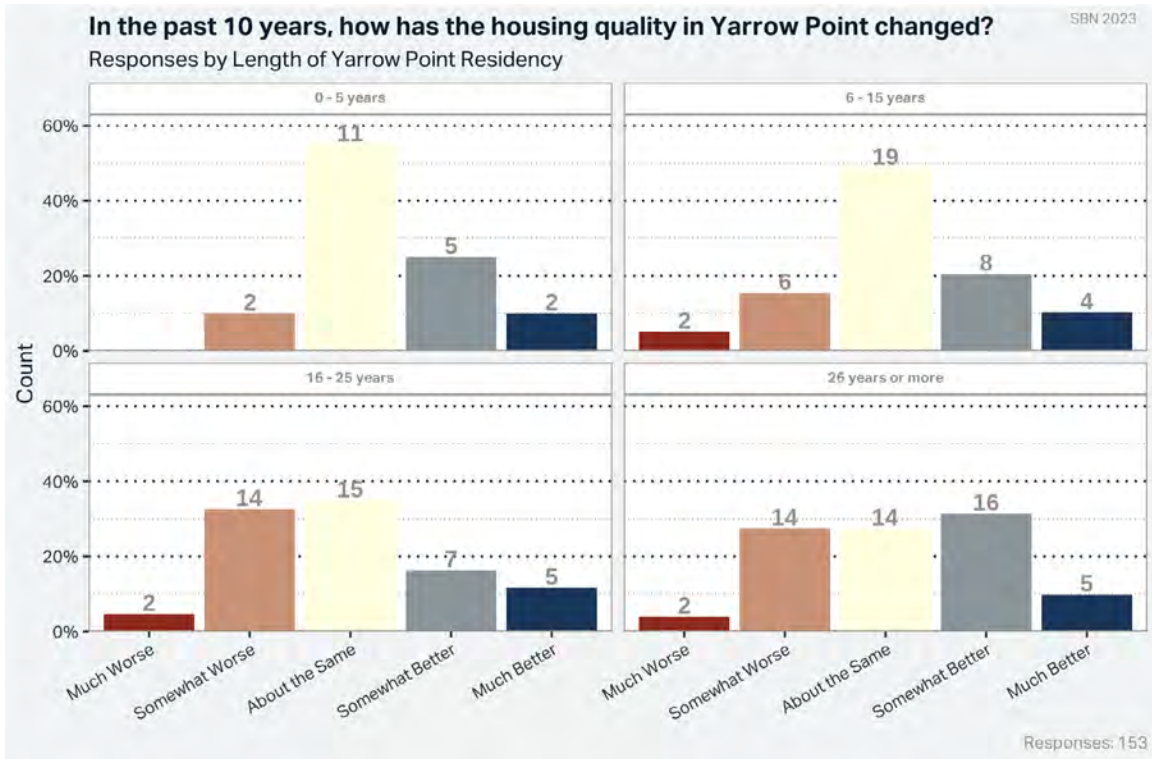
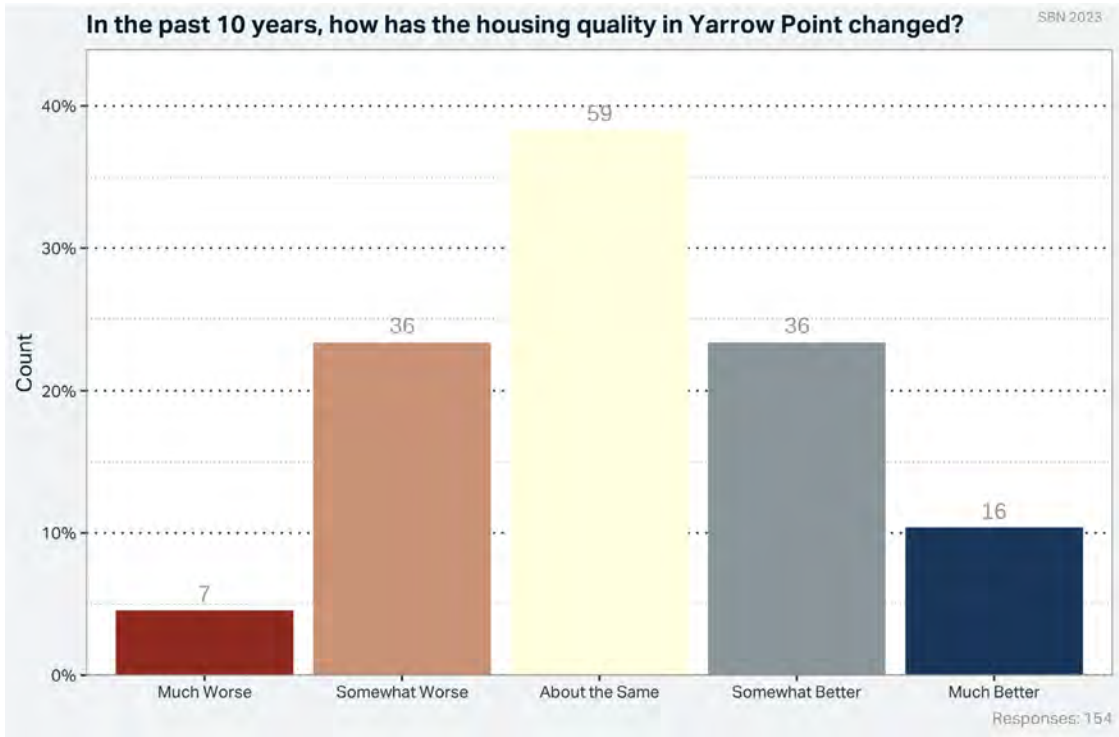
When answers to the same question are evaluated by a respondent's number of years as Yarrow Point resident, this data tells us that new and long-term residents' preferences for single-family housing and ADUs align. However, responses from residents with tenures in the 0 - 5 and 6 - 15 year range answered with less positive or somewhat positive associations with the impacts of all other types of development outside of single-family housing and ADUs.



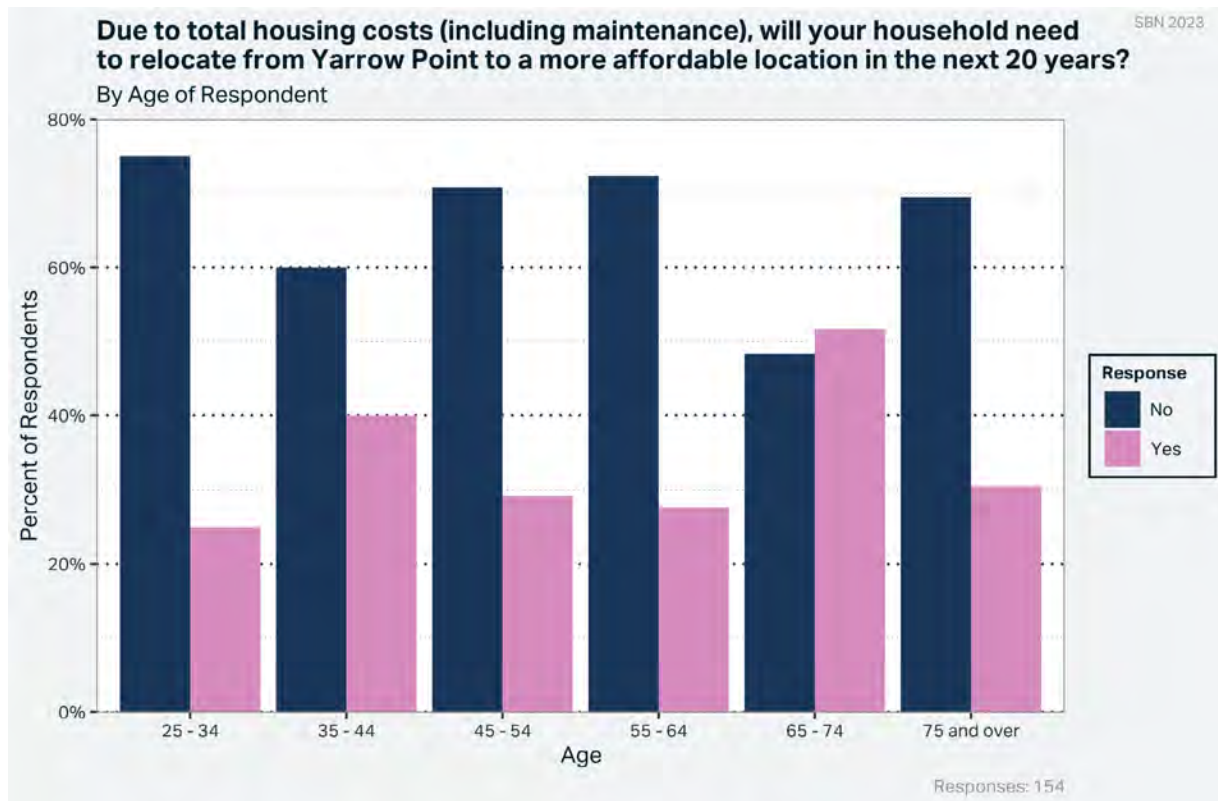
Housing Quality and Ability to Remain in Yarrow Point

The question on housing quality asked respondents to rate their satisfaction with the available housing stock in Yarrow Point, with the survey specifically listing cost, property maintenance, availability, and type of housing as context for what “housing quality” means. According to survey results, 38% of total residents view the housing quality in Yarrow Point as About the Same as it was ten years ago, 34% as Somewhat Better or Much Better, and 28% rated it as Somewhat Worse or Much Worse.

The following graphs show that when evaluated through the length of tenure as a resident, this question yields differences between respondent demographics. The highest rate of About the Same responses came from residents with 0 - 5 and 6 - 15 years of tenure. For respondents living in Yarrow Point 26 years or more, their answers are more evenly distributed between Somewhat Worse and Somewhat Better.



Total housing costs include long and short-term maintenance of property and tax burdens. When asked if respondents due to total costs will need to relocate from Yarrow Point in the next twenty years, 65% of total respondents stated No. When evaluated through age demographics, the highest rate of displacement risk is those between the ages of 65 - 74.



Comprehensive Plan Implications

Respondents overwhelmingly preferred single-family housing, with ADUs being identified by respondents as a solution for increasing density in the Town. The Town has already applied for a grant to fund the drafting of new development regulations to address recent housing legislation and will continue to engage the community to ensure any changes to development regulations balance community needs with legislative requirements.

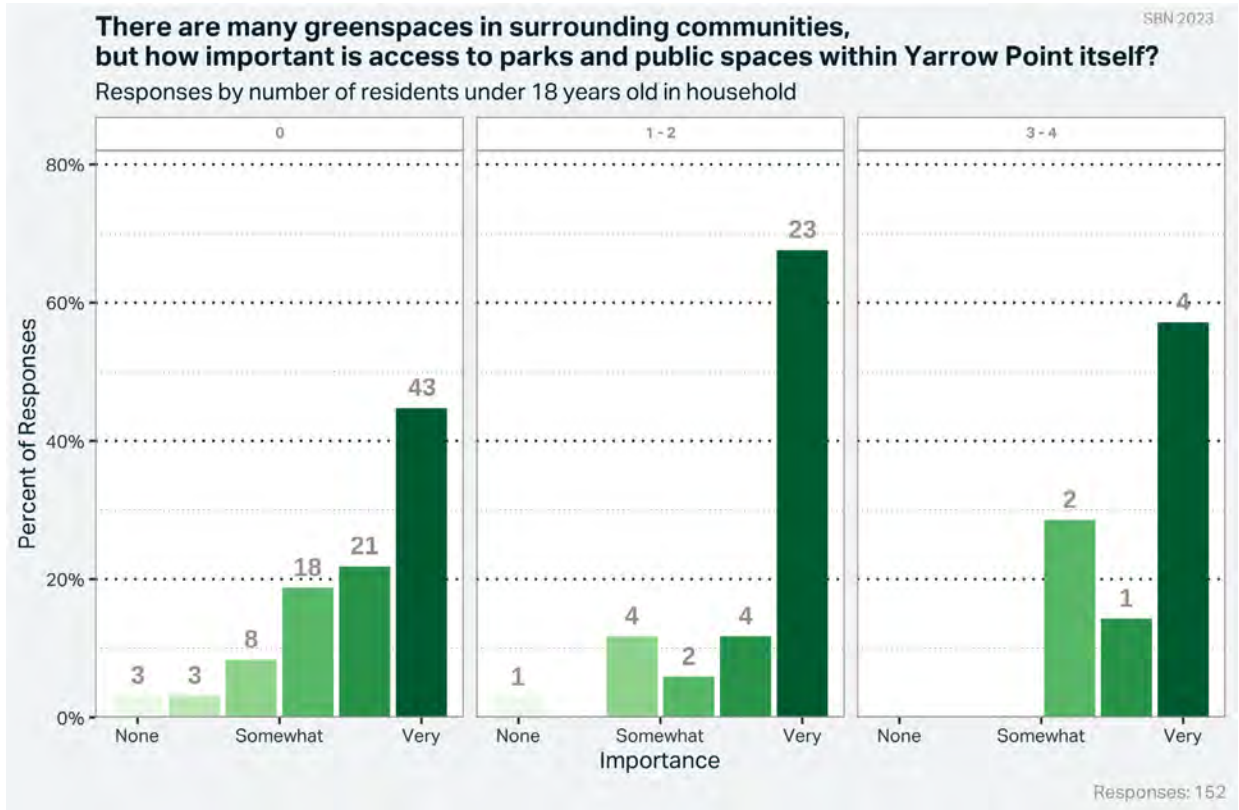
Many respondents (80% answered either Somewhat Negative Impact or Very Negative Impact) had a negative association in the survey regarding short-term rentals, with some respondents re-iterating their negative feedback in the written response section. However, in other written comments, respondents also expressed concern about the Town developing a policy for short-term rentals. Yarrow Point could use this feedback in the future to examine what role, if any, the Town could have in short-term rental use.

The Town recently passed new code to regulate permanent supportive and transitional housing. Based on respondents' answers both in the survey and in the written question, Yarrow Point could include more public discussions and surveys on the topic in the future for how it may impact the community.

Parks and Public Spaces

Access

While communities with various park resources surround Yarrow Point, and many households have green spaces for recreation, the survey results show that access to parks and public spaces within the town's boundaries remains important to residents.



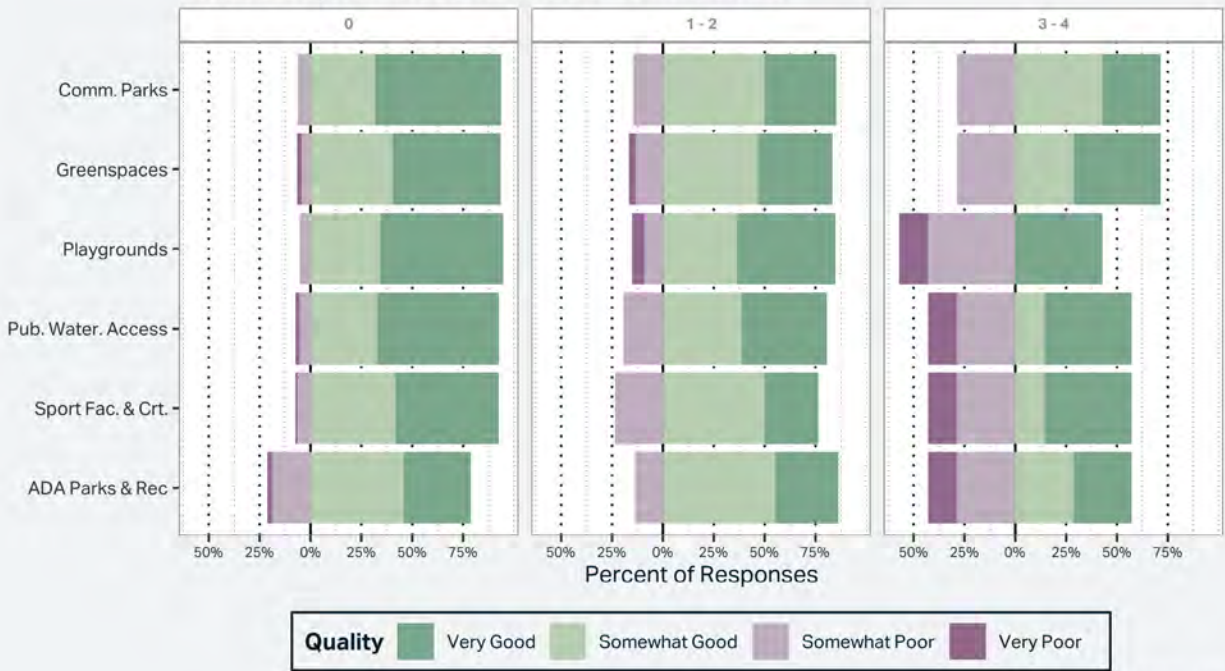
The survey results underscore that households, particularly those with children under 18, place significant importance on ease of access to parks and public spaces within Yarrow Point.

When rating the overall quality and accessibility of Yarrow Point's current parks and recreation amenities, families with children under 18 highlighted gaps in playgrounds, public water access points, sports facilities, and ADA-accessible amenities in parks and recreation areas. Based on the graph below, the more children in a household, the more likely respondents are to rate parks and recreation resources as Poor or Somewhat Poor.

How would you rate the quality and accessibility of Yarrow Point's current parks and recreation?

SBN 2023

Responses by Number of Children Under 18 in Household



Complete Responses: 126

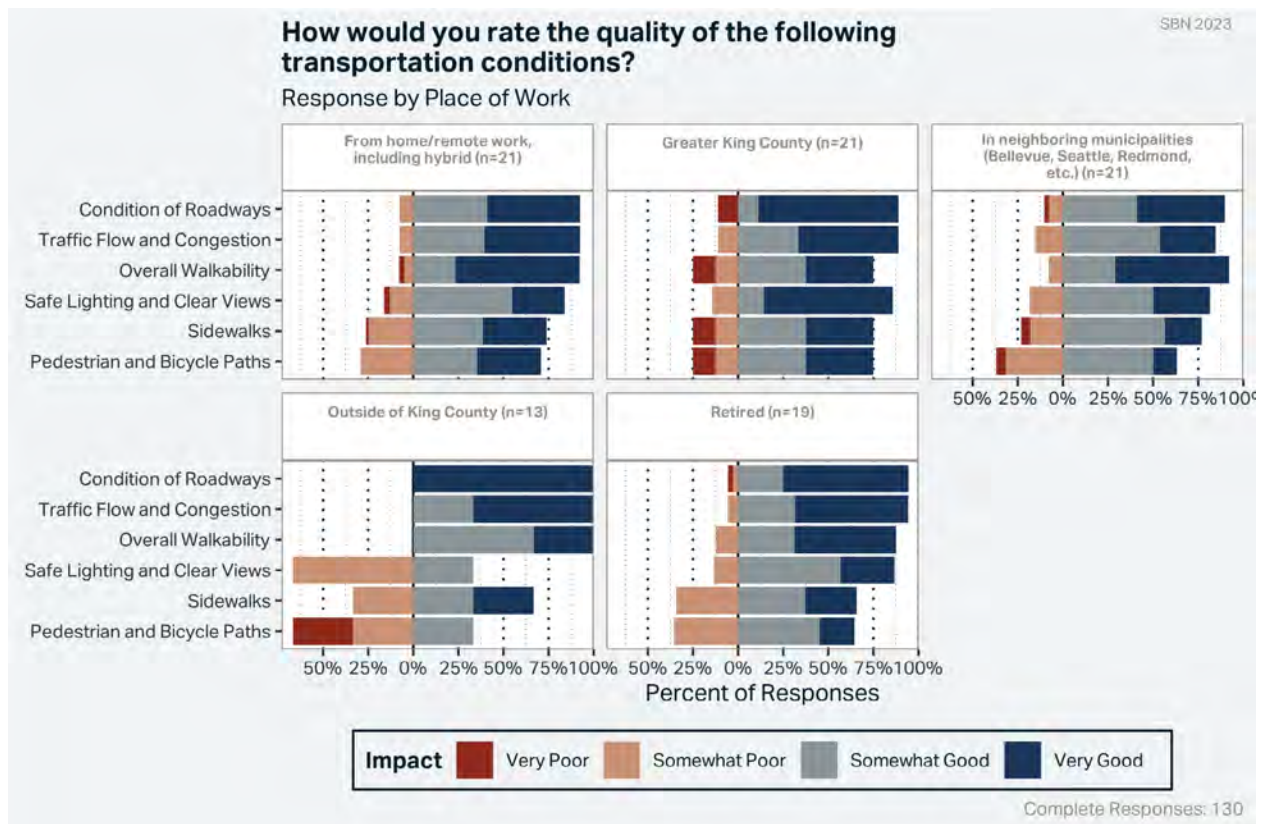
Comprehensive Plan Implications

The emphasis on parks and public spaces by respondents affirms the role of green space in enriching the quality of life, boosting physical and mental health, and nurturing community ties. Yarrow Point could add language to address the needs of youth and families in the plan for future parks and recreation while maintaining a goal for quality and access to amenities for all residents.

Transportation and Employment Patterns

Most respondents (98% of total responses) depend on personal vehicles. In the total responses, 48% reported being retired; for non-retirees, 82 % of residents work remotely or in adjacent municipalities.

Responses to questions about existing transportation quality were generally consistent across working demographics, except for residents working outside of King County, who rated Safe Lighting and Clear Views, Sidewalks, and Pedestrian and Bicycle Paths as far less favorably. Those who work from home/remote work, retired residents, and those who work in greater King County have the most favorable view of transportation across conditions. Yarrow Point rated the pedestrian and bike paths less favorably than other groups and had the most “very poor” responses across all transportation element questions.



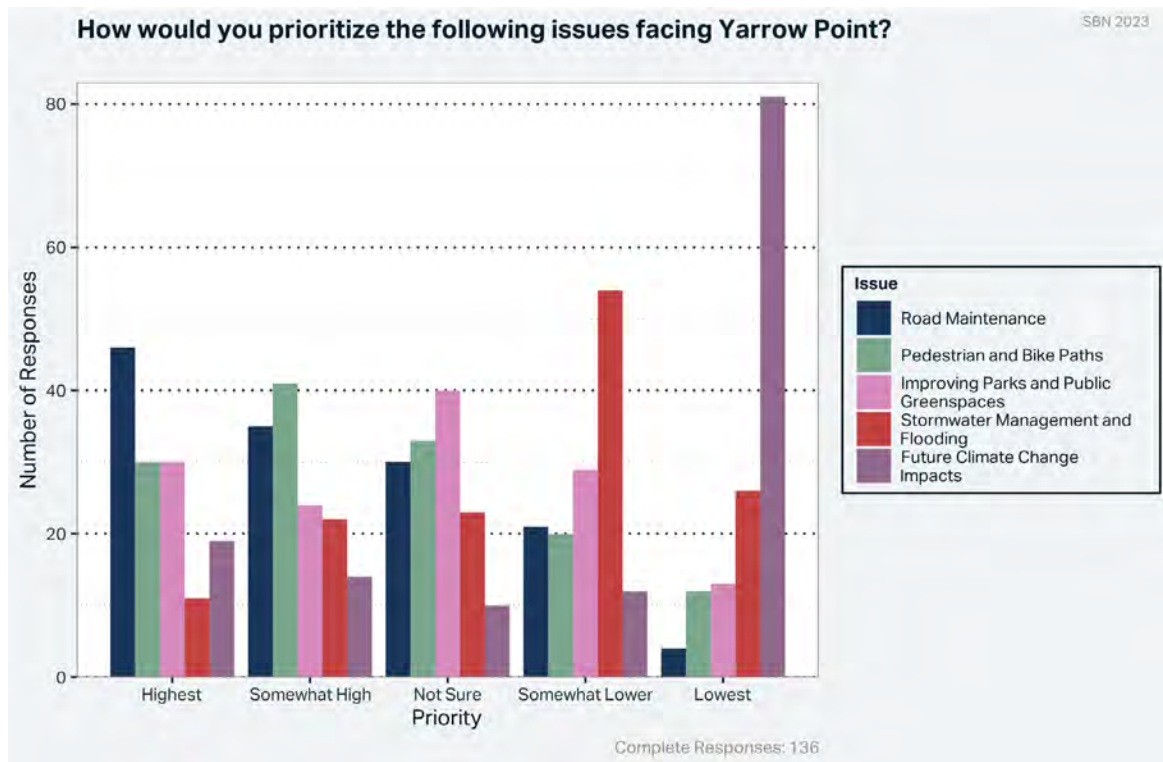
Comprehensive Plan Implications

Multi-modal transportation, including pedestrian and bicycle paths, are shown as a community priority needing attention due to their Very Poor or Somewhat Poor impact. Yarrow Point may evaluate opportunities for addressing bike and pedestrian needs specifically or add to an overall transportation strategy. In the written responses, traffic flow and congestion were mentioned multiple times despite not being rated poorly in the survey.

Overall Satisfaction and Priorities

Survey responses show an overall high satisfaction, with 84% of total responses rating an 8 and above on a scale of 1 - 10.

The results did not indicate that there is a consensus on where Yarrow Point should prioritize improvements. Road maintenance and pedestrian and bike path improvements were respondents' two top priorities, edging out parks and greenspaces.



Comprehensive Plan Implications

Responses indicate that residents would most like to see improvement in road maintenance and multimodal infrastructure. Stormwater management and climate change impact are both rated as Somewhat Lower and Lowest priorities in the survey, however, the written responses mention climate change and environmental concerns multiple times.

Written Response Analysis

Overall Themes

1. Community Safety and Security:

Residents highly value the safety and security of Yarrow Point and have expressed concerns over increasing crime rates.

2. Infrastructure and Maintenance:

Many comments highlight the need for improved infrastructure and maintenance across the town. Residents call for repairing and adding sidewalks, better street lighting, resurfacing streets, improvements to Sally's Alley, and repairs along points drive south of 520. Making the town more accessible, including golf cart-friendly adaptations and adding amenities like additional pickleball courts, is also suggested.

3. Environmental Preservation and Aesthetics:

Environmental preservation, particularly the protection of trees, was a common concern for respondents. Respondents voiced concerns about the Town's tree canopy loss as a result of tree removal by developers. Many responses called for stronger tree ordinances to protect significant trees. Respondents call on the Town to address climate change risks, promote clean energy, and improve the town's aesthetics with approaches such as undergrounding of utility lines and improvements to the Town's entrance landscaping.

4. Governance, Regulations, and Property Maintenance:

Residents express various opinions on governance and regulations, with some appreciating the town government's approach and others advocating for less intervention. Residents raised concerns about high property taxes, inconsistent codes, and neighbors not meeting property maintenance standards.

Notable Quotes From Residents

These quotes were pulled from the total responses as representative of multiple comments with similar feedback.

Community

“It's nice living in a small community, but I think there's an opportunity to create a closer-knit community with more community events.”

