

# Comprehensive Plan

2015 - 2035



3000 Hunts Point Road  
Hunts Point, Washington 98004  
425.455.1834

**Mayor**  
Joe Sabey

**Town Council**  
Elaine Coles  
Patrick Finnely  
Ken Fisher  
Ted Frantz  
Dan Temkin

**Planning Commission**  
John Torode, Chair  
Henry Frantz  
Henrik Nielsen  
Rod Olson  
Annie Ottesen  
Kellie Schneider  
Bruce Swenson

**Park Commission**  
Penny O'Byrne, Chair  
Brett Blasingame  
David Bocek  
Janet Daly  
Chris Linden

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## **THE SPIRIT OF HUNTS POINT**

Hunts Point is a private, charming, and tranquil residential community, hidden from time in the center of a bustling urban Metropolis. It is a beautifully wooded place of understated elegance, balancing the new with the old. It has a small town feeling where neighbors are friendly, respectful and courteous to each other.

The “Spirit of Hunts Point” is a powerful emotion that quietly overcomes one in due time, and serves to govern, protect, and perpetuate the unique qualities of this small town.<sup>1</sup>

### **INTRODUCTION**

The 2015 Hunts Point Comprehensive Plan is an update of the Town’s 2004 Comprehensive Plan, revised to reflect current and future conditions within Hunts Point and to comply with the State’s Growth Management Act. In 1990, the state legislature passed the first of two State Growth Management Acts. The first, SHB 2929, required King County and all communities within it to inventory sensitive areas, update their comprehensive plans to include a number of specific elements and adopt regulations to implement the plan. The second, HB 1025 passed in 1991, required that countywide planning policies be developed and adopted to address issues of a regional nature and established planning deadlines. Each city and town within the county must also respond to these issues within their comprehensive plan. The most recent amendments to the Growth Management Act require that the Town of Hunts Point complete its Comprehensive Plan update by June 2015.

This document has been developed with three objectives in mind:

- 1) To incorporate the appropriate provisions of the Town’s plan and development regulations;
- 2) To respond to local and regional development trends and pressures;
- 3) To address the issues raised in the State Growth Management Act, the Puget Sound Regional Council’s VISION 2040, and the Countywide Planning Policies.

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<sup>1</sup> Town of Hunts Point, “Vision 2005 Strategic Plan”

In accordance with VISION 2040, Hunts Point's Comprehensive Plan offers a sustainable approach to planning, aligns with the region's growth strategy, is consistent with policies in the Multicounty Planning Policies, and advances tasks included in the Vision.

The Plan was developed through a public process that included review of the 2004 Comprehensive Plan by the Planning Commission, identification of areas requiring updates, solicitation of public comment through the Public Hearing Process (conducted by both the Planning Commission and the Town Council), review of comments supplied by other state and local agencies, and finally, adoption of the plan by the Council. The Plan was supported with a grant from the Washington State Department of Commerce.

## **THE ROLE OF HUNTS POINT**

This section reviews the role of Hunts Point in relation to the State Planning Goals and Countywide Planning Policies.

### State Planning Goals

The State's Growth Management Act sets out thirteen statutory goals

- 1) Guide urban growth to areas where urban services can be adequately provided;
- 2) Reduce urban sprawl;
- 3) Encourage efficient multi-modal transportation
- 4) Encourage the availability of affordable housing to all economic segments of the population;
- 5) Encourage economic development throughout the state;
- 6) Assure private property is not taken for public use without just compensation.<sup>2</sup>
- 7) Encourage predictable and timely permit processing;
- 8) Maintain and enhance natural resource-based industries;
- 9) Encourage retention of open space and development of recreational opportunities;
- 10) Protect the environment and enhance the State's quality of life;
- 11) Encourage the participation of citizens in the planning process;

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<sup>2</sup> See the Washington State Attorney General's 2006 Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property.  
[http://www.atg.wa.gov/uploadedFiles/Home/About\\_the\\_Office/Takings/2006%20AGO%20Takings%20Guidance.pdf](http://www.atg.wa.gov/uploadedFiles/Home/About_the_Office/Takings/2006%20AGO%20Takings%20Guidance.pdf)

- 12) Ensure adequate public facilities and services necessary to support development;
- 13) Identify and preserve lands and sites of historic and archaeological significance.

RCW 36.70A.070 mandates inclusion of eight comprehensive plan elements to meet the statewide GMA goals. The eight elements are land use, housing, capital facilities, utilities, transportation, rural, economic development, and park & recreation. The Hunts Point plan includes land use; housing; capital facilities, including parks; utilities; transportation. Because Hunts Point is limited to residential land use, an economic development element and a rural element are not necessary. For a community's plan to be valid it must be consistent with the requirements of the Act and must not conflict with the statutory goals, countywide policies and plans of adjacent jurisdictions.