“Yarrow Point is a great community and a major part of that is a sense of knowing your neighbors and community events. In the past 10 years, there's been large turnover of residents and it's lost a little of the community spirit which we need to reclaim.”

“Town just fine the way it is. No need to create a whole city out of a quaint small town.”

“It's been a wonderful life for us on Yarrow Point, but we can see changes coming around the corner!”

“Yarrow Point is a very special place. We moved here for its safety and community feel. We love walking the neighborhood as a family and our child with a disability feels welcome, independent, and safe.”

Housing and Maintenance

“Not afraid of an increase in housing density. It would be nice if a centrally located single lot of food retail of sorts accompanied it, similar to Medina next to the post office.”

“I feel YP could benefit from a design quality board as difficult and disliked as that would be from the start.”

“I feel information to a homeowner to be lacking. For example, is there an update on the hedges? Was there a vote? The lack of thorough minutes means a lack of transparency and knowledge.”

“Increasing home values increase taxes and potentially force retired people to move.”

“I have concerns about rental properties and the owner's commitment to maintaining the property. There should be some basic standards.”

“Perfect place to live. No change needed. The number one problem is the increase in real estate taxes.”

“Tree code, hedge code, short term rental code are now infringing on residents rights to use their property as they see fit and have no significant impact on the community resources.”

“ADU can be a good thing AS LONG AS PARKING IS PROVIDED.”

Tree Canopy and Environmental Concerns

“There have been numerous trees that have been removed from the town's right of way over the last 5 years for valid reasons, but the town has not replanted a single tree to replace any of the lost trees.”

“We are losing our canopy. We should have stronger rules for developers. If people want to live here instead of the concrete jungle of Bellevue, then value the natural aspects of protecting the environment”

“Would like Yarrow Point township to operate with ecologically sound decisions and benchmarks.”

“City should adopt and encourage clean energy and be resilient to being cut off from the rest of Bellevue/Kirkland for fire and public safety. the city should consider a tree inventory and planting more climate change resistant plants.”

“We are deeply disappointed with the lack of a Tree Ordinance to protect the ancient trees of Yarrow Point.”

Crime and Safety

“If crime statistics increase, or we can no longer leave our home unattended for vacations, then we will need to move.”

“The biggest impact or change in Yarrow Point in the last 10-20 years is crime. We used to have none of it. Now, it seems pretty consistent with no plans to mitigate. We also have empty homes with owners that are not required to maintain their landscape or properties, which de-values other homes.”

“Keep it clean. Keep it safe. Protect our family-oriented character.”

Public Amenities, Walkability, and Utilities

“Being able to use the King County Library would be nice”

“Parks, playgrounds, water access all need improving. Pool/tennis/library access lacking.”

“Biggest concerns: Electric/Utilities should all be underground, not just on 92nd. Sidewalks, especially near fountain and on 40th, are critical to walkers/bikers' safety and should be a priority.”

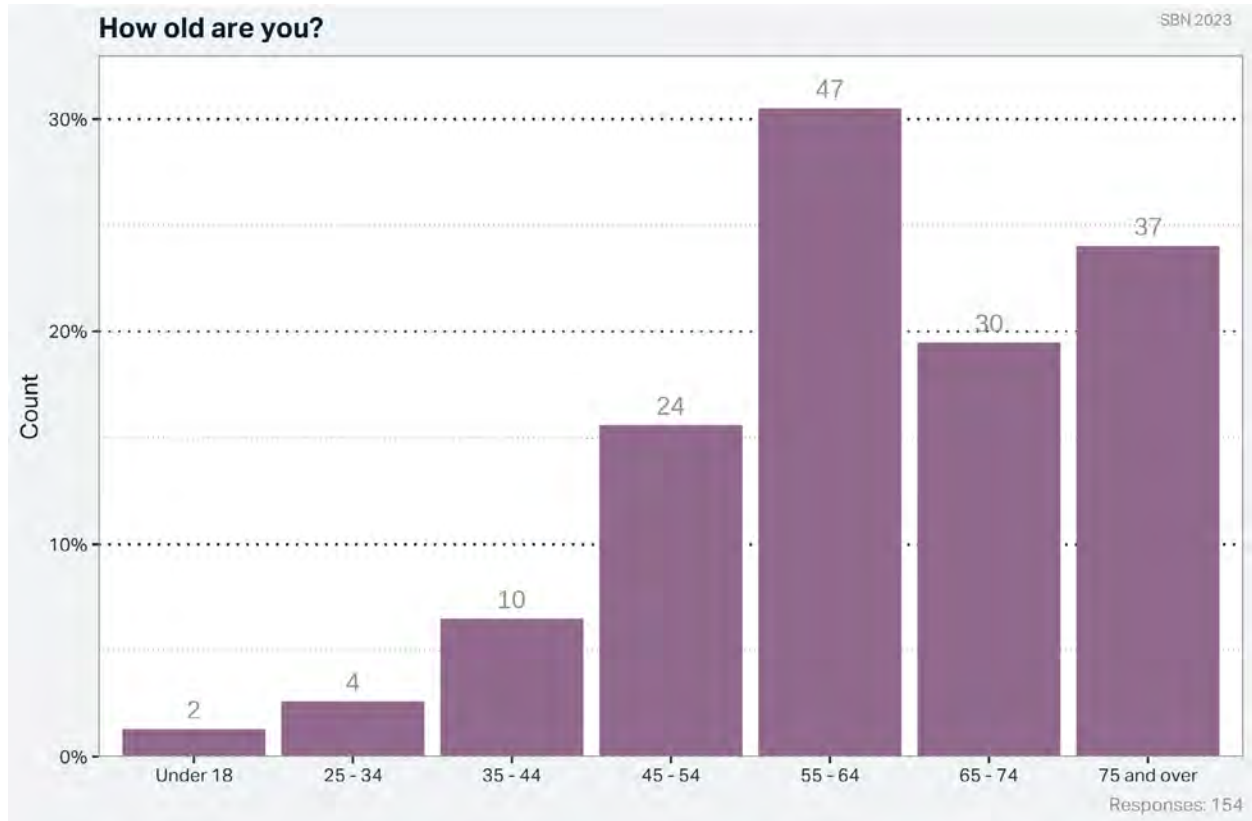
“I would like the town to be more proactive in under grounding power and utility wires”

“Challenge for YP drivers, pedestrians and bikers at the circle - needs to be improved for safety for all. Also, want to highly support efforts by the city to create and maintain a beautiful Sally's Alley path and greenspace. Also funding to maintain Wetherill. Internet is the utility that can be really poor.”

Appendix: Full Responses

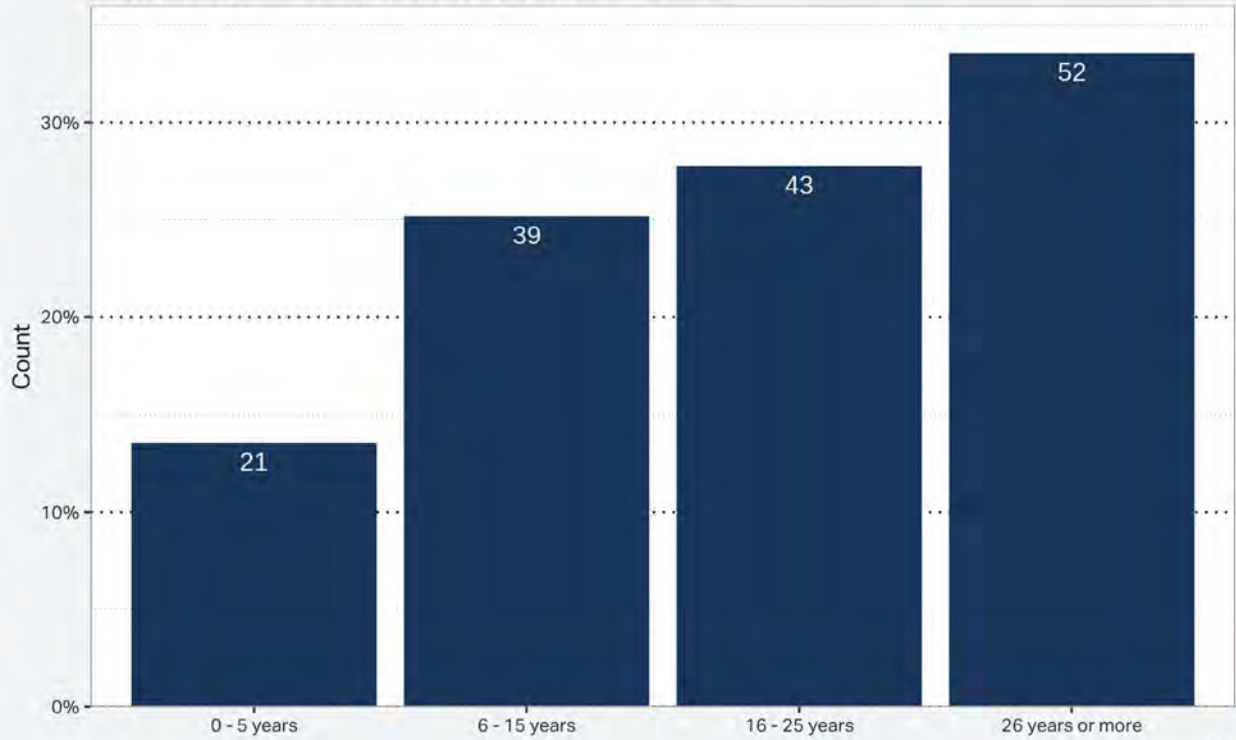
Full Quantitative Responses

Demographics



How many years have you lived in Yarrow Point?

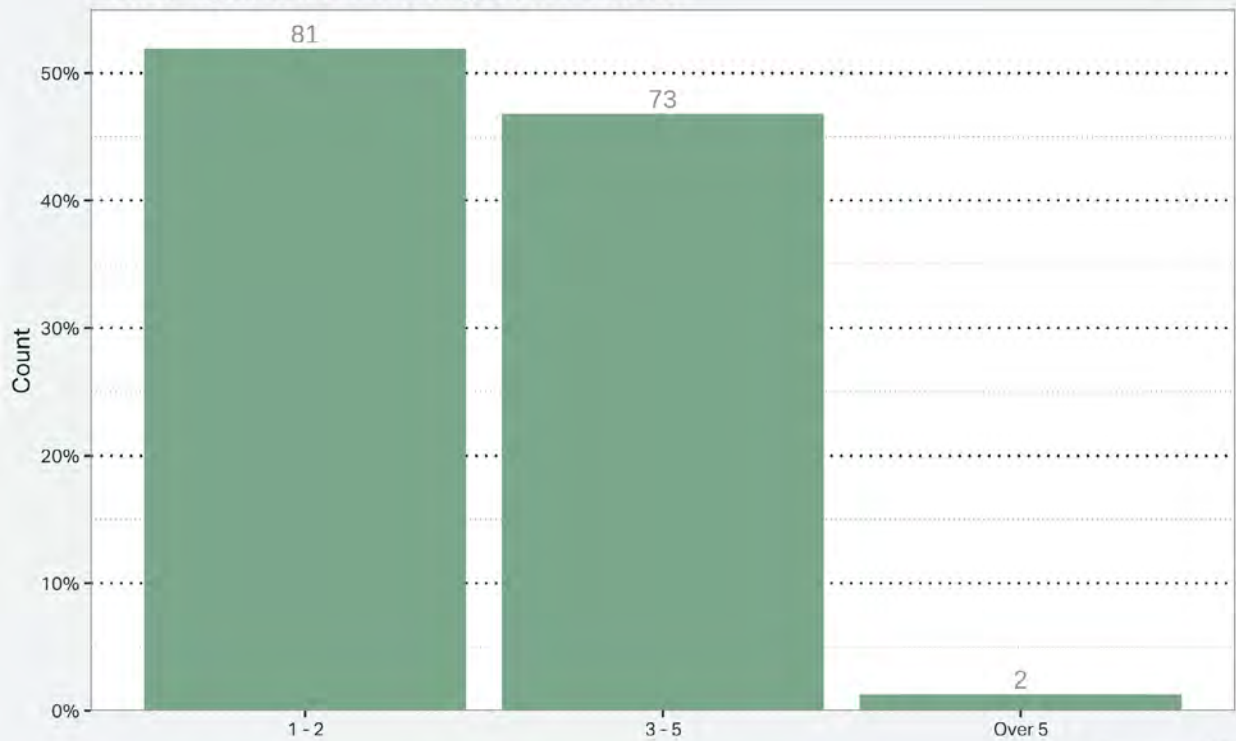
SBN 2023



Responses: 155

How many individuals live in your household?

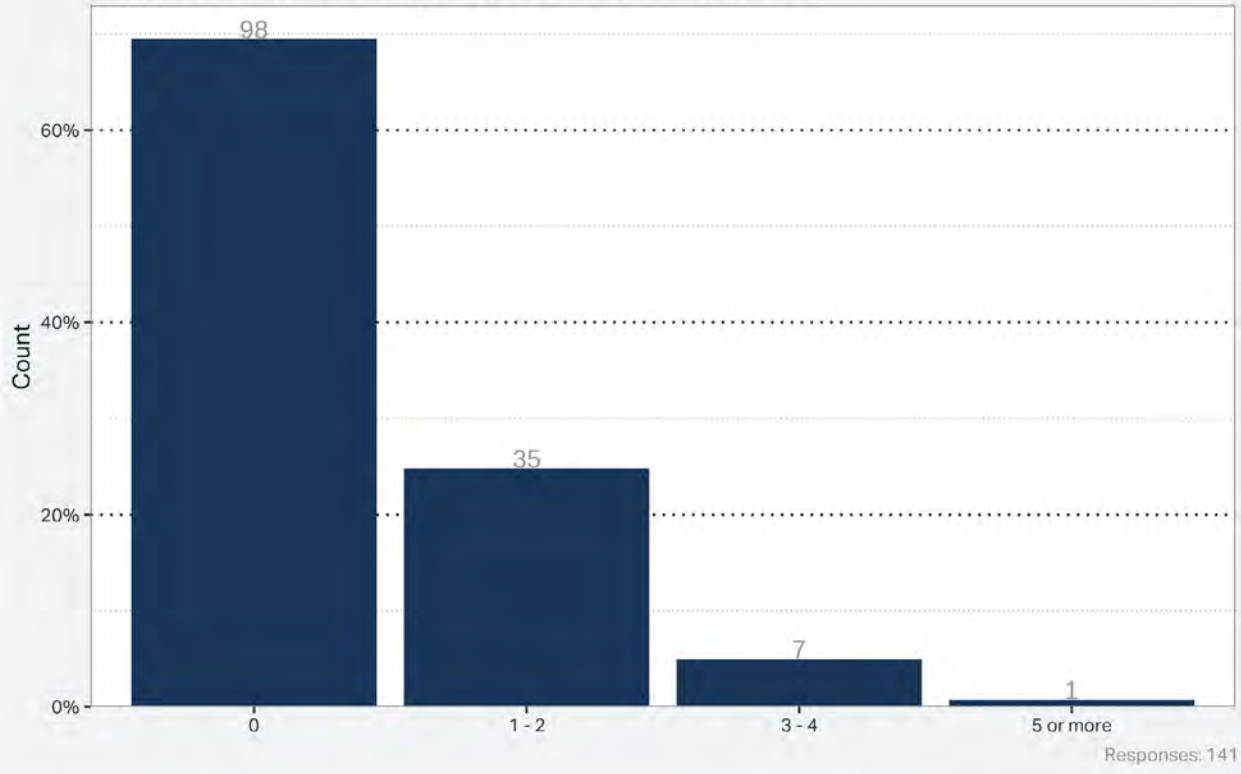
SBN 2023



Responses: 156

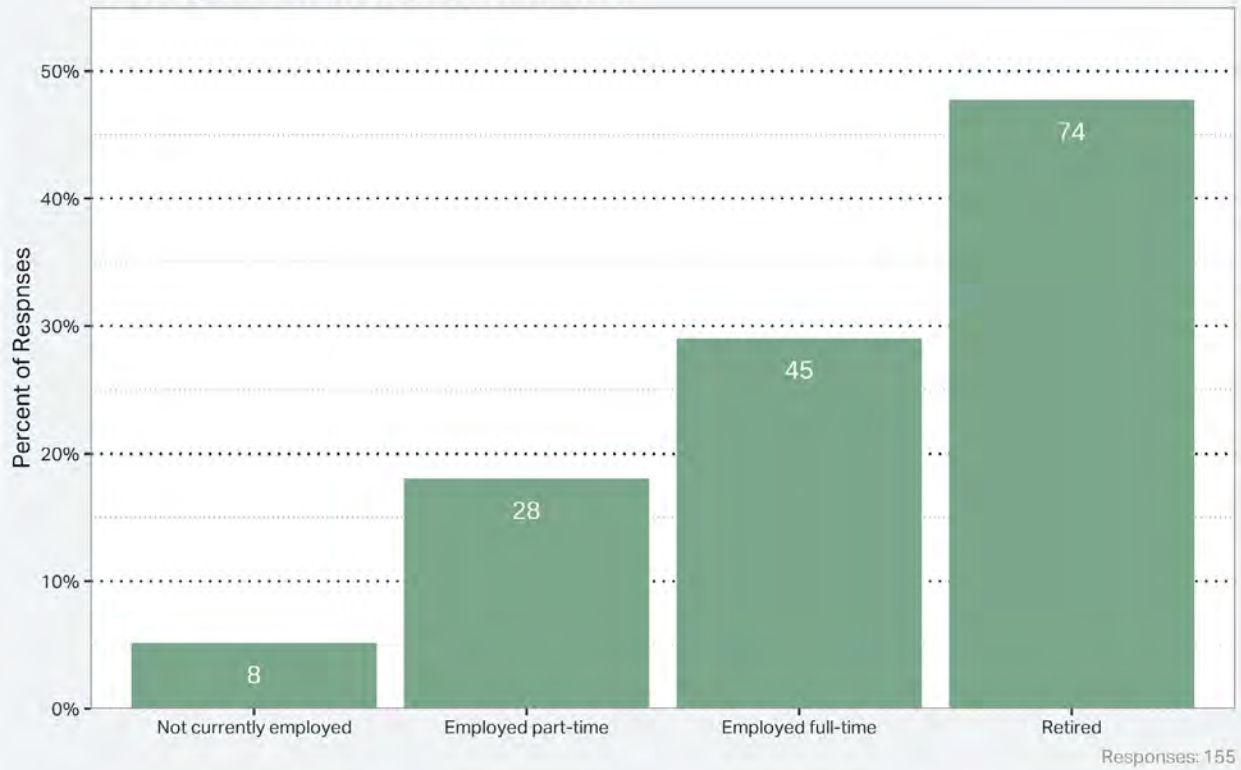
How many individuals in your household are under 18?

SBN 2023



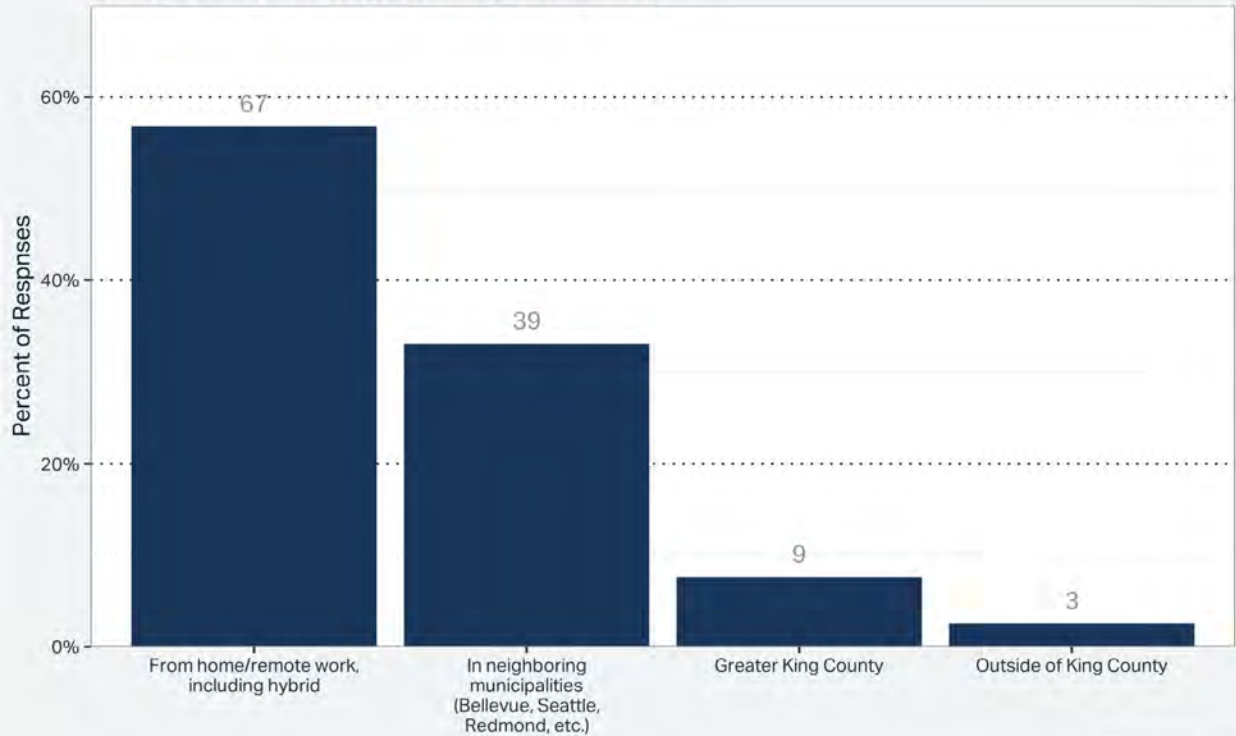
What is your current employment status?

SBN 2023



Where does your work primarily take place?

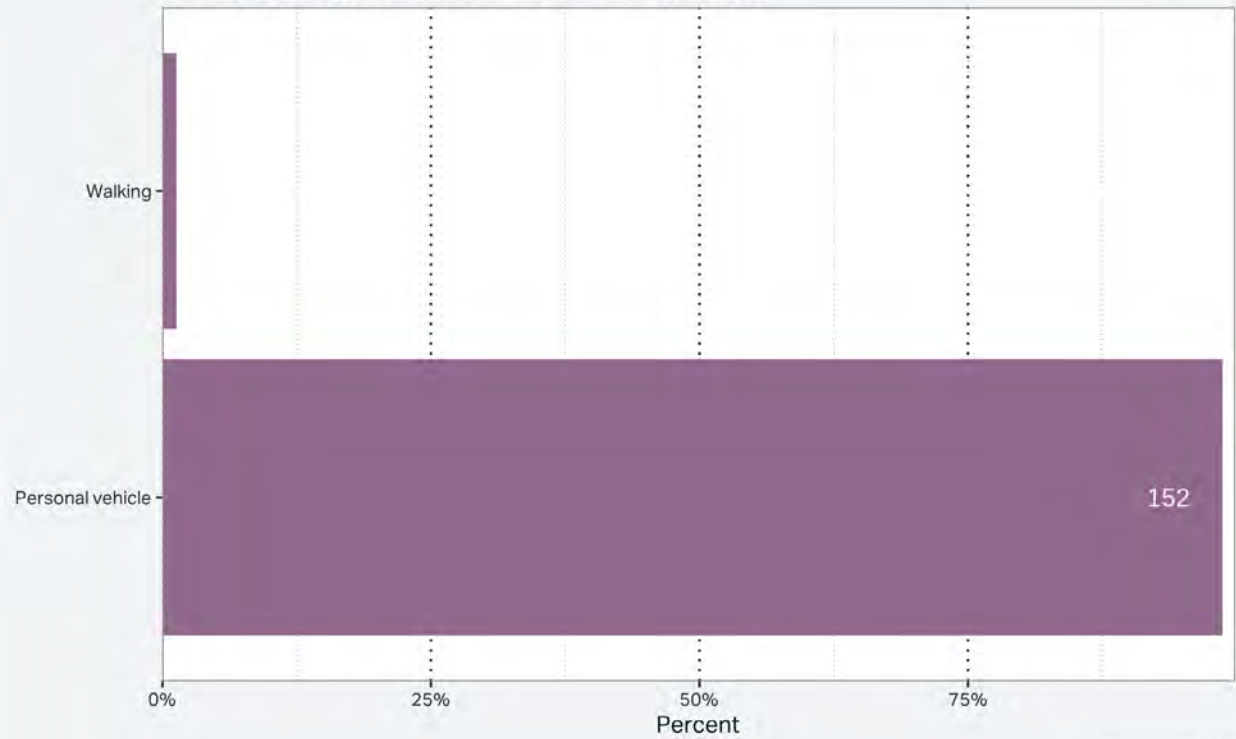
SBN 2023



Responses: 118

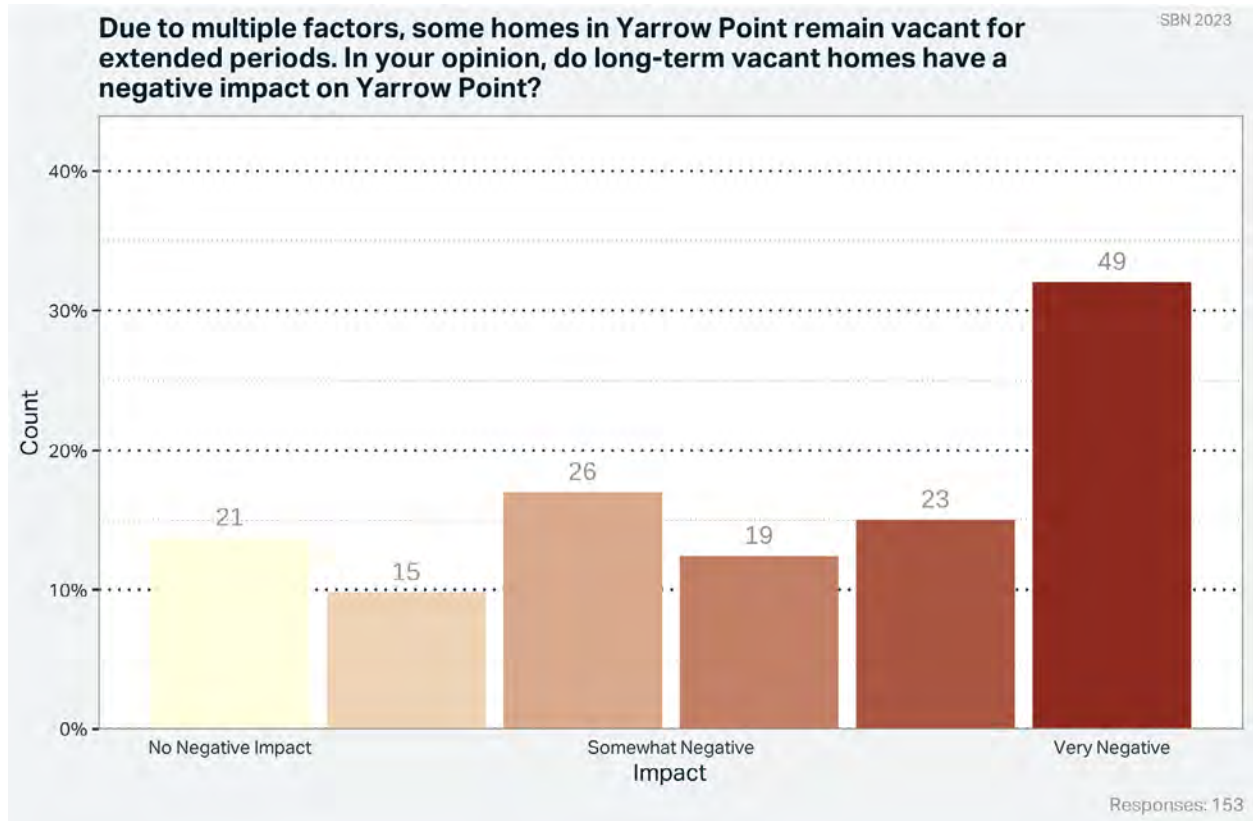
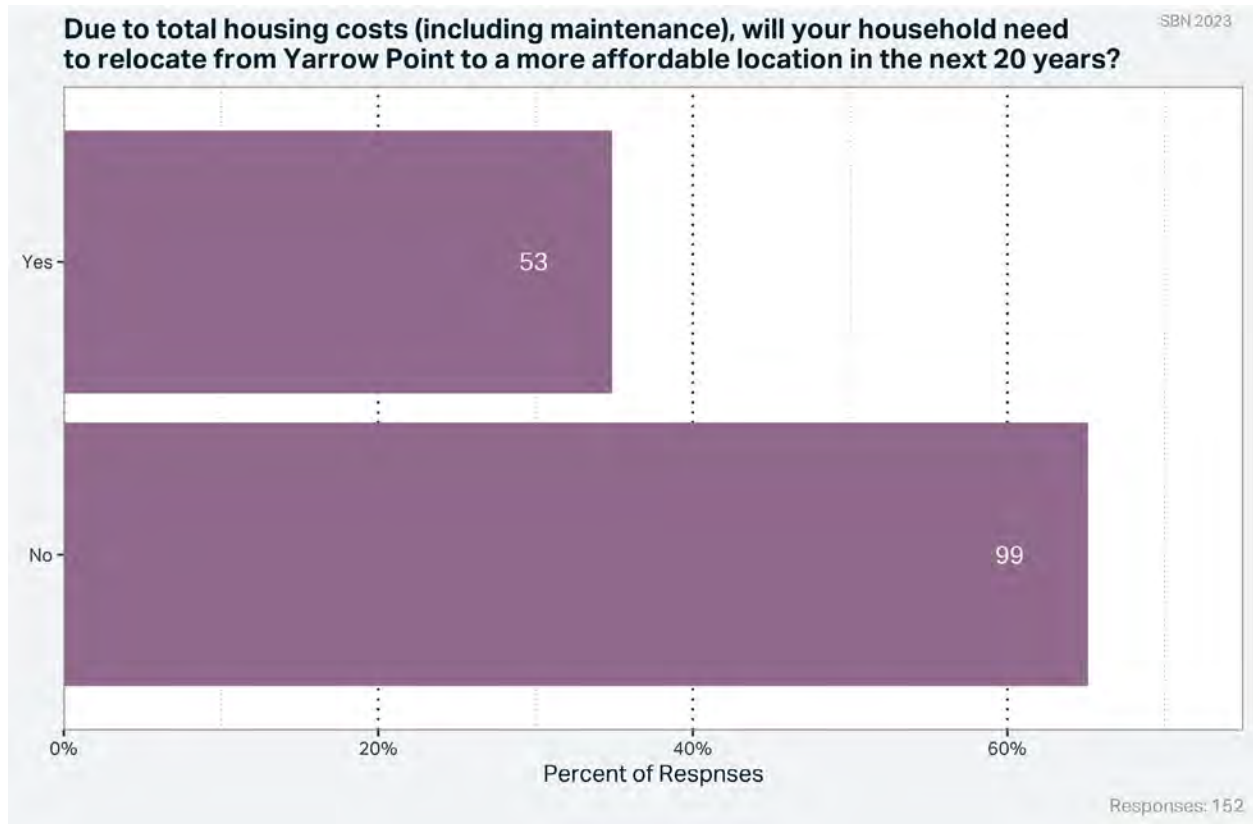
What is your primary mode of transportation?

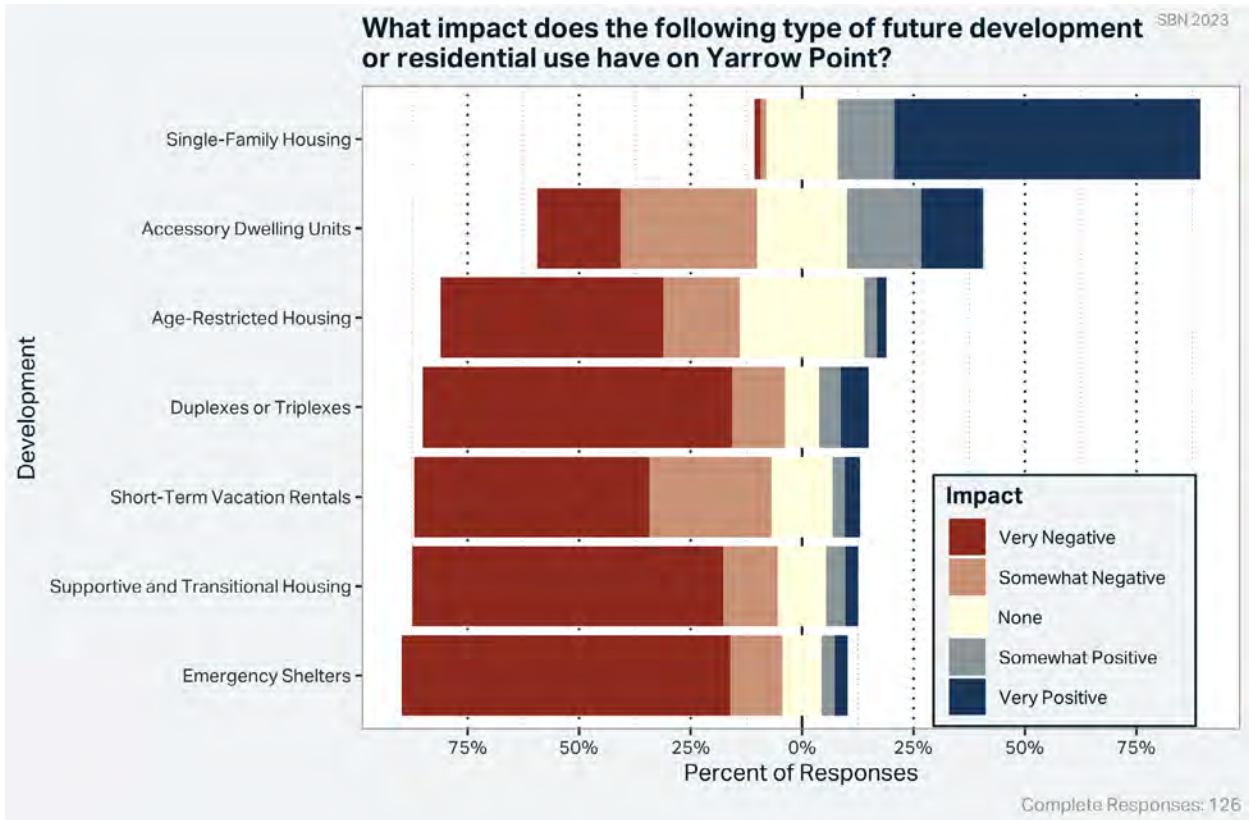
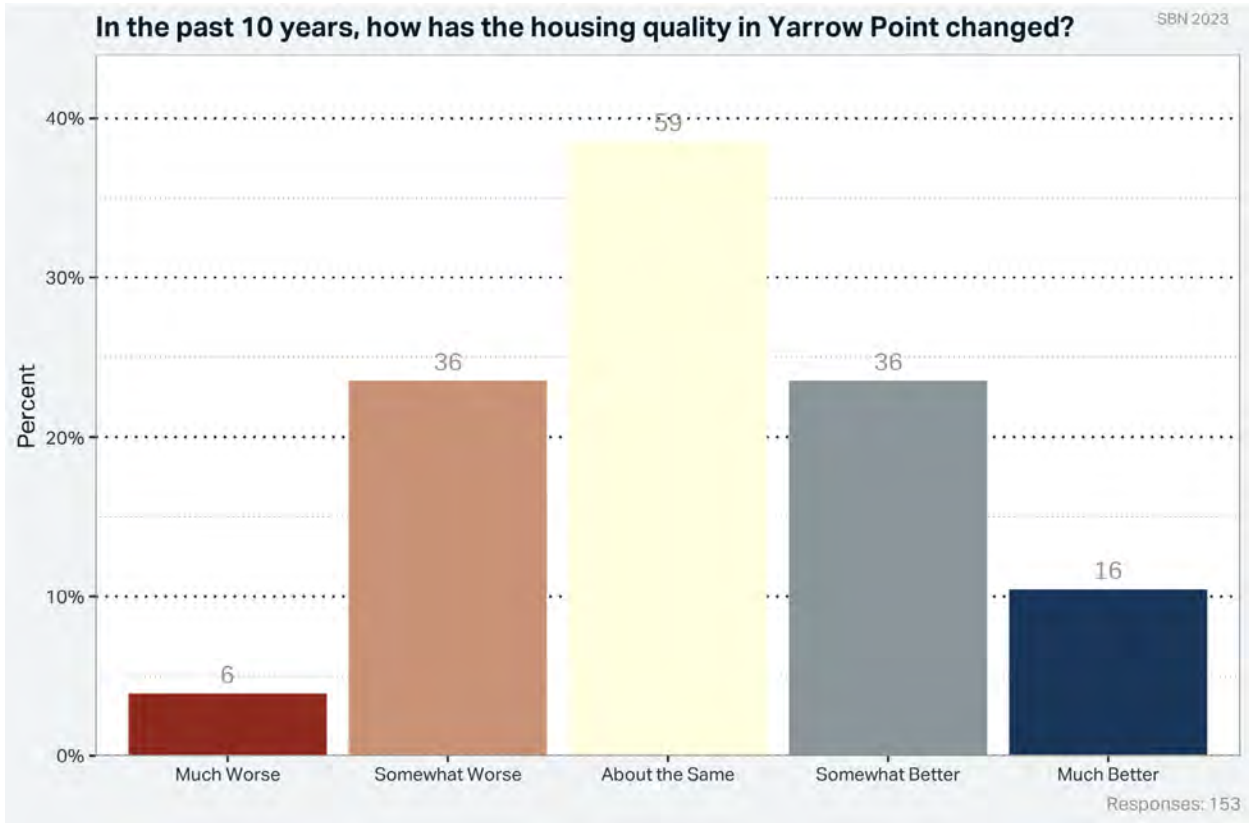
SBN 2023



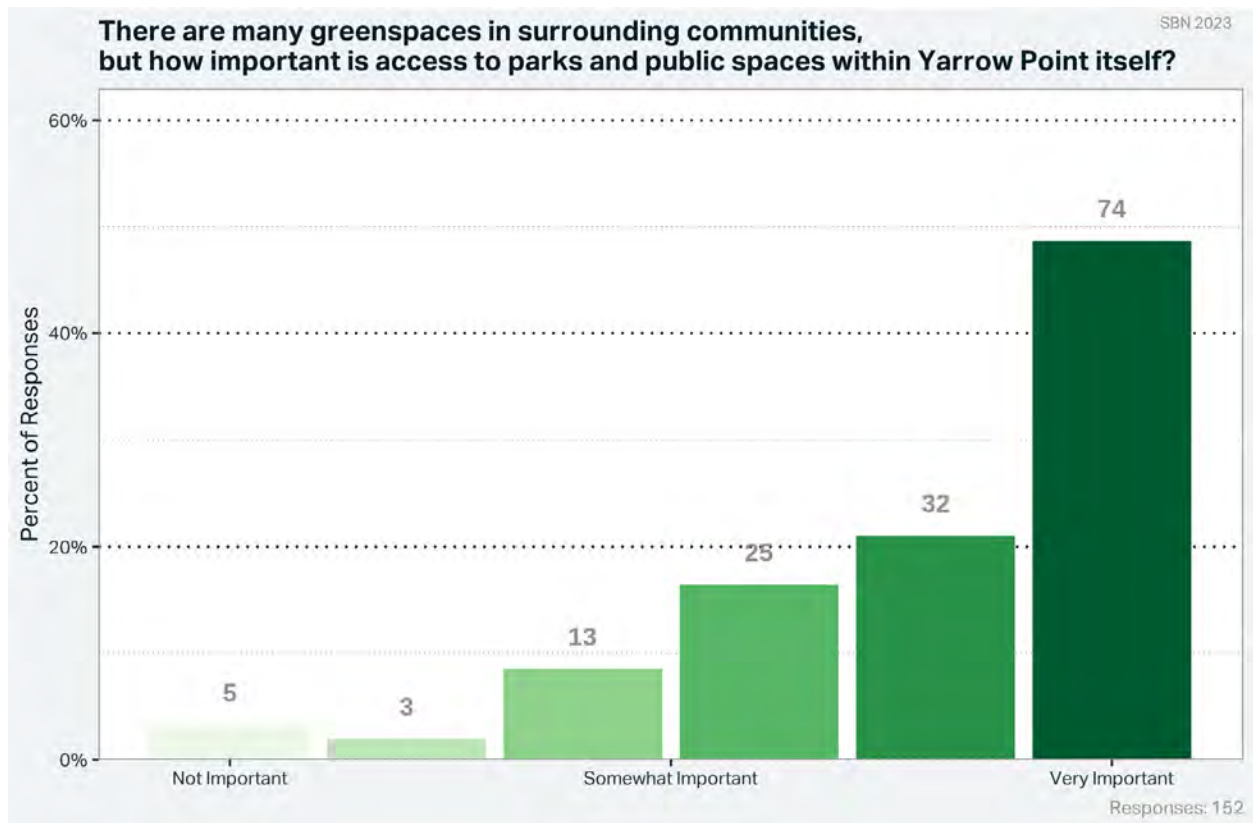
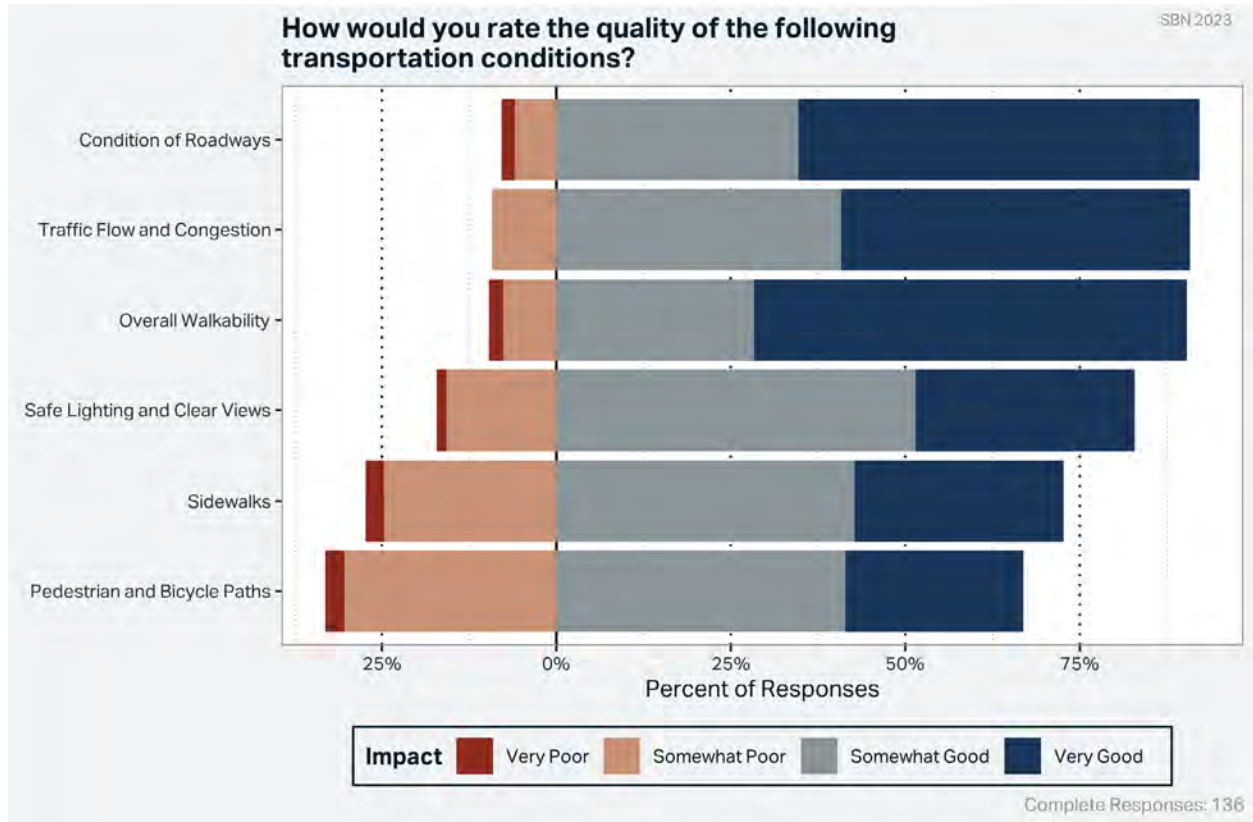
Responses: 154

Housing

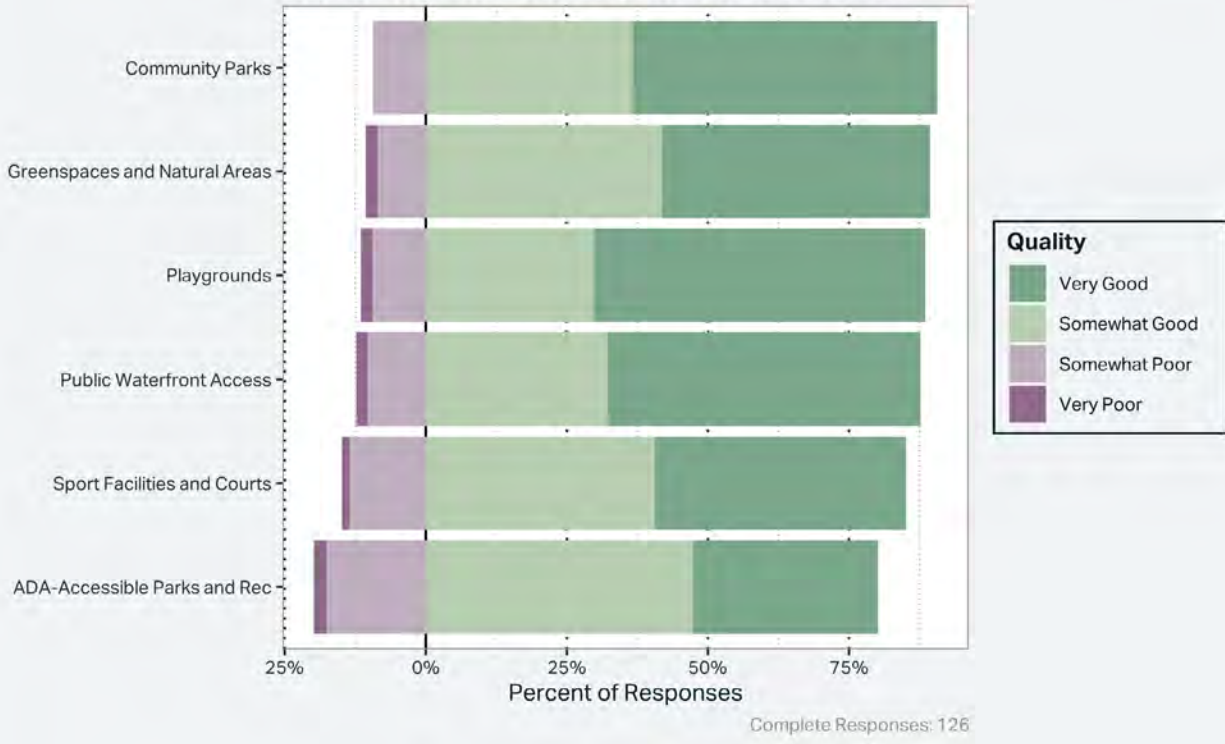




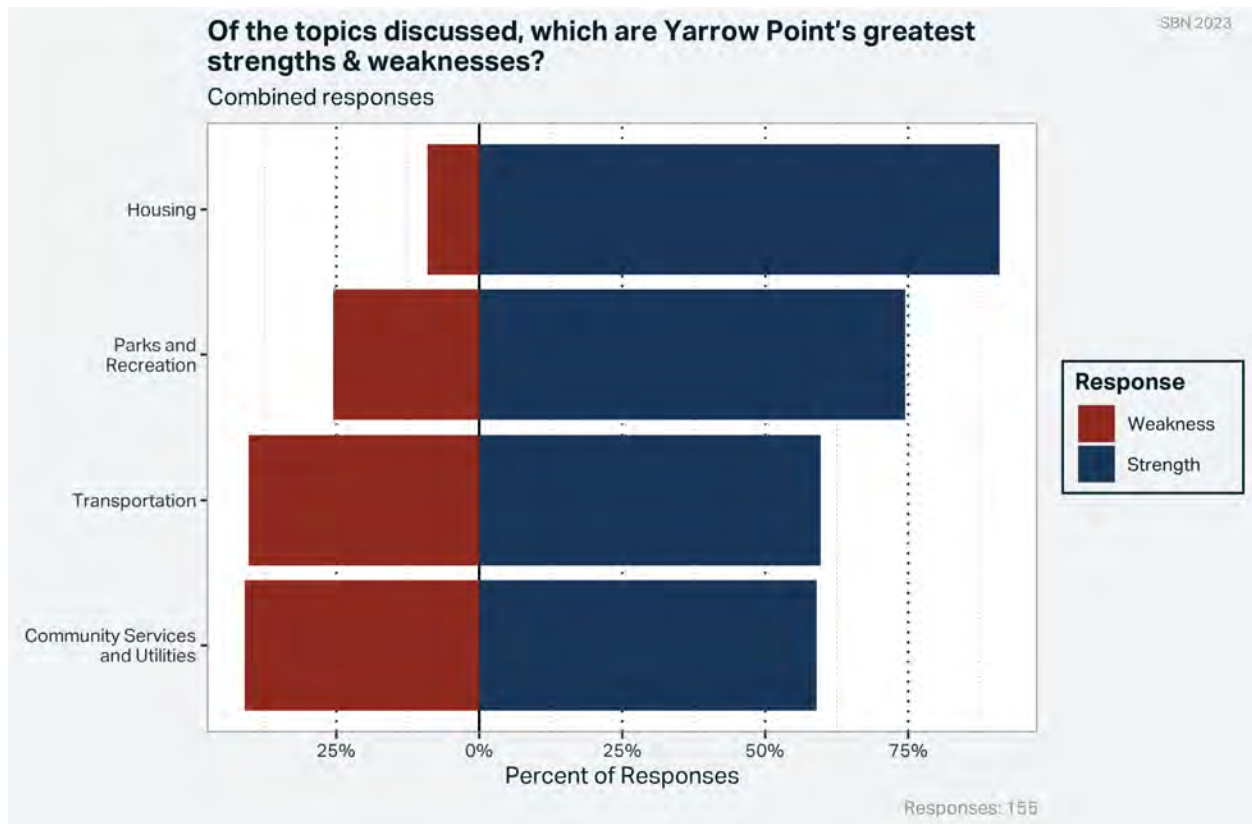
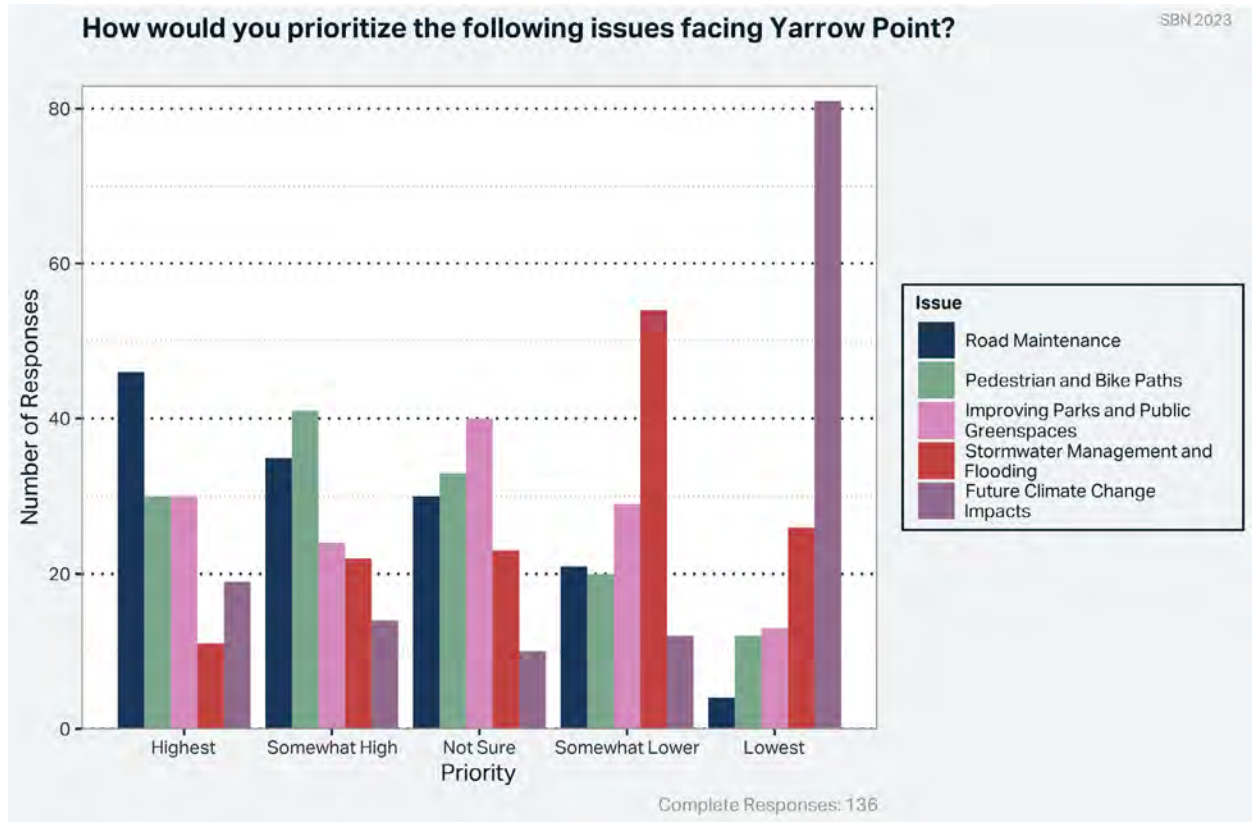
Infrastructure and Community Facilities



How would you rate the quality and accessibility of Yarrow Point's current parks and recreation?