Hunts Point is a small, developed residential community. According to the 2010 US Census, the population of Hunts Point is 394. This represents 0.00020% of the population<sup>3</sup> of King County (a slight decrease from 2000) and 0.003% of the land area of the County. The Town's land area has remained constant since incorporation in 1955, however, the area increased slightly as a result of the lid over the expanded State Route 520 (SR520). Additional discussion about the SR520 project and expansion impacts may be found within the Transportation Section. The population is expected to remain stable. Urban facilities and services are in place and there are adequate water, sewage and drainage systems to meet the foreseeable needs of a stable population. There is no business district and there is no land on which a business district might develop.

Consequently, there are few actions the Town could take that would be in conflict with the goals of the Act. Since there are no large tracts of undeveloped land, Hunts Point would not be contributing to urban growth, sprawl, or inappropriate economic development. There are no resource lands to protect and no real threat to individual property rights. The Town has historically imposed strict environmental controls through SEPA, its Shoreline Management Program, Site Development regulations, Sensitive Areas Ordinance, and the Tree Code.

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<sup>3</sup> King County population, as of the 2010 US Census, was 1,931,249.

## County Planning Goals

Similarly, actions taken by the Town are likely to have no impact on planning issues within King County. The Countywide Planning Policies, updated in December 2012, are aimed at more effective use of existing urban land. The Countywide goal is to establish higher density urban centers within the County and promote infill development to accommodate new growth so that remaining rural and resource land may be preserved.

The eight major areas of concern addressed by the Countywide Policies include the following:

- 1) Protection of environmentally Critical Areas;
- 2) Promoting an efficient and rational land use pattern, with specific emphasis on resource lands, rural areas, continued growth in existing urban areas, establishing urban and employment centers, and urban growth outside of identified centers;
- 3) Creating an efficient and responsive multi-modal transportation system;
- 4) Preservation of community character and public open spaces;
- 5) Providing accessible affordable housing opportunities;
- 6) Assuring contiguous and orderly development with adjacent jurisdiction;
- 7) Provisions for the siting of public capital facilities of a countrywide or statewide nature;
- 8) Promote economic development strategies that further the overall land use goals and encourage the analysis of fiscal impacts.

With the absence of any major employers or commercial districts, Hunts Point does not contribute a significant amount of traffic to the regional transportation system. Hunts Point supports development of an improved regional transportation system and encourages residents to utilize the public transit that is available to the community. With the improvements to SR520 and construction of a dedicated bus/carpool lane, commuting options should improve. To help insure that there are housing opportunities, the Town allows development of legal, non-conforming lots, reasonable improvements of nonconforming structures, and accessory living quarters. The permit system is relatively quick, with most permits taking under eight weeks to process and approve. The Town participates in ARCH, A Regional Coalition for Housing, in order to bring affordable housing to the greater King County community. Hunts Point's land use

pattern is consistent with that of its neighboring jurisdictions. There is a high degree of cooperation and sharing of information between the Town and its neighbors, which is exemplified by the monthly meetings held among each jurisdiction's mayors and city administrators. This high level of communication helps ensure consistency between jurisdictions' plans and capital projects.

Hunts Point's size and lack of land precludes it from becoming an urban center and makes siting of major public capital facilities and engaging in economic development activities an impossibility. Hunts Point recognizes its place in a larger regional community where collective decisions are necessary to protect and enhance the quality of life we all enjoy. The Town will continue to involve itself in regional issues and, to the extent that it can, participate in their resolution.

### **TOWN HISTORY**

Prior to the coming of settlers, Hunts Point was a favorite campground of the Sammamish Indians. In the 1870's Leigh S.J. Hunt, who lived at the end of Yarrow Point, bought the Point and later named it after himself. In the 1890's Hunt fell on hard times and the Point was acquired by a group of Seattle men who used it for a family retreat and camping. Small vacation homes were built and it was not long before they were living here through the summer. These early residents commuted to Seattle on board a small ferry called the Gazelle, which usually showed up at 7:15 AM in Cozy Cove, and when it did not show up, they rowed to Seattle. By 1910 electricity, phones and a dock for the ferry were available in Hunts Point. With the coming of postal service and a school several years later the folks on the Point became year round residents. In 1916 the Government Locks were opened, dropping the level of Lake Washington by up to twelve feet and forming the Fairweather Basin and Cozy Cove marshlands. Early organizational issues tended to focus on providing water, sewer and roads.

The opening of the Lacey V. Murrow floating bridge in 1940 signaled the end of ferry traffic across the lake and made it possible to get to the east side of the lake in just a few minutes by car. Increased automobile ownership and the end of World War II brought an upsurge in growth to eastside communities. Hunts Point Circle and part of the Barnaby Addition were developed in the early 1950's. One long time resident began to divide her property into small lots at about the

same time as the Navy was proposing to moor the Liberty ships in Cozy Cove. Both of these actions were viewed as potential threats to the tranquility and character of the community. It was primarily these two events that prompted residents to undertake self-governance and in August, 1955, Hunts Point was incorporated as a Fourth Class Town of the State.