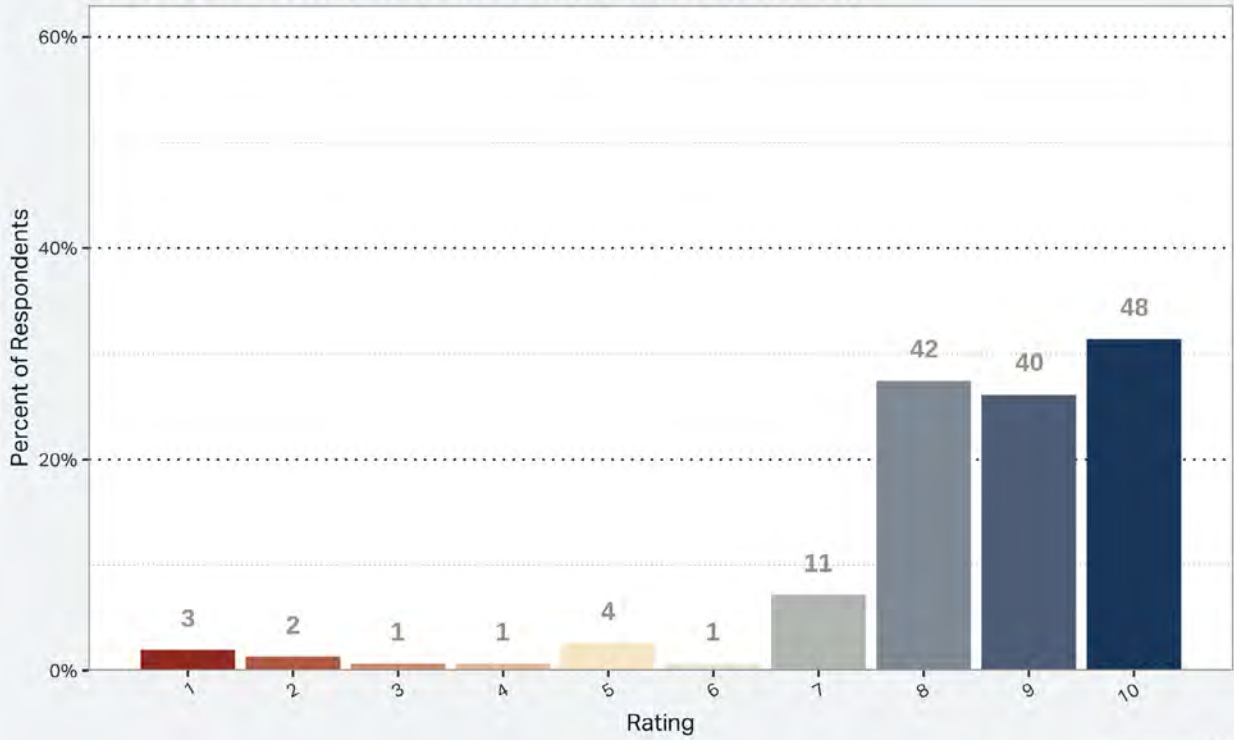


Community Satisfaction & Priorities



What is your overall satisfaction with living in Yarrow Point?

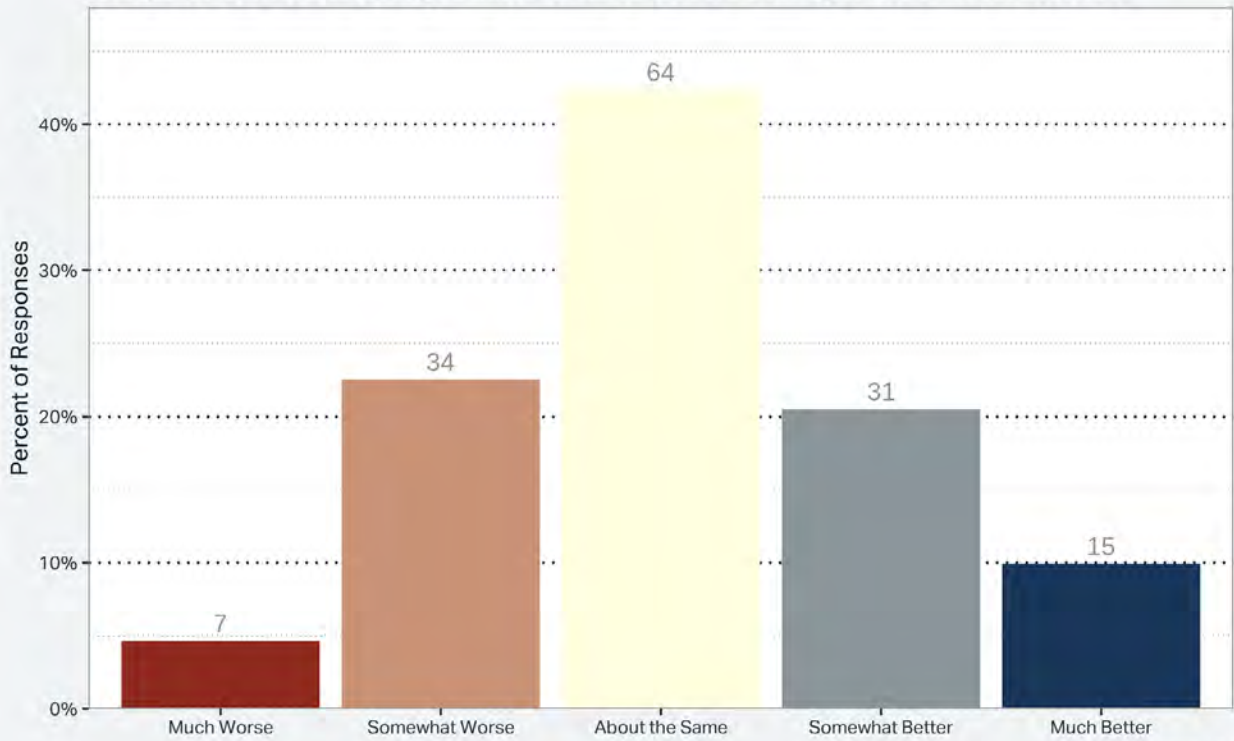
SBN 2023



Responses: 153

Compared to the last ten years, has life in Yarrow Point gotten better or worse?

SBN 2023



Responses: 151



Full Written Responses

This question was optional, so not all respondents chose to add written comments.

Any additional comments or questions?

the comp plan must address the many risks of climate change accelerating drought and flooding and corresponding risks of wildfire and water damage from torrential rains. city should adopt and encourage clean energy and be resilient to being cut off from the rest of Bellevue/Kirkland for fire and public safety. they city should consider a tree inventory and planting more climate change resistant plants. traffic congestion is an issue at the circle (note the past two dangerous accidents of vehicles flying off the highway and not stopping). also the increased traffic on the point and constant construction makes sidewalks more important. finally seems like people are less friendly than when we moved here 15 years ago - not sure how to get folks to just say hello or smile or nod or something as they are walking and listening to their headphones/ipods. still a great place to raise kids.

I found this survey unsatisfactory. ADU can be a good thing AS LONG AS PARKING IS PROVIDED. This is the only space for explanation. Tends to channel responses.

To me the dominant problem is the continued de-nuding of yarrow point as developers buy properties and in process of rebuilding remove all the established trees. My #1 complaint is the planning/town council doesn't do more to temper this behavior.

Save heritage trees, revisit the tree code and reinstate the town as a tree city.

Yarrow Point is a very special place. We moved here for its safety and community feel. We love walking the neighborhood as a family and our child with a disability feels welcome, independent and safe. If crime statistics increase, or we can no longer leave our home unattended for vacations, then we will need to move. We very much enjoy all aspects of living in Yarrow Point as a single family home small town and don't wish to see its character change in a negative way.

Yarrow Point is a wonderful community. We need to protect the community of residents and families and our property values. We can not let the state or county dictate requirements that strip our Town of the ability to preserve it's character or compromise safety. In addition, the Town has a range of inconsistent and poorly written pieces of code that are subject to abuse that need to be resolved. We have an enormous amount of assessed property values (residents) that live on private lanes that receive very little if any Town support although they pay the same property taxes and fees as every other resident (storm drain cleanup, road repair, sidewalks, utility lines, etc, etc). This is a huge mismatch and needs to be addressed given the number of homes that live on so-called "private lanes". The "code" for this lanes is ambiguous, poorly written and subjects people to potential disputes. One more thing, if we are going to spend enormous amounts of time considering how to restrict people's personal property rights in the name of common good (ie, trees, hedges, fences, leaf blowers, etc), we really should address the need for some standard of care around the maintenance of properties and the few (but ridiculous) homes and landscaping that are in complete disrepair. Get the basics right before putting more and more code on the books. Keep the road and sidewalks in good shape. Keep us safe. Preserver our property values. Protect the character of our community. Push back on the intrusion for county and state government. Stop putting any ideology onto our Town code. It's OK that we are not a "high density" Town. Keep it clean. Keep it safe. Protect our family-oriented character.

would like city to sproach and send letters and penaliehomes that do not comply with keeping their yards mowed, trimmed, dead shrubs/trees removed. city to remove trees they planted that have grown up and obstructed views which decrease home value when selling as a view property..

Safety is a top reason for living in Yarrow Point. Anything that jeopardizes

I would like to see an additional pickleball court built.
Challenge for YP drivers, pedestrians and bikers at the circle - needs to be improved for safety for all. Also, want to highly support efforts by the city to create and maintain a beautiful Sally's Alley path and greenspace. Also funding to maintain Wetherill. Internet is the utility that can be really poor.
The addition or accessibility via neighborhood communities to more neighborhood amenities (tennis courts?) and/or designated bike paths would be wonderful
I would prefer to see more attention directed to safety, including the upcoming homeless shelter issues, and less energy spent on hedge height restrictions, trash toters, and tree restrictions and tree replantings
Taxes are driving us out. Don't agree with plans for Sally's Alley - it's a waste of money. Undergrounding power is an excellent use of resources.
Would like to see Town Hall more welcoming to people who come to meetings and disagree with their decisions as they go forward with their plans. Sometimes it's downright unfriendly. Some of the time, it is good
There have been numerous trees that have been removed from the town's right of way over the last 5 years for valid reasons, but the town has not replanted a single tree to replace any of the lost trees.
Increasing home values increase taxes and potentially force retired people to move.
Locks , gates, and security systems attest to a decline in a sense of community
Could use a STOP sign on 95th N
I would love to have library usage. King Country Library in Bellevue
Security of the neighborhood needs to be addressed. I've lived in YP for most of my life and the recent crime (last 24 months) is concerning.
There were some questions where I did not know (like accessibility) and would have liked another choice in the survey.
Thanks for asking our opinion on life here on Yarrow Point.
Question 18 drag and drop did not work. Please give more attention to the area of Yarrow Point that is South of 520. Sidewalks are heaving, lighting is old and of poor quality, speed limit signs are not impressive to drivers. Bike lane is not maintained, cross walks need painting, Yarrow Point sign on Points Drive is not consistent with signage on the rest of Yarrow Point.
The elected officials should focus on the overall quality and safety of the Town and not focus on hedge heights, trees on private property and toters on the right of way staying too long. of the Town worry over hedge hights, toters staying too long on the right of way and treand not
Main complaint is the clear cutting of lots to build a new home. Old established trees actually enhance the home by 'anchoring' it. We are starting to look like tract homes with all the tree cutting. It breaks my heart. I love to walk and see the big beautiful trees.
It's been a wonderful life for us on Yarrow Point, but we can see changes coming around the corner!
Since the newest mayor came into office, the town government has become much more interested and proactive to the needs/wants of citizens. Biggest concern by far is the congestion at the traffic circle when picking up children from the school buses.
I love living on Yarrow Point...can't imagine living anywhere else. It would be nice to turn back the clock to "yesteryear" when YP was perfect.
People seem less friendly than 25 years ago, probably due to vacant houses



It is a wonderful community. Let's not try to fix it.
Install sidewalks on all streets. Goal pedestrian friendly. Many homes in advanced state of decay. Terrible! Such an eyesore in an "affluent" neighborhood. More community events to encourage friendliness.
Add speed display monitors on 95th Ave
My greatest concern about the future of Yarrow Point is the loss of an unfortunate measure of its spirit of being resident centered and community and natural character - more currently seen as climate - sensitive. There seems to be developing an aversion to code enforcement and an acquiescence toward approving permits that allow for disregarding purposefully established and previously enforced regulation and guidance. At issue - lot lines, city rights of way, parking availability, height restrictions.....
It's lost some of its charm due to McMansions and aggressive development of charming, older residences
We are losing our canopy. We should have stronger rules for developers. If people want to live here instead of the concrete jungle of Bellevue, then value the natural aspects of protecting the environment
Thank you for this survey
Great place to live but have seen significant change since roundabout went in - traffic congestion, especially with private school buses, has become very frustrating and crime is increasing, which is the biggest concern. On a smaller scale, the amount of daily noise due to leaf blowers/yard work detracts from being able to enjoy the neighborhood at times.
Perfect place to live. No change needed. The number one problem is the increase in real estate taxes.
Keep Yarrow Point single family homes only.
Question 7 will teach you nothing unless you are willing to have negative comments!
No
We are deeply disappointed with the lack of a Tree Ordinance to protect the ancient trees of Yarrow Point. The Town has allowed developers to clear cut every lot that has been sold in the last few years, and you can even see the difference when you fly over Yarrow Point! Those trees will become even more important as Climate Change affects us! The Town should put a moratorium on cutting large trees until an ordinance can be developed. The path on Sally's Alley needs to be made safer with more gravel, as it gets slippery and muddy. We would like to see some trails developed in Morningside Park, in order to foster appreciation for the Natural environment that still exists here.
Put an immediate moratorium on large tree removal until an equitable solution can be reached. Develop accessibility to natural areas, Morningside and Weatherill.
Better oversight of all projects is needed.
Would like to restrict tree removal by developers. Keep the trees
Tree cutting should be stopped as it alters the satisfaction of living in Yarrow Point. The electric overhead cables look so ugly and antiquated and have not been moved underground on 95th Av. Despite paying such high property taxes the situation is very sad.
Biggest concerns: Electric/Utilities should all be underground, not just on 92nd. Sidewalks, especially near fountain and on 40th, are critical to walkers/bikers' safety and should be a priority.

I feel information to a homeowner to be lacking. For example, is there an update on the hedges? Was there a vote? The lack of thorough minutes means a lack of transparency and knowledge. I know you've become involved with consultants - from another community, I've learned that consultants can change your community in less than ideal ways. Overall, we're happy here but the limited information feeds the insularity.

Sally's alley is one of the only green spaces that we have, and I don't know why a resident is able to use part of it for their driveway. I think that since it's town property, the driveway should be removed, and we should put more resources to improving the quality of Sally's Alley for local residents (no cars). I would also appreciate a second pickle ball court. Having one is great, but it's almost always in use so I haven't actually had a chance to play yet! I also would appreciate making city council meetings at 4pm so that I'm able to attend. I also wish that Yarrow Point was golf-cart friendly. It would make it much easier to access the parks and green spaces. I also would like us to have more community events for residents to attend. It's nice living in a small community, but I think there's an opportunity to create a closer-knit community with more community events.

Is Yarrow Point a Township or an HOA? I get confused because so much town planning is centered on intra-neighbor disputes where political savvy residents use the municipal powers for their personal agendas. Definitely no longer friendly to working families when the Mayor decided due to selfish reasons to change the town council time so that she can have dinner with her family for one time out of the month when yarrow point property owners can voice dissent to her policies. Reminds me of time gerrymandering where she can control more of the agenda by deciding her audience.

Not afraid of an increase in housing density. It would be nice if a centrally located single lot of food retail of sorts accompanied it, similar to Medina next to the post office.

Remove the asphalt driveway over the town property on Sally's Alley and create a better park area with no cars; add a pickleball court at Town Hall; make all town meetings at 4:00 pm (thank you for changing the council meeting from evening time!); make the town golf cart friendly; have quarterly community events

resurface streets put utility (electrical cable) underground add sidewalks water with sprinklers plants on 92nd improve security at entrance 92nd street bring back fireworks stronger tree ordinance

High taxes will be big factor in retiree relocations

I see Yarrow Point run by very vocal minority of residents who have no qualms trampling over their neighbors rights and concerns. Why is the Township on the one hand promoting climate change asking for large donations to pop tons of fireworks on the Fourth of July that emit a lot of carbon dioxide, destroy air quality, and can cause forest fires and then make a big stink about protecting trees. Seems inconsistent don't you think. I am concerned about the lack of diversity in leadership of Yarrow Point and the factors that lead to a homogenous collection of rich, white, old people running a Town that is very diverse in ages and ethnicities. Also the regulations being proposed really are not improving quality of life on the Point because of lack of surveying the ideas of residents on important items.

I have concerns about rental properties and the owner's commitment to maintaining the property. There should be some basic standards. I would like rentals to be a minimum of 1 year (we had an episode with Microsoft interns renting the house next door over the summer hoping to have the lake 'party house'). When I say basic standards I mean simply a request to tidy up the property when it has been neglected too long. If that sort of thing isn't effective we can consider fines for the worst offenders. That empty lot on 94th shouldn't be allowed to become so overgrown - a pack of raccoons are in there not to mention rats.

Good if move away from model of living luxury being the value associated with YP to gain more sense of community if had more parks and recreation with wetlands and green spaces. Develop homes and land trust so some land use for the community meeting space, senior activities, gym, etc. It would add tremendous value to the Yarrow Point community.

Given the growing negative impact of climate change why does Yarrow Point continue to allow the use of gas-powered landscape tools like lawn mowers, leaf blowers, lawn edgers, and snow blowers that result in air and noise pollution? Would like Yarrow Point township to operate with ecologically sound decisions and benchmarks.

I would like the town to be more proactive in under grounding power and utility wires

Biggest worries are potential shift in quality of life due to potential low income housing, homeless housing and the drift from Seattle. We should limit the waterfront park because the folks going there from surrounding areas are taking all the space and creating a crowded non welcoming environment.

Put utilities underground water 92nd plants next to sidewalk add more sidewalks put gate and secure 92 nd entrance with cameras

Parks, playgrounds, water access all need improving. Pool/tennis/library access lacking. Worried about crime

Please stop adding housing and tree codes. Just maintain the current codes

I am concerned about more progressive government overreach infringing on private property rights. Tree code, hedge code, short term rental code are now infringing on residents rights to use their property as they see fit and have no significant impact on the community resources.

Town just fine the way it is. No need to create a whole city out of a quaint small town.

For question 7, why was there not an option to say there is a negative impact? I would have selected that answer for each item other than item #1

Being able to use the King County Library would be nice. Seems to be an uptick in property crimes.

The biggest impact or change in Yarrow Point in the last 10-20 years is crime. We used to have none of it. Now, it seems pretty consistent with no plans to mitigate. We also have empty homes with owners that are not required to maintain their landscape or properties, which de-values other homes.

The best part of Yarrow is the laissez-faire quality of life. The big mistake Yarrow Point administration could make would be to "perfect" things. Instead, let the natural quirks work themselves out. Do not become Hunts Point where everything is over-scripted and creepy-perfect. Let Yarrow be Yarrow. Let residents do their thing.

It's high time to stop raising our taxes and start to be frugal. The city can always find ways to spend more, but all is good enough. Please understand that our income I'm not following the increase of the cost of living. We have a very good life here there is no need to spend more. Be frugal now because we are being taxed out. Thank you.

We need enforcement of hedge guidelines

this is a difficult survey as the lack of comment for decisions is not presented. I think this leaves comments open for interpretation. overall I feel YP has to add design and aesthetics to the consideration of what makes our township better. I have witnessed a complete disregard for this in both maintenance and town projects _ cutting of plants in the R.O.W., dead trees for the sake of "trees" versus canopy, green space flanking 92nd, the dang round-about, too much signage and signage that lacks meaning and/or effectiveness, uncontrolled building of developer housing that is less than attractive or a positive to a community vision. I feel YP could benefit from a design quality board as difficult and disliked as that would be from the start.

Key issues to are the terrible roundabout - too many signs everywhere and no maintenance standards

Would like to power lines buried on 95th

One of the biggest problems we have is the propensity for local and state officials to look to property taxes every time they want more money.

No additional comments or questions

Yarrow is a great place to live - very concerned about future plans for duplex/multi-plex housing in our community, homeless shelter nearby, and security issues increasing.

better road, more lighting ,

Parking is a huge problem, especially if we invite ADU's.

I think the number one priority for Yarrow Point should be developing a long term plan that doesn't involve an increase in property taxes so people can continue to live here.

Yarrow Point is a great community and a major part of that is a sense of knowing your neighbors and community events. In the past 10 years there's been large turnover of residents and it's lost a little of the community spirit which we need to reclaim. Property taxes due to housing evaluations is also significantly higher which is a negative for future fixed income residents. YP has a great opportunity to be part of the local public transit network but the quality of service has diminished (not YP's fault).Overall however, YP is a great place to live.

Some of tye questions do not provide for correct answers. Age under 18. Should have zero option. Not sure real important questions were asked. Things like poor quality of entrance landscaping. Police response parking on streets and during construction. Hedge code violations. The housing unit down the street. What was the purpose of the questionnaire??

Need to underground electric cables on 95th st

I'm especially pleased that we have been able to complete the pathway along 92 nd Ave NE and underground most of the utilities. These have been major improvements in my opinion.

Security is the biggest concern.

Please don't change anything if you don't have to!

Need to underground all power lines, including private lanes

These are really bullshit questions and I am embarrassed that I even answered

These questions were ridiculous. Very poor survey.

Are there more questions I can answer if I have the time and energy?

12.4 Housing Needs and Land Capacity Analysis



2024 Comprehensive Plan Update: Housing Needs and Land Capacity Analysis



SBN Planning
May 2024

Executive Summary

The Housing Needs Analysis report for the Town of Yarrow Point (“Town”), prepared by SBN Planning, provides an in-depth analysis of the Town's housing needs, challenges, and opportunities. The report fulfills the new state requirements and county targets related to housing and informs the Town's decision-making about future development. The report also supports the development of the 2024 Comprehensive Plan Update, which will guide the Town's policies and approach to accommodate the next 20 years of change.

The report highlights the following high-level subjects:

- *Town Population and Demographics*: A brief overview of residents' social and economic characteristics supports an understanding of their existing housing needs.
- *Housing Characteristics*: Closely studying the existing housing stock's characteristics and the recent history of the housing market further supports the ability to identify challenges to meeting jurisdictional housing targets.
- *Land Capacity Analysis*: A crucial requirement of the Comprehensive Planning Process, the land capacity analysis underpins the land use and housing elements of the final Plan. Applying methods from the county's buildable lands study supports the team's ability to estimate possible land for additional housing.
- *New Legislative Impacts*: This report cites House Bills 1220, 1110, and 1337 as significant influences on the methods, approaches, and outcomes of this report. These house bills have ushered in new requirements for housing density, typologies, and analysis, which impact nearly every facet of this analysis.

Overall, the report reveals that the Town of Yarrow Point faces significant housing challenges, including the high cost of housing for new residents, housing cost burden for existing residents, and addressing special housing needs like emergency housing. To meet statutory goals, the Town may consider possible policies or land use changes to accommodate the housing types necessary to support all income brackets. Existing housing stock and estimated capacity of new housing units do not meet the county's affordability goals. Additional policies may support solutions to housing burden concerns and emergency housing target deficits.

Table of Contents

2024 Comprehensive Plan Update:	0
Housing Needs and Land Capacity Analysis.....	0
SBN Planning.....	0
May 2024.....	0
Executive Summary	1
Table of Contents	2
Glossary of Terms and Abbreviations	1
1.0 Introduction	4
1.1 Purpose of the Housing Needs Analysis.....	4
1.2 Importance of Understanding Housing Needs.....	4
1.3 Summary of New State Requirements and County Targets.....	5
1.4 Scope and Methodology.....	6
1.5 Limitations And Challenges.....	6
2.0 Community Profile	7
2.1 Town Overview.....	7
2.1.1 Population Trends.....	7
2.2 Socioeconomic Characteristics.....	9
2.2.1 Diversity and Ethnic Composition.....	9
2.1.3 Income Levels and Socioeconomic Status.....	9
2.2.2 Geographic Mobility.....	11
2.2.3 Education Levels.....	12
2.2.5 Commuting Characteristics.....	13
3.0 Housing Inventory	14
3.1 Existing Housing Stock.....	14
3.1.1 Type of Housing Units (Single-family, Multi-family, etc.).....	14
3.1.2 Age and Condition of Housing.....	15
3.1.3 Household Sizes.....	16
3.2 Housing Challenges & Barriers.....	17
3.2.1 Housing Cost Burden.....	17
3.2.2 Displacement Risk.....	18
3.2.3 Housing Accessibility (ADA Compliance, Senior-Friendly).....	18
3.2.4 Racially Disparate Impacts.....	18
3.3 Housing Market Analysis.....	20
3.3.1 Sale Price.....	20
3.3.2 Housing Affordability and Income.....	21
4.0 Development Analysis	23
4.1 Detail of State Requirements and County Targets.....	23
4.1.1 House Bill 1220: Affordable & Supportive Housing.....	23

4.1.2 House Bill 1110 & 1337: Middle Housing & Accessory Dwelling Units.....	23
4.1.3 Impact on Analysis.....	24
4.1.4 Current Zoning, Land Use, and Density Regulations.....	25
4.2 Land Capacity Analysis.....	27
4.2.1 Methodology.....	27
4.2.2 Available Land for Development.....	29
4.3 Housing Capacity Affordability.....	31
4.3.1 Affordability Breakdown by Land Use and Market Analysis.....	31
4.4 Gaps and Opportunities.....	33
5.0 Conclusion.....	35
6.0 Appendices.....	1
6.1 Additional Tables and Plots.....	1
6.2 Maps and Geographic Information System (GIS) Data.....	4

Glossary of Terms and Abbreviations

- COM: Washington State Department of Commerce
- OFM: Washington State Office of Financial Management
- PSRC: Puget Sound Regional Council
- HUD: United States Department of Housing and Urban Development
- ACS: United States Census Bureau's American Community Survey
- sf: Square Feet
- Growth Management Act:
 - The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that requires towns, cities, and counties in the fastest-growing parts of Washington to develop a comprehensive plan. These plans are intended to manage local and regional population growth, set local policies for land use, housing, and capital facilities, and provide a touchpoint policy document for the community at large. It is primarily codified under Chapter 36.70A RCW, which lays out requirements that cover topics including public engagement, specific elements, and collaborative efforts of planning departments.
- Affordable Housing:
 - Residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:
 - For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development
 - For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development.¹
- PSH: Permanent Supportive Housing
 - Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior

1

<https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/House%20Passed%20Legislature/1110-S2.PL.pdf?q=20240201202113>

to moving into the housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment or employment services.²

- **EH: Emergency Housing**
 - Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that are intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.³
- **ES: Emergency Shelters**
 - A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelters may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.⁴
- **ADU: Accessory Dwelling Unit**
 - An accessory dwelling unit (ADU) is a small, self-contained residential unit located on the same lot as an existing single-family home. They may be attached to the primary dwelling unit and considered an Attached Accessory Dwelling Unit (AADU). They may be separate from the primary dwelling unit and considered a Detached Accessory Dwelling Unit (DADU).
- **Middle Housing**
 - Homes that are at a middle scale between detached single-family houses and large multifamily complexes. Examples include duplexes, triplexes, fourplexes, courtyard apartments, cottage clusters, and townhomes. These types are typically “house-scale”; that is, the buildings are about the same size and height as detached single-family houses.⁵
- **Aging-in-place:** The ability of individuals to remain in their homes or communities as they grow older, maintaining independence and quality of life through access to necessary support services and resources.
- **Racially Disparate Impacts:** The outcome of policies, practices, rules, or other systems that have a disproportionate impact on one or more racial groups. The Department of Commerce requires that towns and cities planning under the Growth Management Act identify local policies and regulations that result in such outcomes.⁶

² <https://deptofcommerce.app.box.com/s/0qmvov4480yrgijlumku8r8nmafzyod>

³ <https://deptofcommerce.app.box.com/s/0qmvov4480yrgijlumku8r8nmafzyod>

⁴ <https://deptofcommerce.app.box.com/s/11217198jattb87qobtw63pkplzhxege>

⁵ <https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-middle-housing/>

⁶ <https://www.psrc.org/media/7086>; RCW 36.70A.070(2)(e)

- Exclusion of housing: The act or effect of shutting or keeping certain populations out of housing within a specified area in a manner that may be intentional or unintentional but which nevertheless leads to non-inclusive impacts.⁷
- Displacement Risk: The likelihood that a household, business, or organization will be displaced from its community.⁸
- Displacement: The process by which a household is forced to move from its community because of conditions beyond its control.⁹
- Tier-3 Community: Jurisdictions with fewer than 25,000 residents located within a contiguous Urban Growth Area fall under Tier 3, as defined by HB1110. The Town of Yarrow Point is within the Seattle-Bellevue contiguous UGA. It is a “Tier-3 community,” required to allow for at least two units on all lots zoned primarily for residential uses per HB1110 Sec 3(1)c). Zoning may allow for more units if desired.
- Area Median Income (AMI): Sometimes referred to as Household Area Median Family Income (HAMFI) by the U.S. Department of Housing and Urban Development, area median income is a frequently used metric in housing policy and analysis. Area median income is defined as the midpoint of a specific area’s income distribution and is calculated annually by the Department of Housing and Urban Development (HUD). Yarrow Point is part of HUD’s Seattle-Bellevue Fair Market Rent Area and falls under the AMI of that geography: \$147,400 in fiscal year 2024.

⁷ <https://deptofcommerce.app.box.com/s/1l217l98jattb87qobtw63pkplzhxege>

⁸ <https://deptofcommerce.app.box.com/s/1l217l98jattb87qobtw63pkplzhxege>

⁹ <https://deptofcommerce.app.box.com/s/1l217l98jattb87qobtw63pkplzhxege>

1.0 Introduction

1.1 Purpose of the Housing Needs Analysis

The Town of Yarrow Point is a 514-acre peninsula bound by Clyde Hill, Hunt's Point, the City of Kirkland, and Lake Washington. The Town is required to update its Comprehensive Plan, per RCW 36.70A, by December 31st, 2024. The Housing Needs Analysis (HNA) is a crucial step in ensuring the Comprehensive Plan addresses the requirements laid out by the Washington State Department of Commerce (COM), Puget Sound Regional Council (PSRC), and King County.

This analysis assesses the community's ability to meet current and future housing requirements. The HNA's analytical process is vital for local staff and policymakers to make informed decisions about housing development, zoning regulations, and urban planning. By examining factors such as population growth, demographic trends, economic conditions, and housing market dynamics, the analysis aims to identify gaps and opportunities in the existing housing stock and policy.

Additionally, it informs the development of additional housing options and other housing-related policies to meet the community's needs. The insights gained from a housing needs analysis contribute to creating a sustainable and inclusive housing strategy, fostering a balanced and resilient community in Yarrow Point.

1.2 Importance of Understanding Housing Needs

A comprehensive understanding of housing requirements and needs allows local authorities to align development strategies with the community's evolving needs. Key factors include accommodating population growth, demographic shifts, and changing socioeconomic factors, ensuring that housing options are diverse and inclusive. A thorough housing needs analysis is instrumental in identifying gaps in the current housing market, enabling policymakers to address affordability challenges and implement measures to support various income levels.

While Yarrow Point may not face the same threats of gentrification or displacement as its neighboring cities, incorporating a clear housing strategy into the comprehensive plan can proactively address issues such as aging-in-place or accommodating younger families that may have grown up in the community. This approach supports a sense of community well-being and continuity. Furthermore, it ensures that the Town remains adaptive to the ever-changing dynamics of its residents and the broader societal and legislative landscape.

1.3 Summary of New State Requirements and County Targets

Recent legislative measures require specific timelines and targets that the planning team and town staff are diligently working to address. The following are key housing-specific requirements considered in this analysis.

HB1220: Required adoption in the 2024 Comprehensive Plan Update

- Mandates planning for sufficient land capacity to meet housing needs across all economic segments, including emergency and supportive housing. Area Median Income expressed as percentages defines the economic segments' income brackets.
- Supports moderate-density housing options such as duplexes, triplexes, and townhomes within Urban Growth Areas (UGAs) to meet affordability gaps.
- Calls for documenting programs and actions necessary to achieve housing availability for all economic segments while addressing racially disparate impacts and implementing anti-displacement policies.

HB1110: Required adoption no later than six months after the 2024 Comprehensive Plan Update

- Designates Yarrow Point as a "tier 3" jurisdiction, requiring the development of at least two units on residential lots to be allowed.
- Permits zero lot line short subdivisions and limits development regulations for middle housing compared to detached single-family units.
- Alters parking requirements for developments near major transit stops and provides exceptions for critical areas.

HB1337: Required adoption no later than six months after the 2024 Comprehensive Plan Update

- Allows up to two accessory dwelling units (ADUs) on each lot in single-family residential zones. In tier three cities, which are only required to have two units per lot under HB1110 and count ADUs as a unit, the city may allow for the development of only one ADU.
- Changes occupancy and ownership requirements for ADUs, including condominiumization and sale of individual housing units.
- Specifies floor area and height limits for ADUs, and restricts development regulations of several factors to be no more stringent than those for principal units.

- Modifies parking requirements for developments near major transit stops and exempts ADUs from certain regulations related to critical areas.

These legislative measures aim to address housing needs, promote affordability, and encourage diverse housing options in Yarrow Point while considering transportation accessibility and environmental preservation.

As part of this GMA update, Commerce has set new housing targets to ensure an equitable and accessible diversity of housing typologies at different price points to serve residents at all income levels. King County's Growth Management Planning Council set a target of 423 dwelling units in Yarrow Point by 2044. A detailed breakdown of units per income level is provided below in Section 5.1.

1.4 Scope and Methodology

This study utilizes publicly available data sources, including the U.S. Census Bureau, King County, and Washington State, to portray Yarrow Point. It also includes data from real estate listing websites, such as Redfin and Zillow, to further discuss the real estate market in Yarrow Point and the surrounding areas. The study employs advanced analytical tools such as R and QGIS to analyze spatial and tabular data thoroughly. All of the topics analyzed directly address requirements in RCW 36.70A.070 or WAC 365-196-410 and are aligned with Department of Commerce guidance and recommendations.¹⁰

1.5 Limitations And Challenges

The analysis presented herein is subject to certain limitations, primarily due to the characteristics of the available data and the study's geographic scope. Notably, this report sourced some data from the 5-year American Community Survey (ACS), which offers estimates reported with margins of error. Given the relatively small geography of Yarrow Point, this margin of error often exceeds 10% of the nominal value, which can limit the study's ability to draw definitive conclusions in such a small scope. Where relevant, this analysis presents or discusses margins of error to reflect the uncertainty attached to the ACS data. It is worth noting that regional comparisons utilize larger geographies with more recorded responses and have smaller margins of error. Additionally, even sources not explicitly attributed to the ACS, such as the HUD data used to discuss housing burden or Washington Office of Financial Management Data, use Census Bureau data products to support their analyses.

¹⁰<https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/updating-gma-housing-elements/>

2.0 Community Profile

2.1 Town Overview

Yarrow Point is a residential community bordered on three sides by Lake Washington. State Highway 520 separates a small southern portion of the Town from the majority of the Point's peninsula. Spanning approximately 231 acres, the Town has a network of streets stretching 4.32 miles, connecting 439 residential lots. On these lots, 422 are identified as single-family residences, according to the office of the King County Assessor as of April 2024. Some lots have undergone lot consolidations, which results in fewer lots total, but the Town does not have a way to update these figures before the assessor's office finalizes its records. The Washington Office of Financial Management (OFM) estimates a population of 1,135 in Yarrow Point.

Prior to settlement movements in the late 1880s, the Duwamish tribe occupied Yarrow Point. Following the Point Elliott Treaty of 1855, Yarrow Point developed into one of the earliest homesteaded areas in the region. First platted in 1907, the Town was officially incorporated in June 1959 in response to the rapid pace of suburbanization in the Puget Sound region.

Yarrow Point is predominantly occupied by single-family residential developments, with some land set aside for public use. There are no commercial, mixed-use, multi-family, or other land uses currently in the Town. The historic Wetherill Nature Preserve, Road's End Beach, and Morningside Park – which contains Town Hall – are some of the few non-residential lands in Yarrow Point.

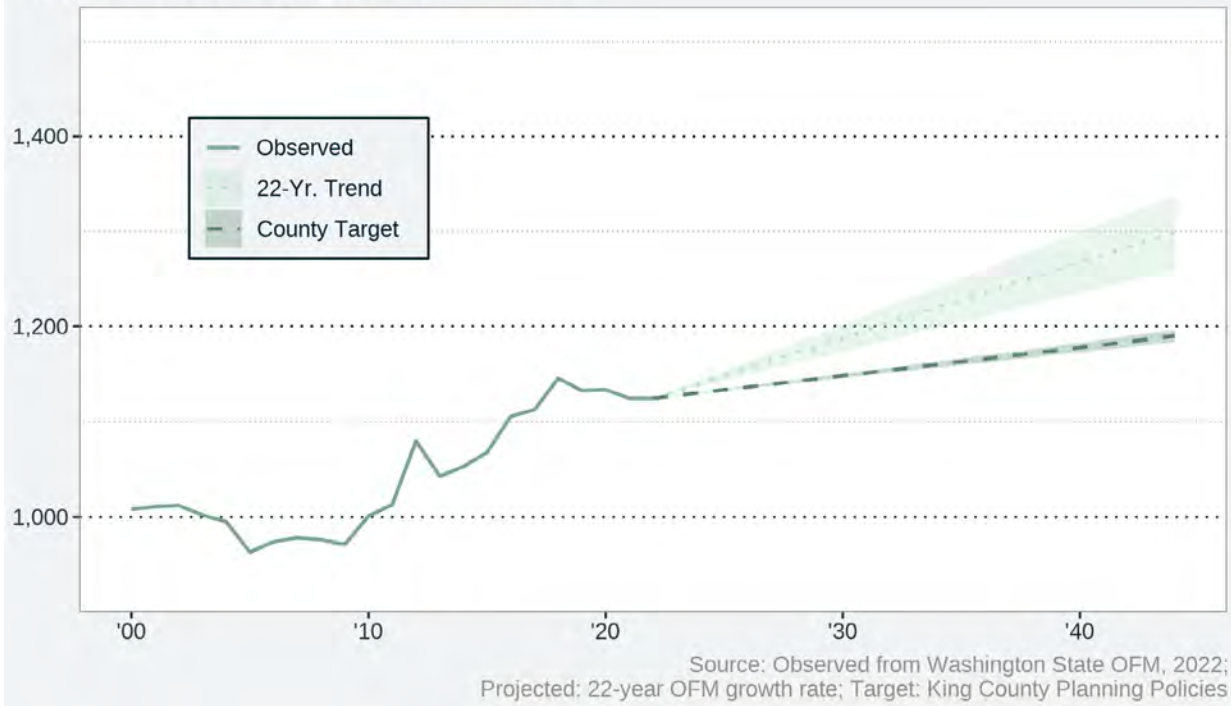
2.1.1 Population Trends

In the context of a decade that witnessed the Seattle-Tacoma-Bellevue Metropolitan Area's population grow by over half a million people, reaching a total of more than 4 million inhabitants, the Town of Yarrow Point experienced nominal growth. Over the past 20 years, the Town saw a slight dip in population during the mid-2000s, followed by growth from a low of 965 estimated residents in 2005 to 1,125 in 2022 (Plot 1). At a growth rate similar to the 20-year town average, Yarrow Point might expect to grow to 1,300 residents by 2044. Countywide Planning Policies, which target ten permanent units for the Town, imply an increase of closer to 30 residents over the next 20 years – assuming the number of residents per unit stays stable (See Section 3.1.3, Plot 10). The Town has consistently met or exceeded Countywide Planning Policy targets.

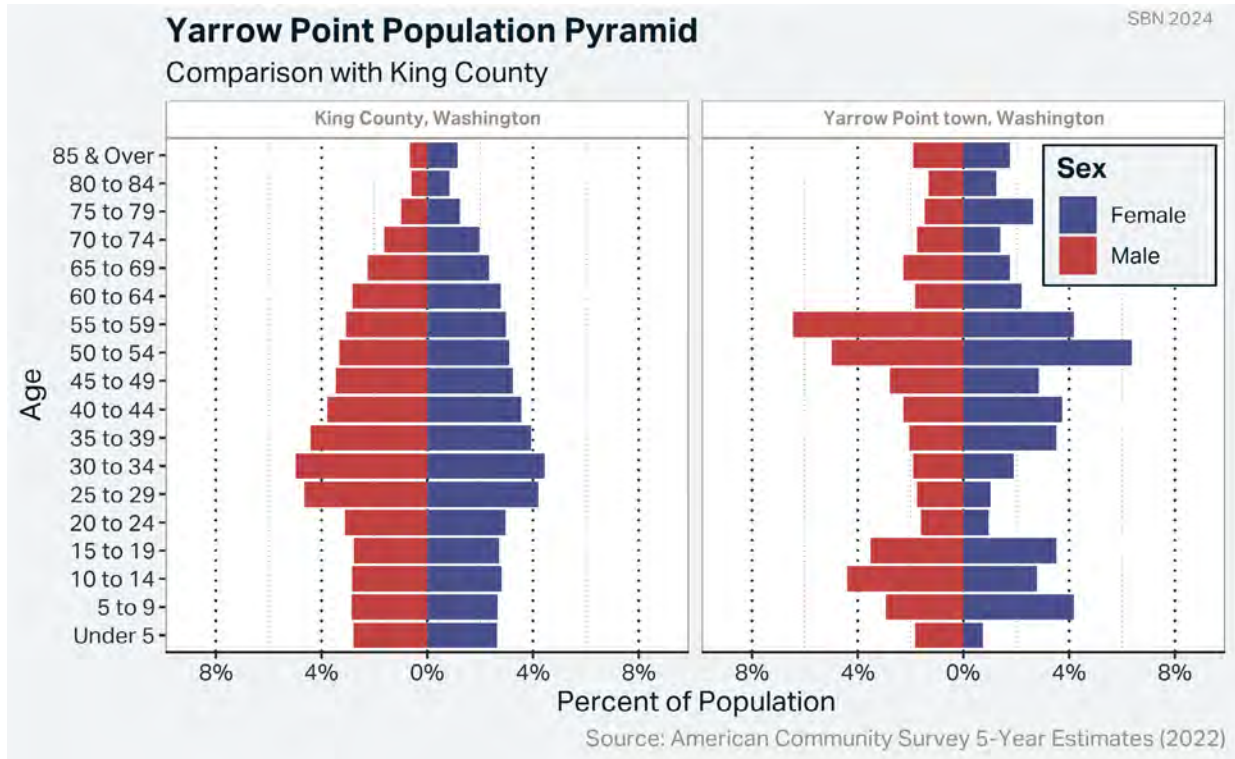
Yarrow Point's age cohort presents a distinct contrast from regional trends (Plot 2). While King County has a well-balanced population pyramid, that of Yarrow Point presents a population predominantly comprised of late-working-age adults and school-aged children. The population of Yarrow Point has a considerable dip between the ages of 20 and 40, in a complete reversal of the county's slight bump in those age groups. So, while young adults predominantly occupy the surrounding area, the Town reflects a more distinct population that is likely more family-oriented and trends towards more children and middle-aged adults. There is also a slight bump in the over-70s age brackets compared to the county, indicating a slightly higher proportion of late-career and post-career seniors in the Town.

Yarrow Point Population Estimates

SBN 2024



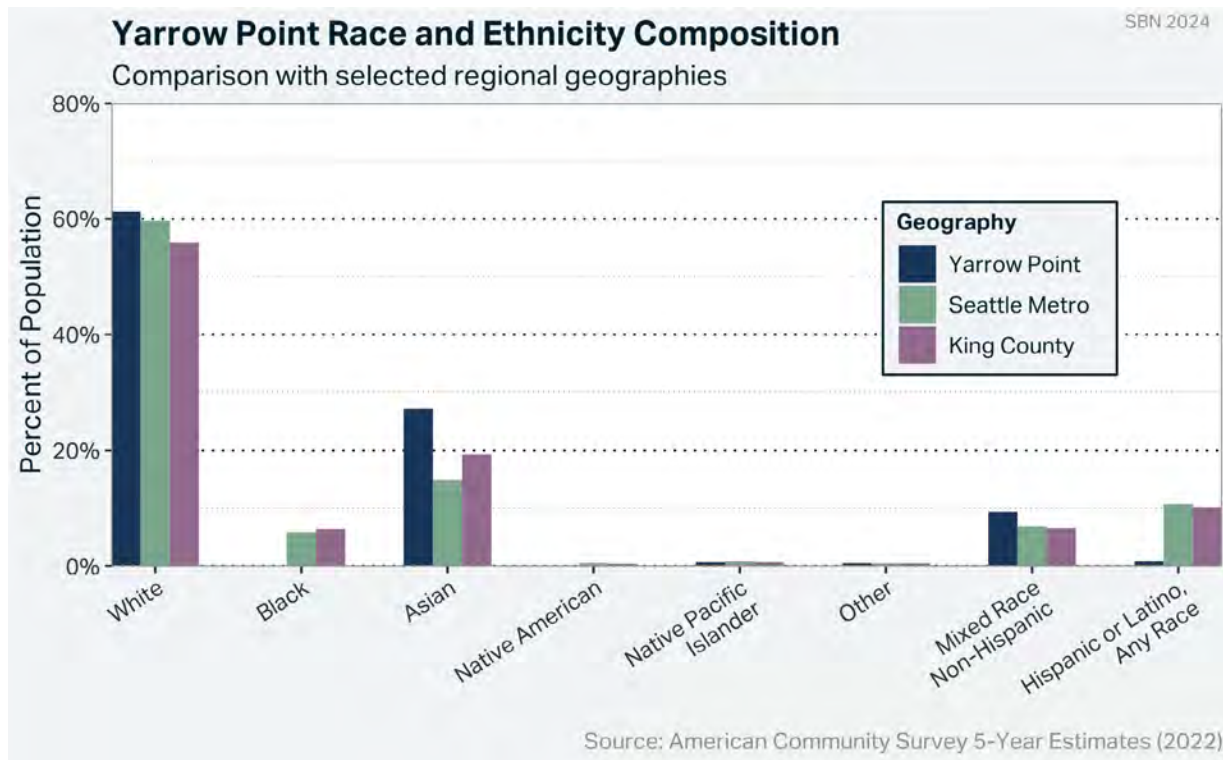
Plot 1 (above): Yarrow Point Population & Projection
 Plot 2 (below): King County (left) and Yarrow Point (right) Population Pyramids



2.2 Socioeconomic Characteristics

2.2.1 Diversity and Ethnic Composition

The racial and ethnic breakdown of Yarrow Point reflects a town that is marginally different from King County (Plot 3). It is worth noting that aside from the Black and Hispanic or Latino populations, any visible difference between Yarrow Point and the County or Metro is within the margin of error. Broadly, the Town reflects the regional population with limited differences.

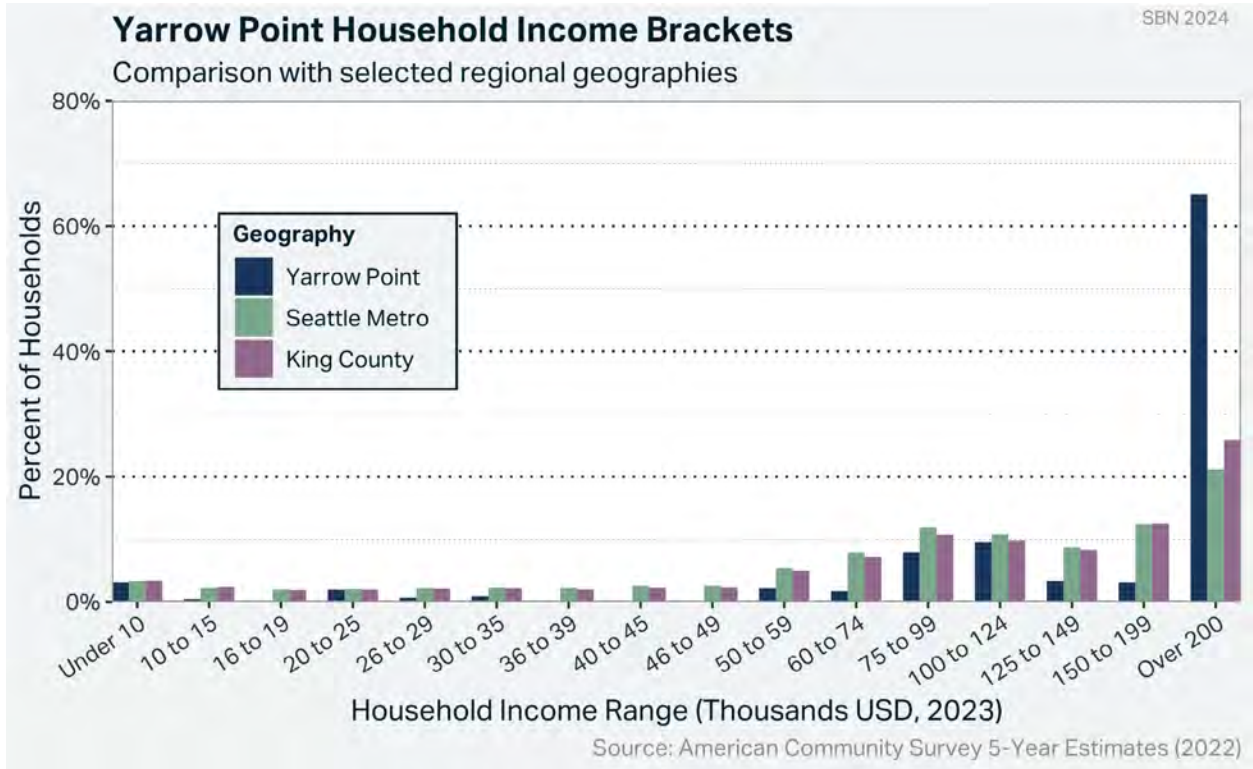


Plot 3: Yarrow Point Race and Ethnic Composition & Comparison

2.1.3 Income Levels and Socioeconomic Status

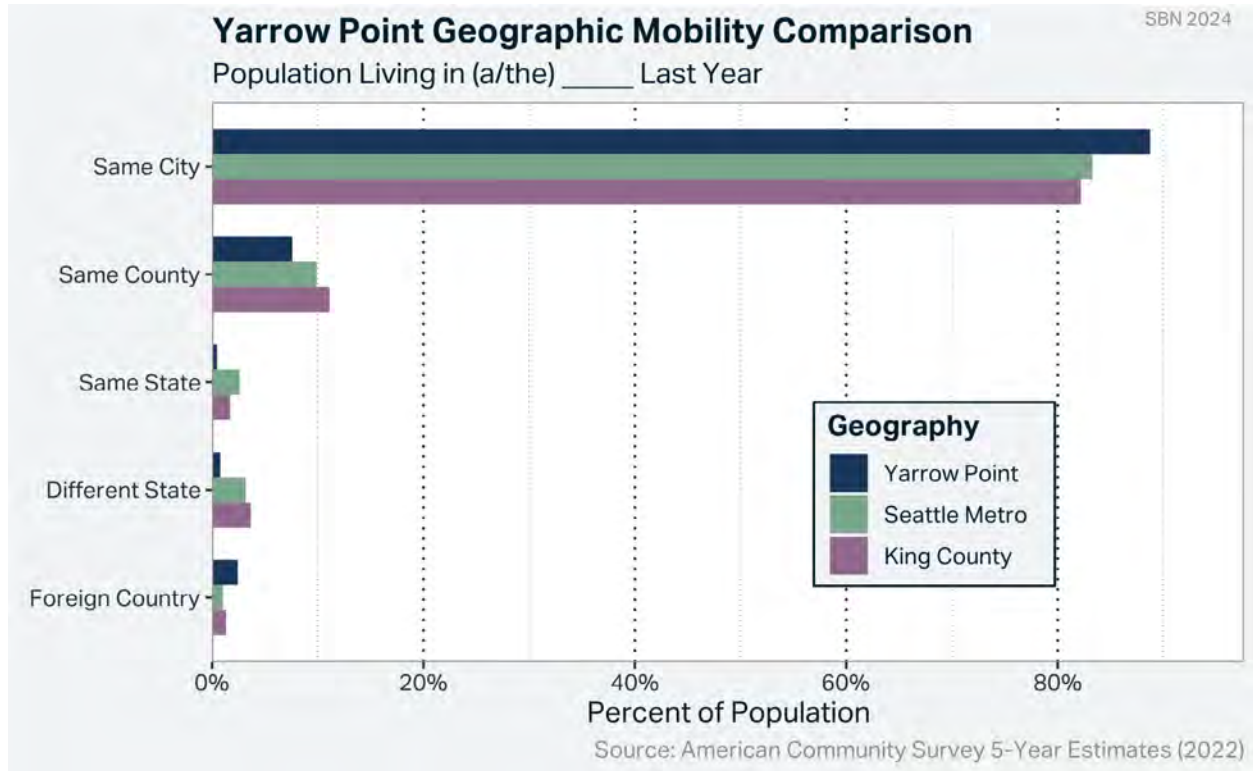
Yarrow Point’s median household income is more than double that of the Seattle-Tacoma-Bellevue metro areas at \$250,001,¹¹ compared to \$116,068, with 62% of residents making over \$200K annually (Plot 4). An estimated 5% of households are living below the poverty line. However, it is essential to note that the margin for error on Yarrow Point’s poverty rate in 2022 ACS overlaps 0, suggesting a low degree of confidence in these estimates.

¹¹ \$250,001 indicates the maximum of the median household income variable in ACS data. The real value may be higher, but the ACS will not exceed this threshold.



Plot 4: Yarrow Point Income Bracket Comparison

2.2.2 Geographic Mobility

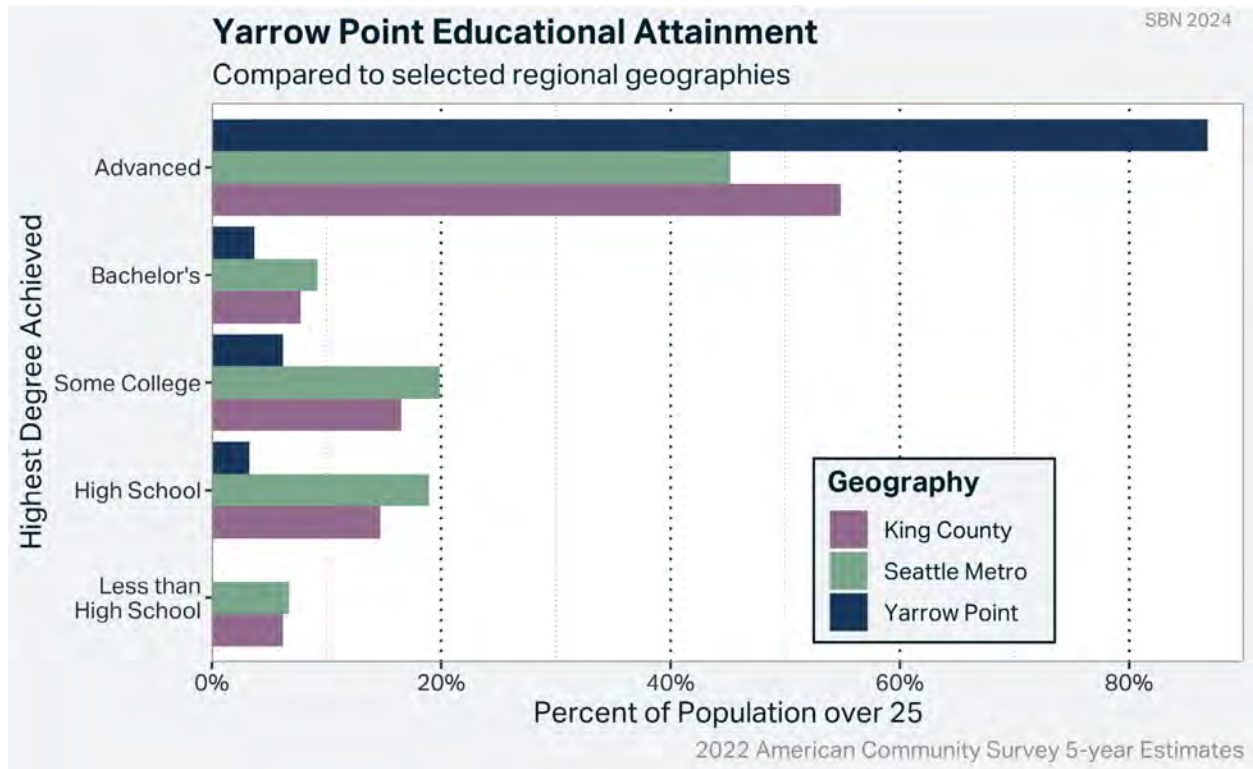


Plot 5: Yarrow Point Geographic Mobility Comparison

The vast majority – nearly 85% – of Yarrow Point residents in 2022 lived in the Town during the previous year, per Plot 5. Of those who moved to the Point in 2022, most came from within the county (8% total), and some came from a foreign country (~4% total). The data presents a picture of a town primarily comprised of well-established members with roots in the jurisdiction.

2.2.3 Education Levels

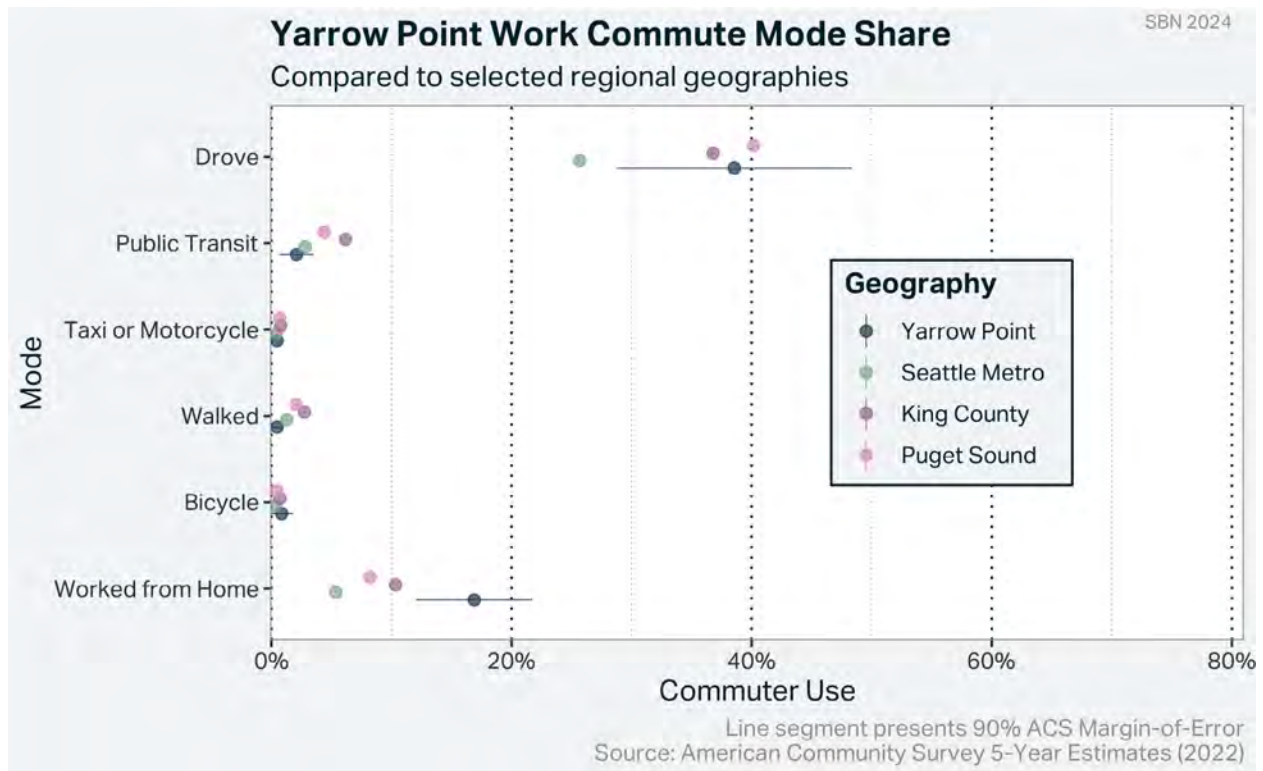
Yarrow Point’s residents are very well educated, with nearly twice the number of advanced degrees compared to the Seattle-Tacoma-Bellevue Metro Area (Plot 5). According to the 2022 ACS, none of Yarrow Point’s residents over 25 failed to complete high school or a GED at minimum. Along with the reported income brackets, ages, and geographic mobility, this reinforces the narrative that Yarrow Point comprises highly educated and high-earning residents with strong ties to the Town.



Plot 6: Yarrow Point Education Completion Comparison

2.2.5 Commuting Characteristics

Most Yarrow Point residents drive to work, although mirroring changes following the SARS-COVID-19 pandemic, an increasing number of residents appear to work from home (Plot 7). Very few use active or public modes of transportation to get to and from work. Among those who use private vehicles, nearly 93% travel alone. Along with mode share, these metrics indicate possible stress on parking requirements and existing facilities in the Town – where street parking is limited, and new regulations may increase limitations. If density increases, transportation mode shifts to fewer single-occupancy vehicles could alleviate parking demand in the Town. Residents have access to bus service and bike trail connections to nearby urban centers, but these facilities experience limited use as a means of commuting by working-age residents.

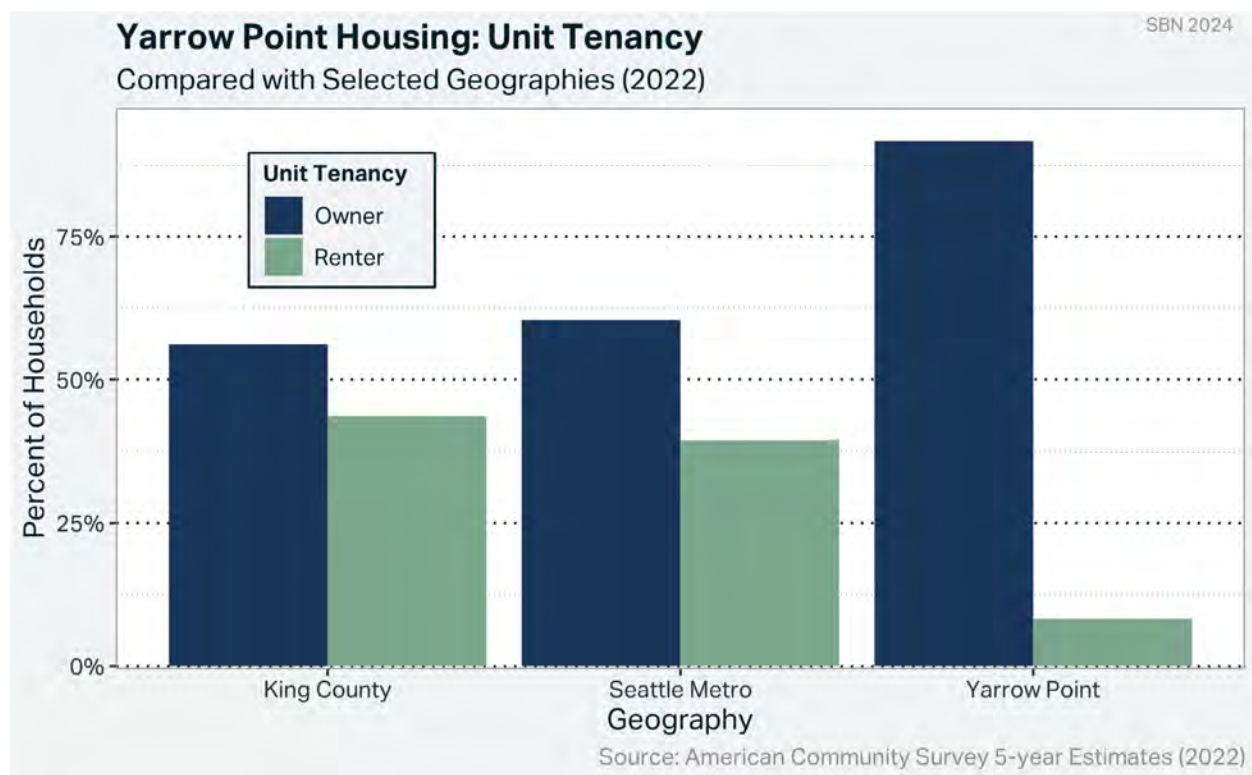


Plot 7: Yarrow Point Commuting Mode Share

3.0 Housing Inventory

3.1 Existing Housing Stock

The number of units in Yarrow Point has increased steadily over the past few decades, although the most recent several years have seen limited-to-no growth. The King County Urban Growth Capacity Report estimates the Town increased from 401 units in 2006 to 426 in 2018 – while the Washington OFM postcensal estimated 413 units in 2023. During the past decade, Yarrow Point surpassed King County’s 2006 target of developing 16 units by 2035. Most of Yarrow Point’s housing units are owner-occupied, with an estimated 93% of units under ownership (Plot 8). Fewer than an estimated 8% of the units in the Town are vacant.



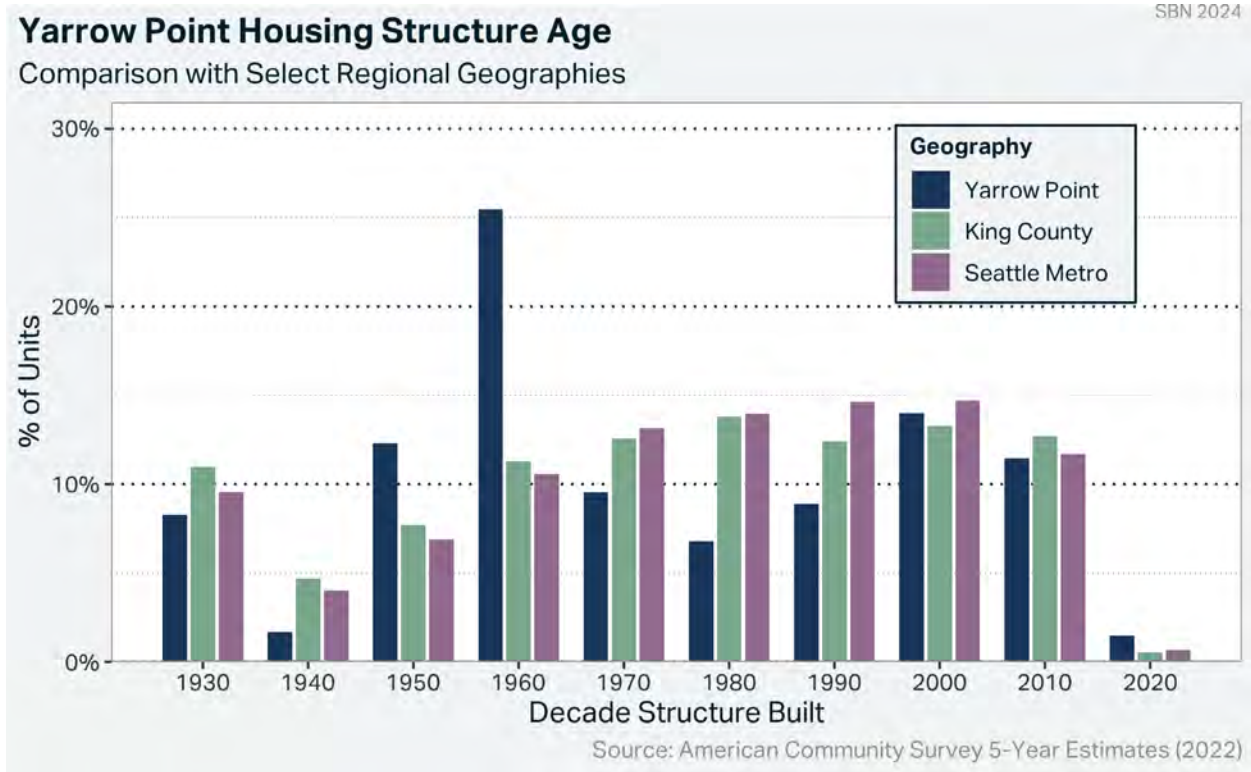
Plot 8: Share of Households by Tenure Comparison

3.1.1 Type of Housing Units (Single-family, Multi-family, etc.)

Yarrow Point currently only consists of single-family housing units, which are the primary use of each lot. Some units contain an accessory dwelling unit, although the Town lacks data on the number of lots containing permitted ADUs. The Town has updated its development code to accommodate special inventories required by legislation, including permanent supportive, transitional, and emergency housing (PSH, TH, EH) – although, at this point, none exists in the jurisdiction. Given the high land and improvement costs associated with housing and development in the Town, it is unlikely that the market would support the development of any of these housing types independent of a resident dedicating their land to supportive housing.

3.1.2 Age and Condition of Housing

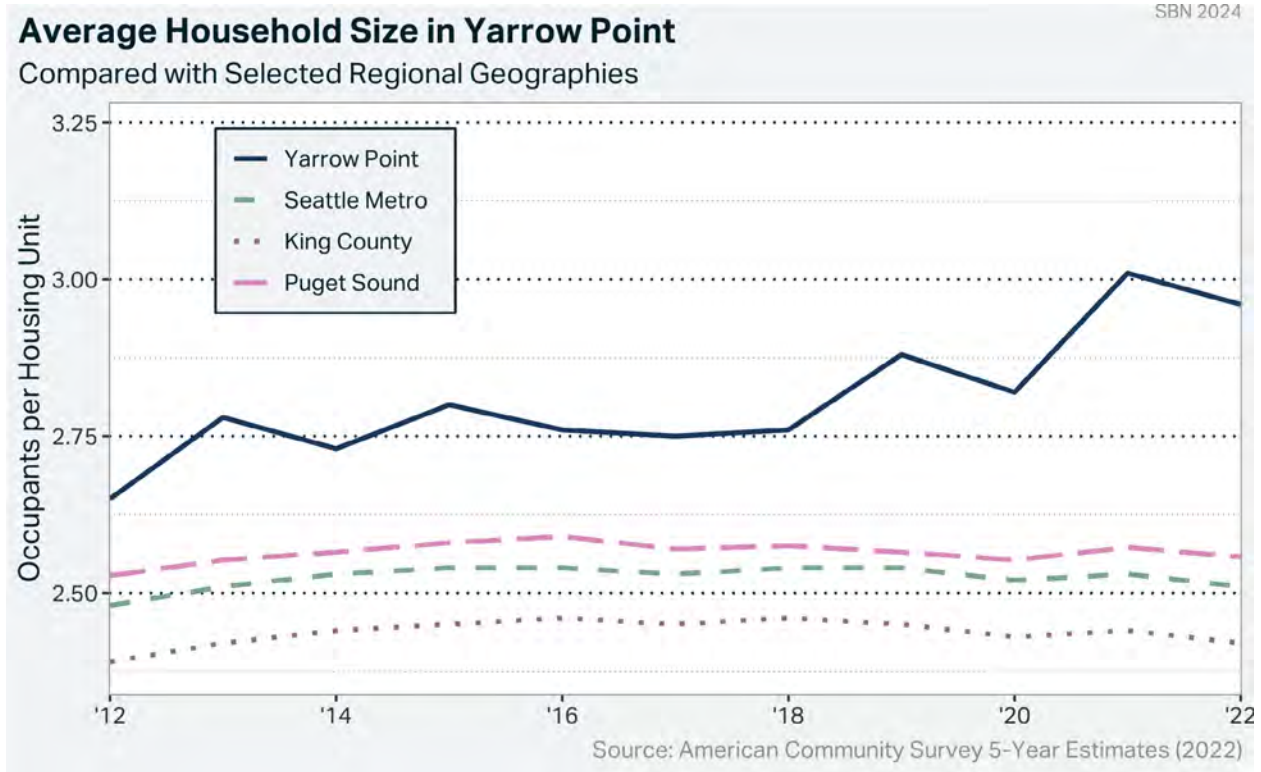
In general, Yarrow Point has experienced a healthy amount of new construction, which aligns with regional trends toward post-2000 built housing (Plot 9). Unlike the region, Yarrow Point appears to maintain a higher proportion of mid-century housing.



Plot 9: Yarrow Point Housing Age Structure Comparison

3.1.3 Household Sizes

The household size in Yarrow Point has also increased slightly. The median household size in Yarrow Point remains slightly higher than the surrounding region (Plot 10). While Yarrow Point's recent upward trend suggests the Town has increased household capacity to accommodate recent growth, further development of housing units and density may be required to achieve the long-term targets set out by the state and county. It is more likely the Town's trends reflect an increase in the proportion of family households compared to non-family households rather than any significant increase in density.



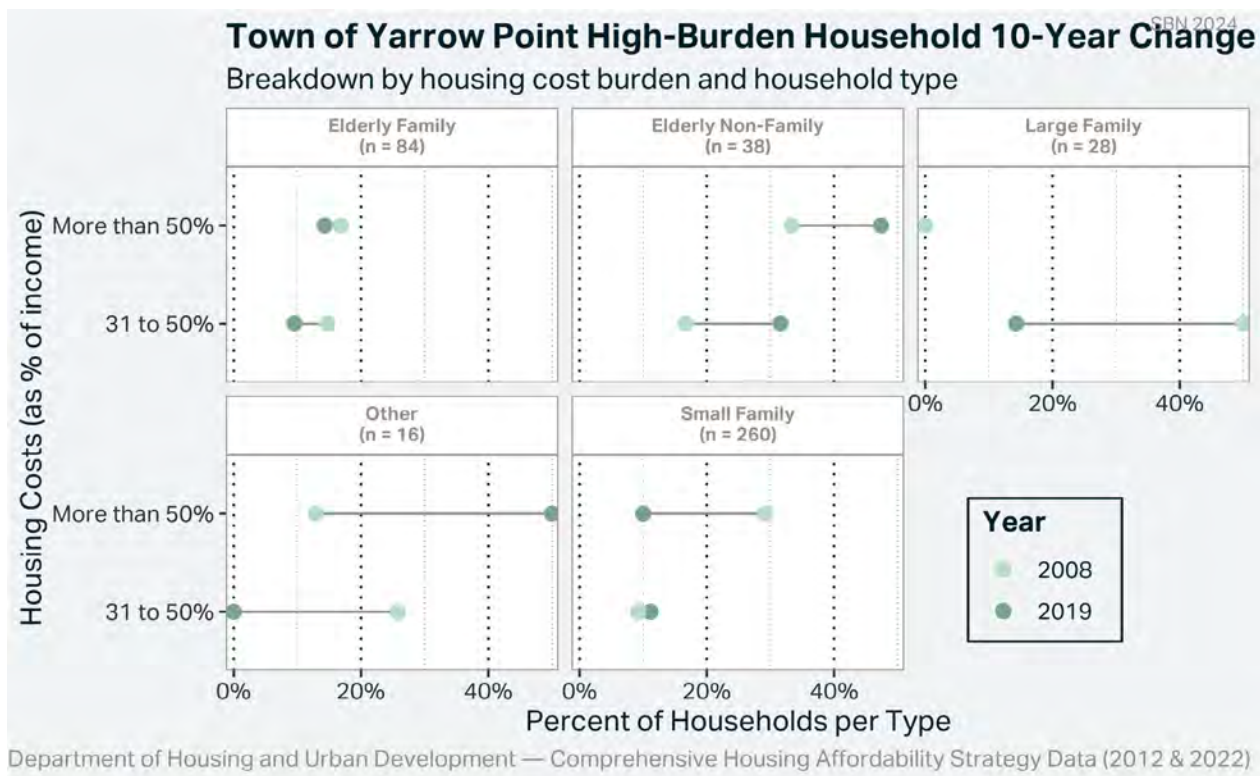
Plot 10: Average Number of Inhabitants per Household Comparison

3.2 Housing Challenges & Barriers

3.2.1 Housing Cost Burden

Since 2008, the Town has seen an apparent decrease in housing cost burden among households making over 100% of the household area median family income (HAMFI) – a bracket that includes the majority of Yarrow Point households. Most small-family households – the majority of Yarrow Point – spend less than 30% of their income on housing costs. Despite this overarching trend, there are nuances to cost burden among specific household types – as defined by HUD.

Plot 11 shows the change in cost-burdened and severely cost-burdened households from 2008 to 2019 – the most recent year of data on record. According to this analysis, housing cost burden has increased among elderly non-family households from 2008 to 2019. Households labeled “Other” by HUD data have also experienced an increased cost burden over the period but comprise fewer total households in Yarrow Point. “Small Family” households have seen a decrease in housing cost burden. Over the last ten years, the decline in renter households coincided with a lack of cost-burdened renter housing, which this analysis omitted due to a lack of data.



Plot 11: High Housing Cost Burden 10-year Change

3.2.2 Displacement Risk

In the context of regional housing, income, and employment trends, housing displacement is a key subject in this Comprehensive Planning cycle. PSRC developed a displacement mapping tool that analyzes displacement risk across the region's census tracts. PSRC's displacement tool accounts for five elements of displacement risk, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

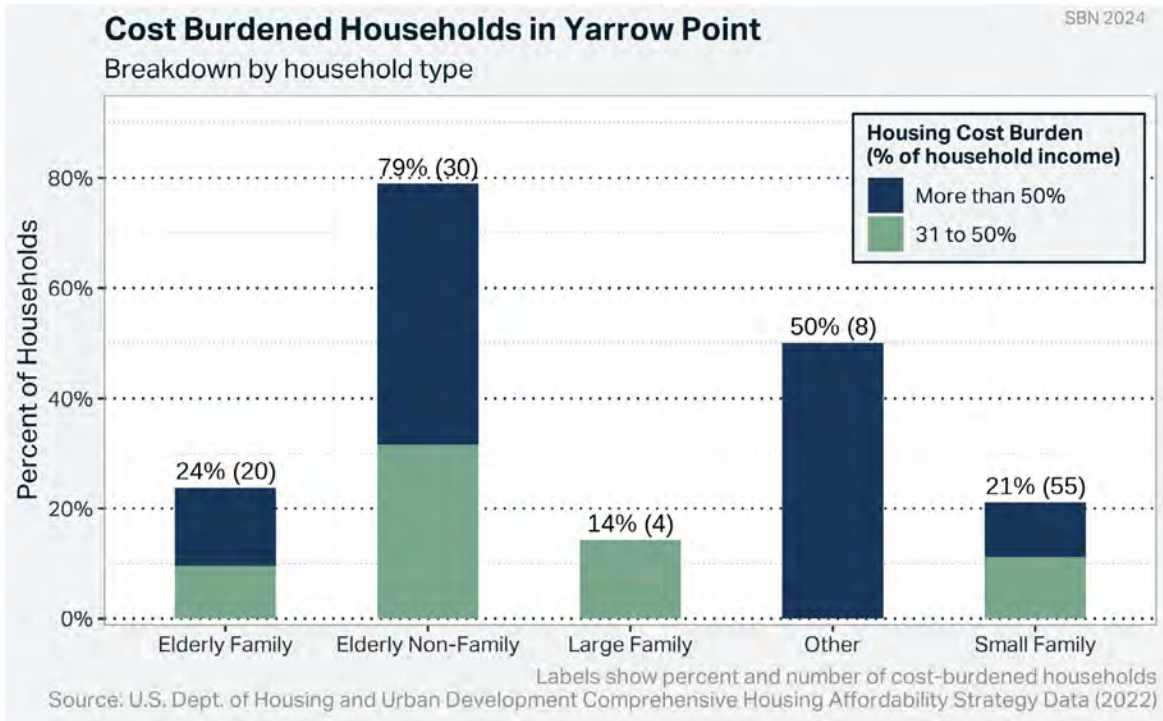
The census tract containing Yarrow Point also overlaps the neighboring town of Hunts Point and a portion of Clyde Hill. This tract exhibits a "lower" displacement risk, according to PSRC's tool. Yarrow Point does not exhibit many characteristics associated with a higher risk of traditional displacement or gentrification – especially compared to neighborhoods in nearby cities like Bellevue and Seattle.

3.2.3 Housing Accessibility (ADA Compliance, Senior-Friendly)

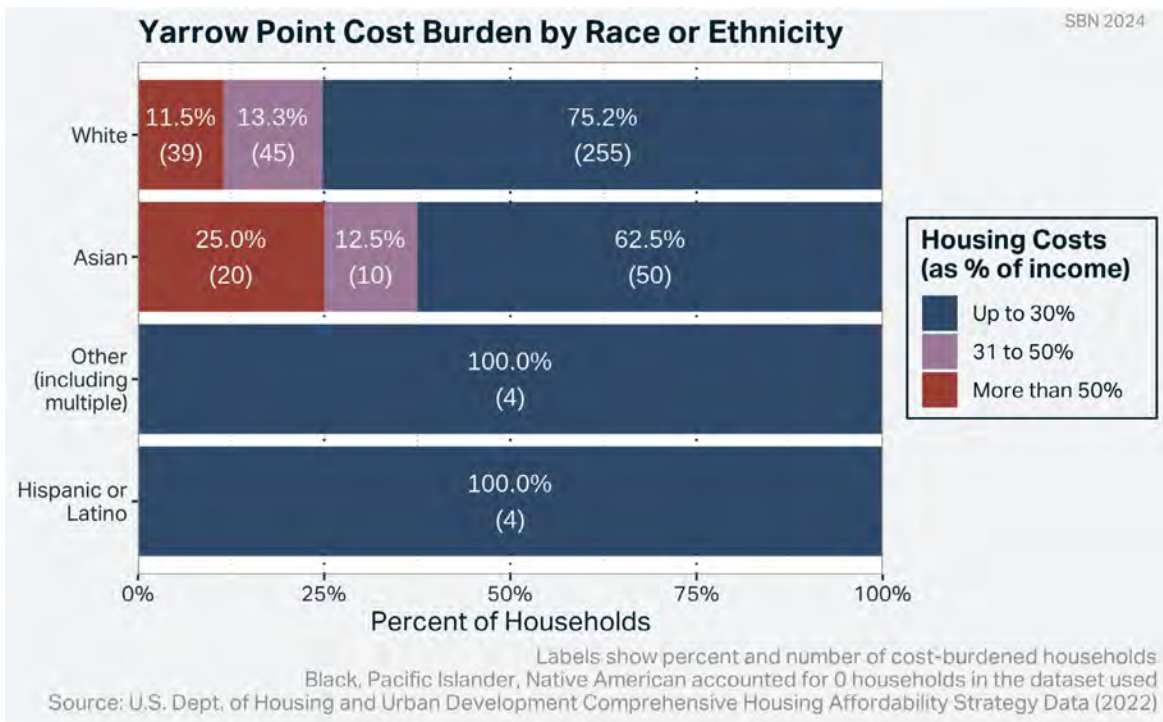
PSRC's analysis does not mean there is no risk of displacement in Yarrow Point. As the cost burden data demonstrates, elderly family and non-family households are experiencing an increased housing cost burden over the last decade. Increasing costs among possible fixed-income households could pose issues as they attempt to age in place. Over a third (41%) of owned elderly family households pay over 30% of their income to housing costs (Plot 12). Among the middle and lower income brackets (under 80% HAMFI), that increases to 89%. These numbers present concerns for Yarrow Point as their population pyramid (Plot 2) suggests a slightly higher proportion of elderly people call the Town home than the regional average.

3.2.4 Racially Disparate Impacts

Given Yarrow Point's demographic profile (Plot 3), household-level data analyzing racially disparate impacts is relatively limited in scope and reliability. Using CHAS data similarly applied in Section 3.2.1, the Town can assess whether the housing cost burden between different races of householders differs in the jurisdiction. Plot 13 intends to address this question by analyzing the householder's housing cost burden by race or ethnicity. Given the limitations, it is difficult to draw sweeping conclusions based on the available data, but it appears that Asian households are slightly more likely to experience housing cost burdens than White households. Given the low number of households owned or rented by other races, it would be inaccurate to draw further inferences. Races and ethnicities that do not appear on the plot were estimated to occupy 0 households by the CHAS data. Overall, these comparisons are limited, and the relationship between race and housing cost burden appears limited, especially compared to the relationship between burden and household type (Plots 11 and 12). However, the Town should still consider pursuing further analysis of housing policies that may cause racially disparate impacts.

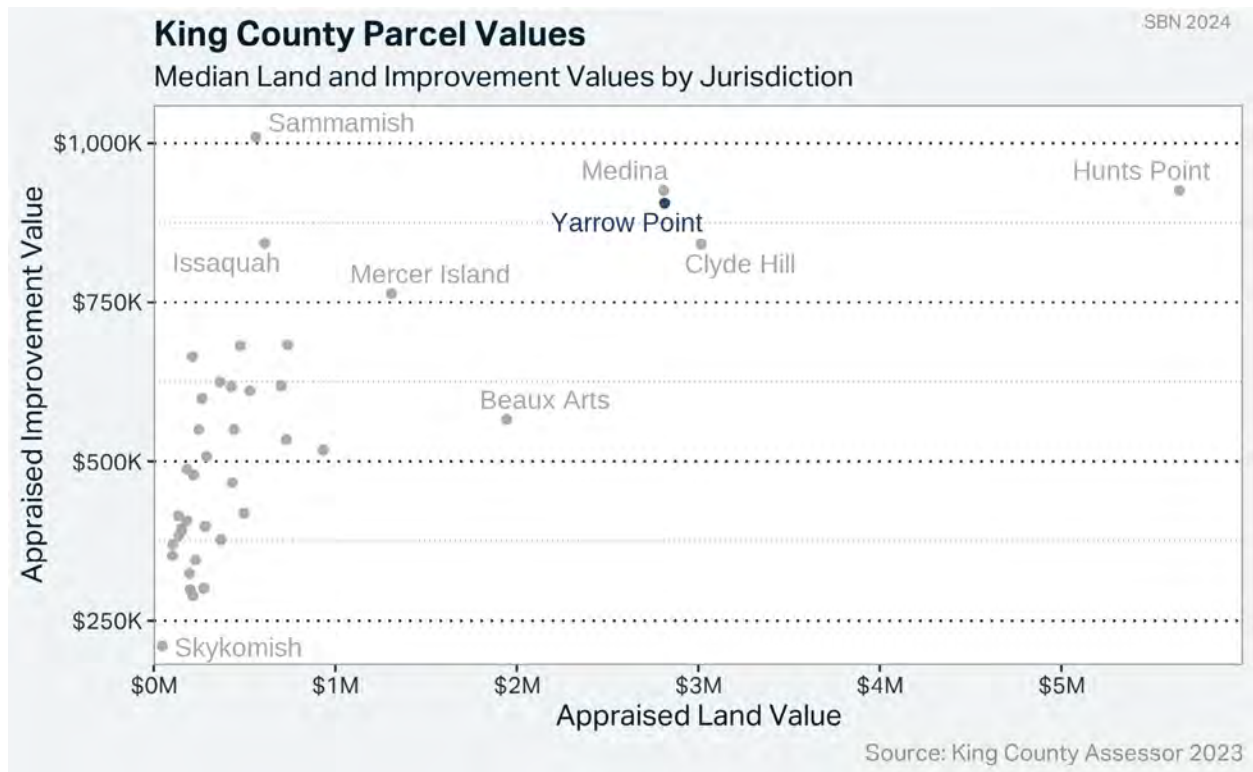


Plot 12: Highly-Burdened Household Composition by Type
Plot 13: Housing Cost Burden by Race of Householder



3.3 Housing Market Analysis

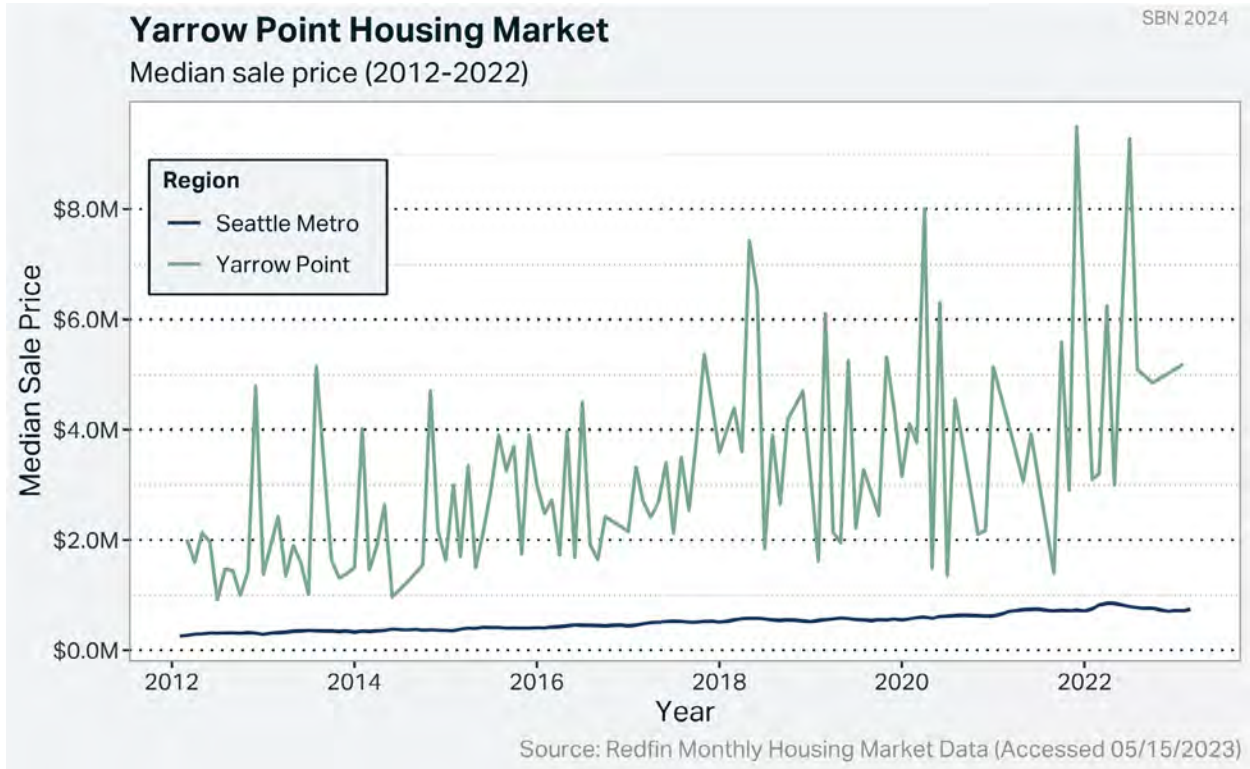
In alignment with the high-income residents of Yarrow Point, land and improvement values are exceptionally high in the Town. The King County Assessor’s assessment outcomes present Yarrow Point as one of the jurisdictions with the county’s highest land and improvement values. Values in Yarrow Point closely mirror those of some of its neighbors – Medina and Clyde Hill sit quite close to Yarrow Point – and these jurisdictions generally stand out from the cluster of assessed values found elsewhere in the county (Plot 14).



Plot 14: Assessment Results by Jurisdiction in King County

3.3.1 Sale Price

While assessment values offer one perspective of land values in the Town and region, housing sales can offer an alternative perspective. Rather than a procedural assessment, sale values paint the picture of what people are willing to pay for land and housing in a given place. Plot 15 contrasts Yarrow Point’s sale prices with those in the broader Seattle Metropolitan Area. The Town’s median sale prices may be increasing at a somewhat similar rate to the region, but the actual median sale prices are sometimes millions of dollars more than the median in the Metropolitan Area.



Plot 15: Median Housing Sale Price Comparison

3.3.2 Housing Affordability and Income

With the analysis of sale data and assessed values in mind, the team also reviewed ACS data to determine how many households fall under specific brackets. While the ACS data's cutoffs don't exactly mirror COM's HAMFI brackets, the team worked to get numbers as close as possible for each bracket based on the available data. What is clear from this analysis is that nearly no housing is currently occupied by low-income residents, middle-income residents occupy a very limited portion, and the vast majority is occupied by high-income residents – somewhat mirroring the income brackets in Plot 4.

AMI Bracket	AMI \$	Monthly Rent (30% of Income)	Number of Rental Units in Bracket	House Price*	ACS Home Values in this Bracket
0-30%	\$43,950	\$1,099	0	\$160,000	1
30-50%	\$73,250	\$1,831	1	\$270,000	1
50-80%	\$117,200	\$2,930	5	\$430,000	1
80-100%	\$146,500	\$3,663	24	\$540,000	3
100-120%	\$175,800	\$4,395		\$640,000	6
120%+^	\$177,265	\$4,432		\$641,000	408
*Assuming no additional debt and 20% Down Payment at a 29% Debt-to-Income Ratio					
^Unlike previous rows, all price and income values in this row are the lowest, not highest, value					
Bolded values are significantly non-zero, per ACS margins of error					

Table 1: Breakdown of Housing Units by HAMFI Brackets

4.0 Development Analysis

4.1 Detail of State Requirements and County Targets

4.1.1 House Bill 1220: Affordable & Supportive Housing

Engrossed Second Substitute House Bill 1220 (commonly, HB-1220), coinciding with the 2024 Comprehensive Plan Update, marks a significant milestone in addressing housing needs across the state. At its core, the legislation emphasizes comprehensive planning to ensure sufficient land capacity and appropriate policy to accommodate more diverse housing needs across all economic segments of the population. This includes not only moderate-income households but also those with low, very low, and extremely low incomes, as well as emergency and permanent supportive housing provisions.

One of the key provisions of HB-1220 is the mandate to provide moderate-density housing options within Urban Growth Areas (UGAs). This directive encourages the development of diverse housing types, such as duplexes, triplexes, and townhomes, fostering a more inclusive and accessible housing market. By diversifying housing options, the legislation aims to address the needs of various demographics within the community while promoting affordability and sustainable growth.

Furthermore, HB-1220 underscores the importance of making adequate provisions for existing and projected housing needs. This entails documenting programs and actions necessary to achieve housing availability across all economic segments. By taking a proactive approach to housing planning, policymakers can better anticipate and address the community's evolving needs, ensuring that housing remains accessible and affordable for all residents.

In addition to addressing economic disparities, HB-1220 recognizes the importance of identifying and mitigating racially disparate impacts, displacement, and exclusion in housing policies and regulations. By acknowledging historical injustices and systemic barriers, the legislation seeks to rectify past inequities and promote fair and equitable access to housing opportunities. This includes identifying areas at higher risk of displacement and implementing anti-displacement policies to safeguard vulnerable communities and promote inclusive development practices.

4.1.2 House Bill 1110 & 1337: Middle Housing & Accessory Dwelling Units

Engrossed Second Substitute House Bill 1110 (HB-1110) designates Yarrow Point as a "tier 3" jurisdiction, requiring that at least two units may be developed on residential lots and expanding the diversity of housing types allowed, such as duplexes or stacked flats. While it allows for at least six different middle housing types, those that would add more than the required minimum density limit do not need to be considered in policy or development regulations. Zero lot line short subdivisions must adhere to unit density requirements. Development standards cannot

exceed those for detached single-family units. Middle housing developments undergo the same review process as detached units, with exceptions for critical areas. Parking requirements are relaxed for developments near major transit stops. Middle housing rules exclude critical areas and wetlands serving potable water sources.

Engrossed House Bill 1337 (HB-1337) allows for two accessory dwelling units (ADUs) on each lot in single-family residential zones. However, as HB-1110 allows for two units per lot in the Town, Yarrow Point is not required to allow more density than HB-1110 requires. Property owners are no longer obligated to reside on the lot, and restrictions on condominiumization or sale of ADUs are prohibited. Development regulations for setbacks, yard coverage, and aesthetics cannot exceed those for principal units. ADUs are permitted on property lines along public alleys, and street improvements are not necessary for permitting. Parking requirements are waived for developments near major transit stops, defined as stops on high-capacity transportation systems, commuter rail, rail or fixed guideway systems, or bus rapid transit routes. For larger lots, a maximum of two off-street parking spots may be required for middle housing developments. ADU requirements do not apply to critical areas, buffers, or wetlands serving potable water sources.

4.1.3 Impact on Analysis

Due to these bills, the land capacity analysis that underpins the comprehensive plan update's land use and housing elements must consider additional possibilities. The capacity may have doubled for each redevelopable or vacant lot with sufficient buildable land. The following analysis reconciles the mandates of HB-1220, HB-1100, and HB-1337 using the existing development standards of Yarrow Point – although those may change over the next few years as regulations are updated in accordance with COM guidance, state requirements, and Town input.

The starting point for this analysis is the targets set by the King County Growth Management Planning Council, which has set a target for ten additional permanent housing units and two emergency housing units by 2044 (Table 1). In addition to the overall targets, income-bracket specific targets – as required by HB-1220 – indicate a required 9 units of low-income housing (below 80% AMI) and 1 unit of middle-income housing (80 to 120% AMI). Given the Town's existing housing stock, the County has not required the addition of any high-income (>120% AMI) housing units.

Year	Total	PSH	0-30%	30-50%	50-80%	80-100%	100-120%	>120%	EH*
Target: 2044	423	2	8	7	9	20	39	338	2
Baseline: 2019	413	0	4	4	8	20	39	338	0
Needed Growth	10	2	4	3	1	0	0	0	2

*Emergency Housing includes Emergency Shelters and Emergency Housing, both of which are temporary and do not constitute permanent housing

Table 2: King County Growth Targets

4.1.4 Current Zoning, Land Use, and Density Regulations

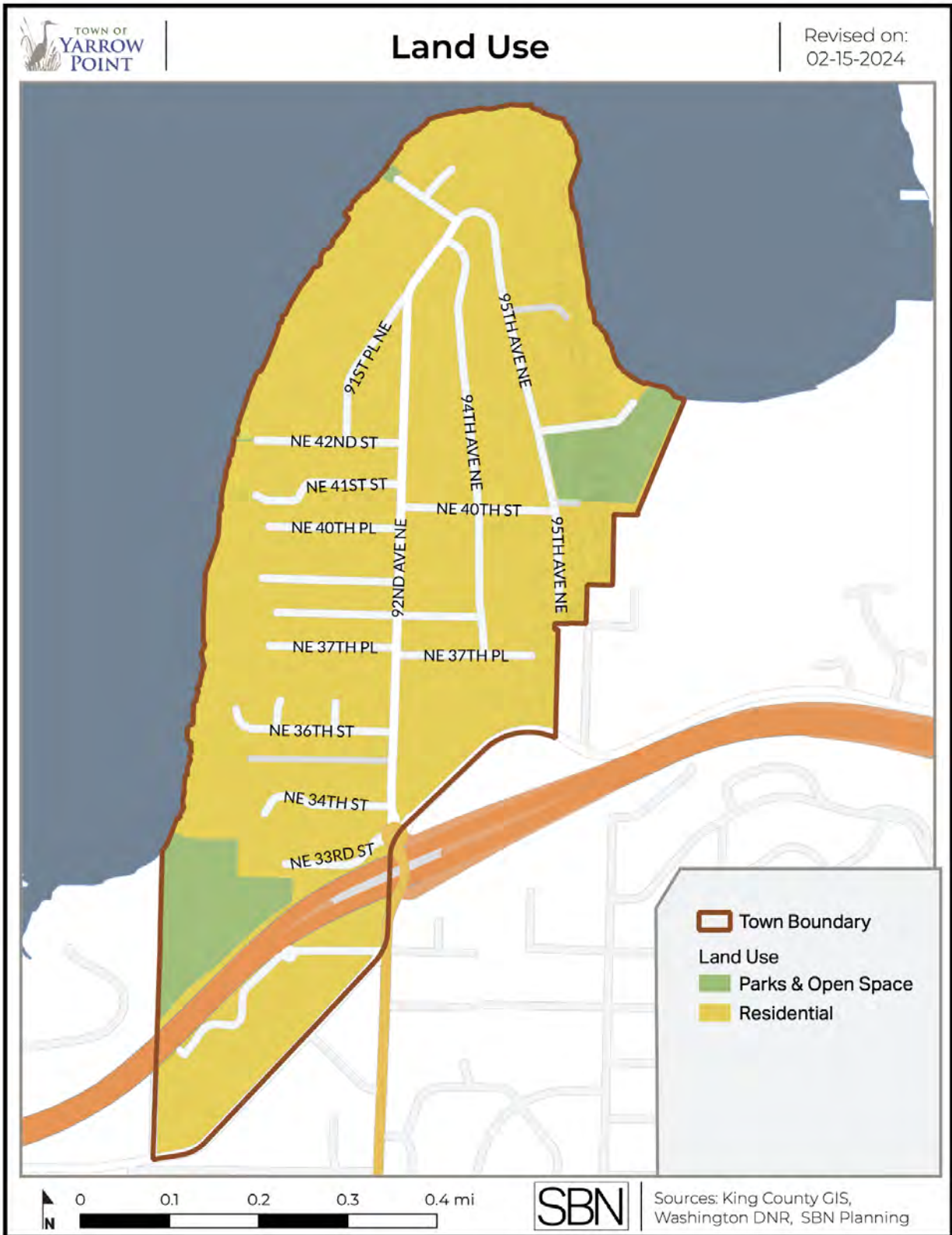
Low-density residential space is the predominant land use in Yarrow Point. Some land is dedicated to parks and a nature preserve, but most lots and acreage fall under residential land use (Map 1). With the passage of House Bills 1110 and 1337, the Town may consider updating that land use to reflect the potential changes in density allowed – bringing the existing land use closer to medium-density residential standards.

Currently, Yarrow Point has two residential zoning designations: R-12 and R-15. The only defining difference between these designations is the minimum lot size required by development regulations. R-12 has a 12,000 square foot minimum lot size compared to 15,000 square feet minimum for R-15. Both of these fall under the low-density residential land use, but density updates may necessitate considering a change to future land use.

Per Table 3, the Town currently allows a density of 3.6 or 2.9 units per acre in residential zones. Based on current housing data, the achieved density across the Town is around 70 to 75% of what is allowed. Using similar proportions to estimate the achievable density under new regulations, the future planned density of the Town is about 5.6 units per acre in R-12 zones and 3.93 units per acre in R-15 zones. These planned densities – which serve as a coarse estimate – inform the capacities of redevelopable and vacant lots in the land capacity analysis (Section 5.2) to estimate the extent of possible development based on existing patterns.

<u>Zoning & Land Use</u>			<u>Density (units per acre)</u>			
Zoning Designation	Comp Plan Land Use	Description	Currently Allowed	Achieved	Future Allowed	Planned
R-12	Residential	Single-family residential: minimum lot size – 12,000 sf	3.63	2.82	7.26	5.64
R-15	Residential	Single-family residential: minimum lot size – 12,000 sf	2.90	1.97	5.81	3.93
P	Parks and Open Space	Designated parks and open spaces. Not residential.	0	0	0	0

Table 3: Land Use, Zoning, and Density Comparison



Map 1: Yarrow Point Land Use

4.2 Land Capacity Analysis

Per RCW 36.70A.070(2)(c), the comprehensive plan must identify “sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes.”¹² To achieve this mandatory goal, jurisdictions must analyze their lots to identify where additional development is possible and likely.

4.2.1 Methodology

Using available tools and data from the King County Assessor, Department of Ecology, and Department of Natural Resources, the planning team applied local knowledge and market analysis to assess the capacity of lots in Yarrow Point thoughtfully. To conduct this analysis, the planning team used the open-source software R and its packages *tidyverse* for data engineering and *sf* for spatial analysis.

- Identify lots not relevant or suitable to redevelopment analysis due to:
 - Recently-approved or currently-processing building, site development, or subdivision permits as these are not as suitable for redevelopment
 - Homeowner Association boundaries where there may be different or more strict regulations precluding redevelopment
 - Significant right-of-way easements and private lanes, where development is unlikely due to both the geography of the parcel and its current use
 - High value of appraised improvements or ratio of improvements to appraised land value, where redevelopment is unlikely due to recent development or economic feasibility (Table 4)
- Determine the number of housing units on each lot through:
 - Aerial imagery, identifying lots that are assessed as “vacant” but have a structure or vice-versa
 - Text analysis of permits applications over the past 10 years for the construction of ADUs on the given lot
- Calculate buildable area of each lot by taking the square footage and removing the following:
 - 70% lot area to reflect the 30% lot coverage maximum currently codified by Yarrow Point
 - Any critical areas including erosion hazard areas, steep slopes, wetlands, and their buffers¹³ (see Appendix)

Once this analysis removed undevelopable lots and assessed buildable area of those remaining, the team calculated the utilization and subsequent unit capacity of developable lots.

¹² <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.070>

¹³ Yarrow Point does not have an adopted critical areas ordinance, so these areas and their buffers are estimated based on critical areas applied by similar jurisdictions and county guidance

- The utilization of remaining lots was assessed as the following:
 - *Vacant*: Assessed use listed as vacant, no aerial imagery of a structure, and a minimum improvement value of \$10,000
 - *Partially Utilized*: Achieved density less than a third of planned density
 - *Infill*: Remaining buildable area large enough for a newly constructed primary housing unit without demolition or retrofitting of an existing unit (Table 4)
 - *ADU*: Remaining buildable area large enough for a newly constructed accessory dwelling unit (Table 4)
- Vacant and partially utilized parcels were further assessed for the ability to subdivide to get closer to the planned density of each zone (Table 3)
 - Lots with an achieved density less than a third of the zone’s planned density in a were deemed subdividable
 - Subdividable lots were assessed for their ability to achieve the planned density in a zone, assuming 2 primary units per lot per HB-1110¹⁴
 - To analyze subdivisions conservatively, the ratio of divided lot sizes to their minimums needed to be greater than 1.25 – this accounts for the possible inaccuracy of the Assessor’s data and development patterns in Yarrow Point
 - Subdivided buildable land was assessed for the number of primary redevelopment units it could support
- Once these steps were all applied, the team calculated the number of possible additional units
- Following these calculations, the team applied market factor reductions based on utilization and King County guidance to account for development history and likelihood of redevelopment in Yarrow Point

Parameter	Value
Minimum land value to be considered developable	\$1,000
Maximum improvement value to be considered redevelopable	\$600,000
Size ratio for partially vacant lots that could be divided	3
Improvement-to-land ratio maximum for redevelopable property	1
Minimum footprint ratio for infill	3
Buildable area per primary unit (Redevelopment & Infill)	2,000 sf
Buildable Area per Accessory Dwelling Unit (ADU)	1,000 sf

Table 4: Assumed Parameters for Land Capacity Analysis

¹⁴ While regulations complying with HB-1110 are not currently in effect in Yarrow Point, this analysis is meant to consider the next 20 years of redevelopment in the Town – which will certainly occur under middle housing provisions.

4.2.2 Available Land for Development

The utilization of lots presented in Map 2 shows a reasonable distribution of vacant (13), partially utilized (18), possible infill (113), and possible ADU (79) lots. Yarrow Point has land available for redevelopment, and the large lot sizes in the Town in both zones support the capacity for additional housing units. The lot numbers listed reflect the most developable classification each lot falls into.¹⁵

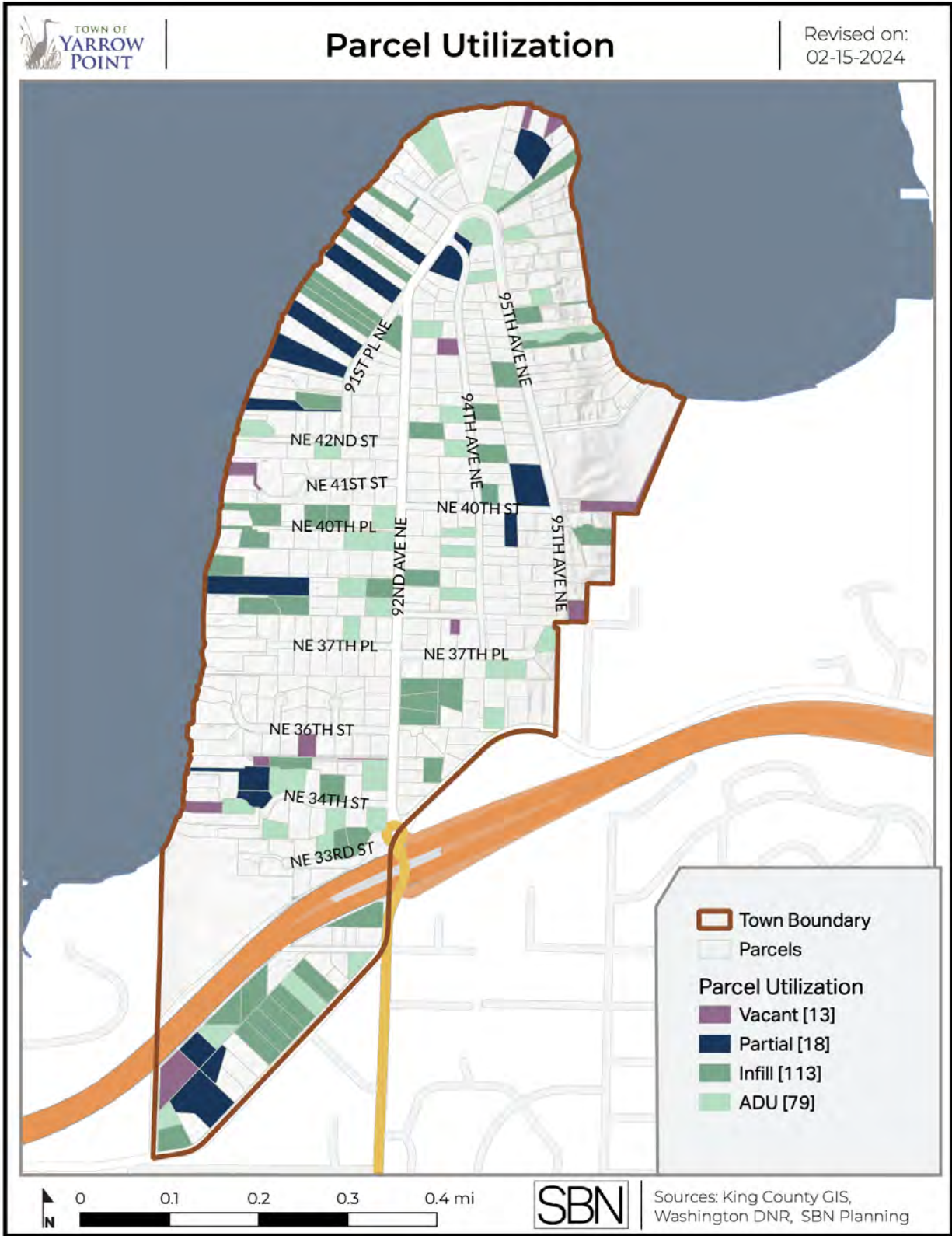
Based on these utilizations, we can summarize capacities by each zone. Table 5 presents these capacities and the market factor reduction values selected to reflect the Town’s development characteristics. These values align with the suggested ranges from King County’s guidance. They are as high as possible to reflect the frequency (or lack thereof) of redevelopment in Yarrow Point, resulting in increased housing capacity.

The next step is to analyze these capacity numbers in accordance with HB-1220. To demonstrate compliance with the mandates or identify gaps in housing affordability and availability, the planning team must assess how well the underlying land use and calculated capacities in Yarrow Point support different income brackets in the Town.

Existing Conditions		Unit Capacity			Market Factor Reduction			Results
Zoning	Existing Units	Vacant	Partially-Used	Infill	Vacant	Partially-Used	Infill	Additional Unit Capacity
12	107	2	14	10	10%	15%	30%	19
15	304	23	70	76	10%	15%	30%	132
							Total Unit Capacity:	562

Table 5: Housing Unit Capacity by Zone and Market Factor Adjustment

¹⁵ e.g., if a lot is vacant, it also probably meets the standards for partially utilized, infill, or ADU classification



Map 2: Parcel Utilization

4.3 Housing Capacity Affordability

A few key factors determine how well land use and zoning provisions address different housing affordability levels. The analysis of sales, property values, and existing units detailed in this report forms the foundation of the team’s ability to analyze whether additional unit capacities estimated by this analysis are suitable for different income brackets. Based on existing home values estimated by the ACS, land and improvement values from the King County Assessor, and sales data from Redfin, the current land use and zoning of Yarrow Point does not seem capable of supporting low-income residents. The AMI analysis presented in Table 1 and further market analysis in that section detail the issue.

Despite these barriers, the King County Urban Growth Report (2021) and the breakdown of household income brackets (Plot 4) appear to deviate from that assessment. Based on these data, a small number of lower-income households are present in the Town. Per Table 6, approximately 4% of households fall under the low-income bracket, and 14% fall under the middle-income bracket.

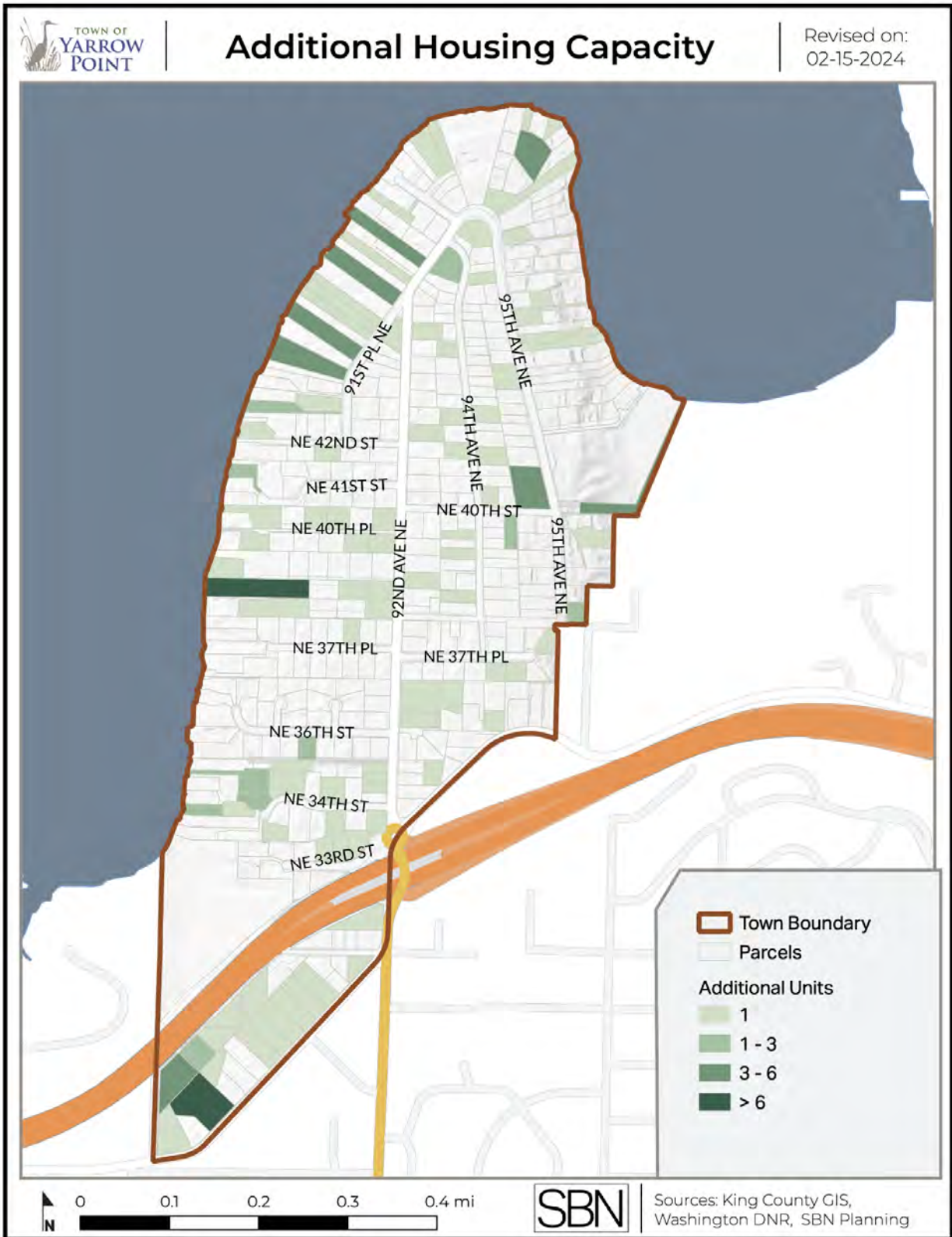
4.3.1 Affordability Breakdown by Land Use and Market Analysis

Commerce guidance points towards lower-density residential land use and zoning as unresponsive of these types of households. Following this guidance, Table 6 breaks down capacities by their suggested brackets. R-12 zoning’s slightly higher density, amplified by HB-1110, may offer a stronger foundation for middle-income housing. So, this analysis applies it at the 80-120% AMI level instead of the >120% AMI level.

With all of this considered, Table 6 presents the estimated numbers of possible additional units in alignment with each corresponding income bracket as a % of AMI. This analysis poses a considerable challenge for the Town: a deficit of 10 lower-income units based on the Town’s current land use and development patterns.

AMI Bracket	AMI Percent	Current Units	Existing Share	Estimated Capacity	Needed Capacity	Surplus / Deficit
Low	PSH	0				
	0-30%	4				
	30-50%	4				
	50-80%	8	3.9%	0	10	-10
Middle	80-100%	20				
	100-120%	39	14.3%	19	0	19
High	>120%	338	81.8%	132	0	132
Total		413	100.0%	151	10	141

Table 6: Housing Capacity Affordability Analysis



Map 3: Additional Housing Unit Capacities by Parcel

4.4 Gaps and Opportunities

While HB-1110 will offer increased housing options for residents in Yarrow Point, it is unclear whether these options will support lower and middle-income residents' ability to move to and live in the Town long-term. As of the date of this analysis, there is a considerable gap in addressing lower-income housing needs in Yarrow Point. Additionally, the Town's previous HB-1220-related code updates did not address emergency housing, and any ability to address that 2-unit requirement is unclear.

The Town has the opportunity to develop incentive programs and/or alternate land use solutions as middle housing provisions take shape. Close monitoring of how new housing provisions impact the housing market in Yarrow Point will support the Town's ability to assess how intently it needs to pursue specific avenues for addressing housing gaps. Additional legislation not passed during this analysis may continue to impact this market & regulation alignment. In the meantime, the Town should consider which steps it is willing to take to address these gaps.

Possible incentive programs could tie into middle housing provisions or reflect broader planning conversations about development patterns in urban areas. Adopting provisions similar to those required in Tier 2 jurisdictions may support brackets other than high-income in Yarrow Point. For Tier 2 jurisdictions, lots that provide affordable housing units¹⁶ are allowed a density bonus of 2 additional units, totaling 4 units per lot. Alternatively, a Transit Oriented Development (TOD) approach may support lower-income and higher-density housing by offering similar density bonuses near active and public modes of transportation. This approach follows planning principles of concentrating density near services that support that density and closely mirrors bills presented in the state's legislature on several occasions.

Alternatively, the Town can pursue changes to its land use and zoning. It can do so with a transit-oriented focus – or not – but any shift toward mixed-use or moderate-density housing would support lower income brackets better than current land use. This approach would impact fewer lots in the Town but could have a far more substantial and immediate impact on those lots upon adopting any denser zones.

There are simple and practical solutions to address the emergency housing gap. Some approaches include designating overnight parking spots for emergency housing units such as RVs or camper vans. A second option is to designate park lands for overnight camping for those experiencing a housing crisis. Robust public involvement and careful consideration of impacts on public facilities will need consideration in any approach, but the roadmap to meeting the target is relatively straightforward.

¹⁶ In HB-1110 these units require a long-term covenant dedicating the unit to certain affordability measures

For now, the Town must measure its progress over time and continue to consider how it will bridge the gap between affordable housing and what the market currently supports in the Town. If middle housing provisions substantially increase middle and lower-income households in Yarrow Point, it may not need to pursue additional measures, incentives, or land use changes.

5.0 Conclusion

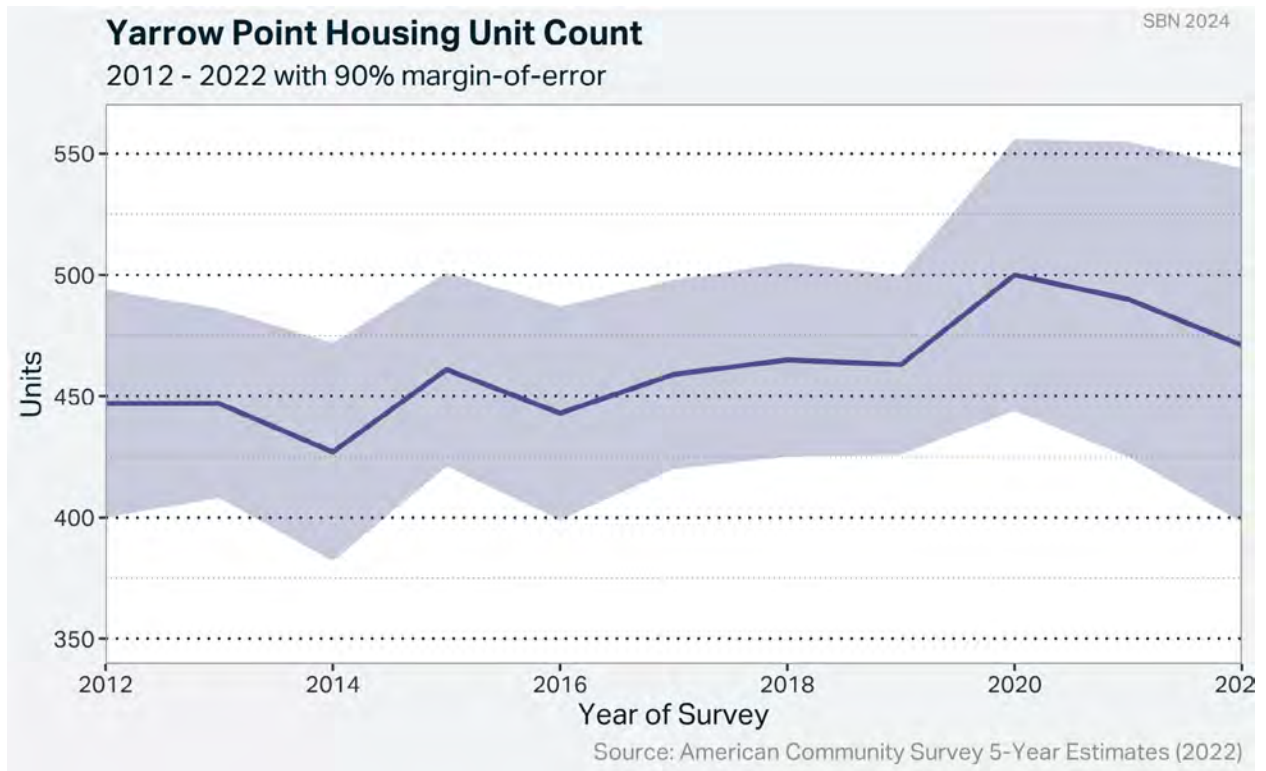
In brief, this report details the demographics and trends of the Town to better understand the populace in question. It analyzed the housing stock and market to form a foundation for the land capacity analysis. The analysis drew from COM, County, and PSRC requirements and guidance to develop an assessment that defines where the Town has found success and where gaps remain. The process as a whole lays out where planning efforts must focus to maintain compliance with regional targets and state mandates.

Ultimately, Yarrow Point has sufficient land capacity to meet the broad strokes targets laid out by the county. A gap exists for the lower-income housing bracket, which requires monitoring to determine the intensity and utility of possible solutions outlined in this report. It seems unlikely the Town will meet its affordability targets without a considered and thoughtful approach to aligning development, markets, and affordability in the jurisdiction.

As a foundational piece of the Comprehensive Plan Update, this analysis may serve as a supporting document to inform any possible land use and housing policies that seek to address the gaps and opportunities identified herein. These, in turn, may shape the discussion and policies related to public services, parks, transportation, and other infrastructure needs.

6.0 Appendices

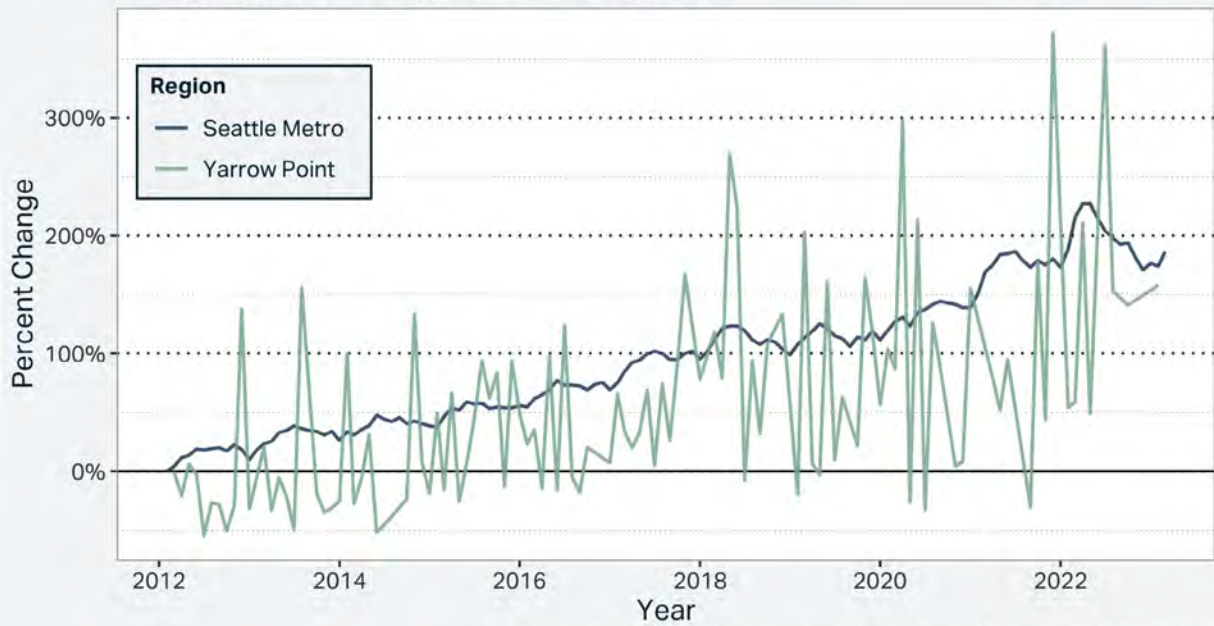
6.1 Additional Tables and Plots



Yarrow Point Housing Market

SBN 2024

Change in median sale price from January 2012

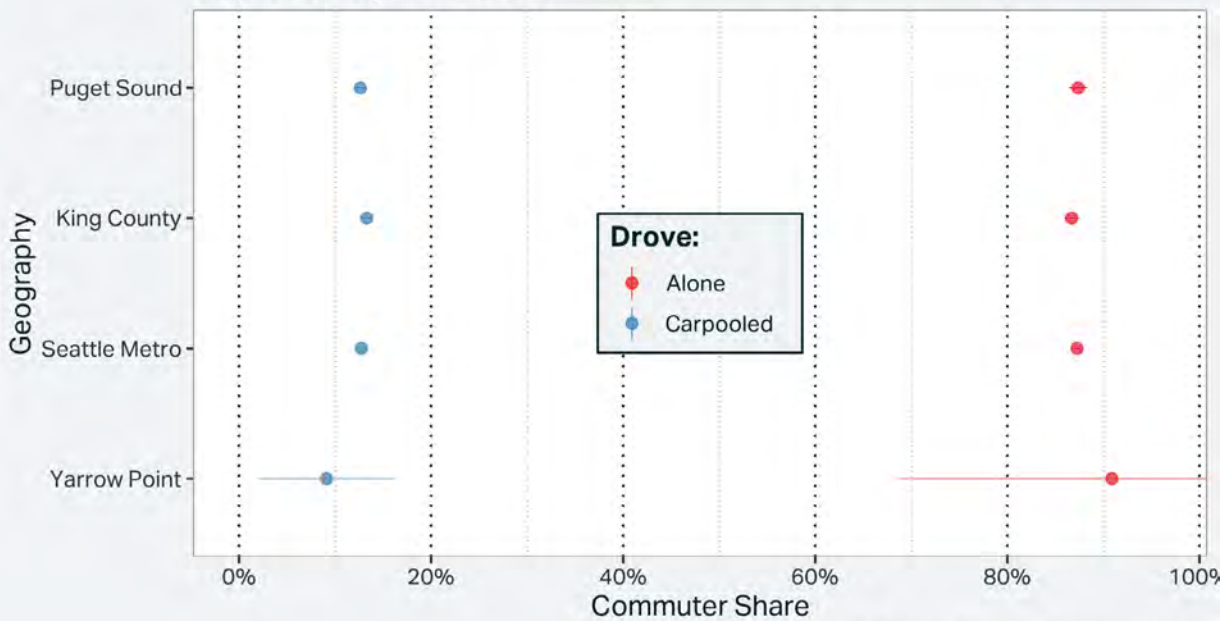


Source: Redfin Monthly Housing Market Data (Accessed 05/15/2023)

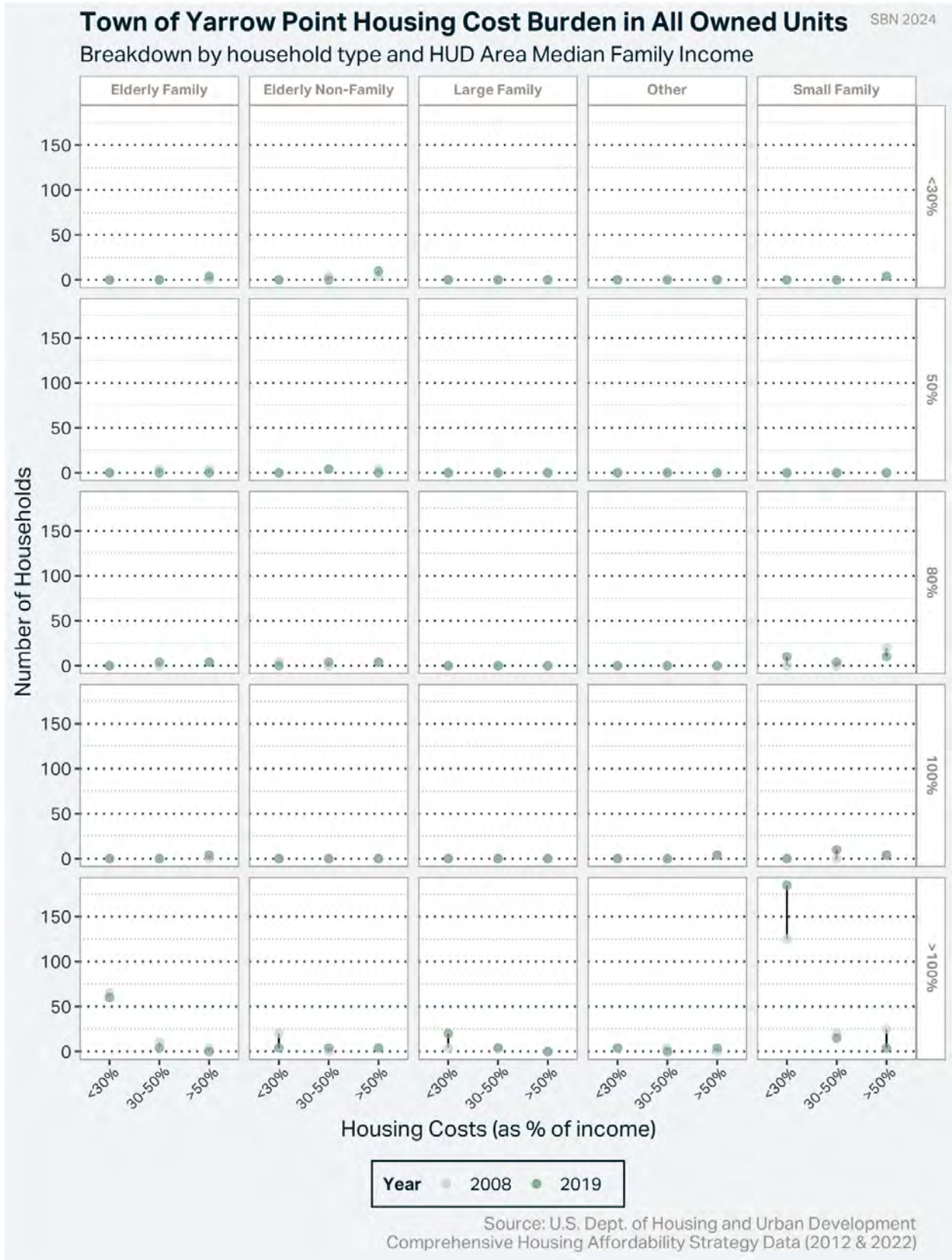
Yarrow Point Travel: Driving Commute Breakdown

SBN 2024

Regional Comparisons, 2021



Source: American Community Survey 5-Year Estimates (2022)



6.2 Maps and Geographic Information System (GIS) Data