Development continued to occur, but under the watchful eye of the new Town government. The development of Fairweather Basin in 1957 turned marshlands into lake front residential properties. The Albert D. Rosselleni floating bridge (formerly the Evergreen Point Bridge) opened in 1963, making eastside communities even more accessible to Seattle. The tollbooths on the bridge were removed in June, 1979. In 1976 the last large parcel was subdivided and developed into Hunts Point Lane. In May of 1978 the new Town Hall was dedicated and in 1988 the sixteen-acre Wetherill Nature Preserve on the shore of the lake was jointly dedicated by Hunts Point and the Town of Yarrow Point. Hunts Point has been designated as a “Tree City USA” by the National Arbor Day Foundation each year from 1991 through 2013.

Currently, Hunts Point is a fully developed, high quality residential community. The Town has been successful in preserving much of the natural sylvan character that attracted the first summer residents one hundred years ago. Development ordinances have been adopted that are specifically aimed at ensuring that those features that give Hunts Point its unique character are not lost. In this the goal of the Town is much the same as it has always been: to provide an attractive and safe environment for the enjoyment of all its citizens both young and old.

### **COMMUNITY VISION**

In 1964, the Town of Hunts Point adopted a comprehensive plan that was essentially a vision statement about how the residents wished to see their community develop. The principles developed then were based on recognition of the attributes of the community that attracted the Town’s original residents. The original goals of the community still hold true today. The following paragraphs are an updated, restatement of those principles articulated in the Town’s original plan.

The Town of Hunts Point is a residential community, three-quarters of which is a wooded, narrow peninsula. The building density for the greatest area of the Town has been planned to

avoid overcrowding on generally narrow lots, eliminate fire hazard and to protect the suburban, sylvan character of the Town while permitting simultaneous safe access for each residential lot to both waterfront and arterial service. The residential density of the non-peninsula portion of the Town has been planned to enhance and protect the essential suburban character of the community while, at the same time, providing an orderly transition between the building density of the Town and the higher building densities of the surrounding communities.

Roads for vehicular circulation have been planned so that selective ingress and egress would reduce traffic flow to safe levels and facilitate policing and maintenance. This reduced traffic flow has permitted adequate service to all portions of the Town, including the northernmost tip of the peninsula, and has enhanced the residential character of the community, permitted safe pedestrian travel on all thoroughfares and has facilitated proper policing of public rights-of-way.

The Town has recognized the need for land that would be used for public purposes; examples are Town Hall, the park including the tennis courts, and the natural areas of Wetherill preserve. While there are no commercial sites within the Town of Hunts Point, many occur in adjacent and nearby jurisdictions. The availability of these sites precludes the necessity of any such uses within the Town limits.

In the fifty years since the adoption of the first plan, the Town has developed according to that vision. In 2014, Hunts Point is a fully developed community and has realized those original goals. Therefore, this plan seeks to continue to protect the sylvan character of the Town through maintenance of its capital infrastructure and preservation of its natural amenities.

## **PLAN ELEMENTS**

### **Land Use**

Hunts Point peninsula is approximately one mile long and juts north into Lake Washington. At its widest point, it is less than one-quarter of a mile. Land use is predominantly single-family residences on large lots. There are no commercial establishments and no multiple family dwellings. D.K. McDonald Park contains the Town Hall, a play field and two tennis courts. The Wetherill Nature Preserve is located in the southeast portion of the Town on the shore of Lake Washington. There are also a total of 2.43 miles of public right-of-way. SR 520 passes through

Hunts Point and isolates 14 lots on the Town’s south side adjacent to Clyde Hill and Medina. An inventory of land use by acres is provided below.

### LAND USE INVENTORY

Single Family Residential	181.51
Wetherill Nature Preserve	4.57
D.K. McDonald Park	2.76
<u>Public Right-of-Way</u>	<u>16.16</u>
TOTAL ACRES	205.00

There are four zoning districts in Hunts Point:

- R-40 single family – minimum lot size of 40,000 square feet;
- R-20 single family – minimum lot size of 20,000 square feet;
- R-20A single family – minimum lot size of 12,000 square feet;
- R20A Municipal Park

The R-40 zoning district includes the peninsula portion of the Town north of the 3200 block, with all lots having frontage on both Hunts Point Road and the Lake Washington shoreline. The R-20 zoning districts all occur south of the 3200 block and are consistent with the zoning in the adjacent jurisdictions.

#### Population

As of the 2010 census, Hunts Point had a population of 394 people, compared to a population of 443 in 2000, 513 in 1990, and 480 people in 1980. This represents a decrease of 49 people, or 11% over a ten-year period. The median age of a Town resident is 49.5 years. The total number of housing units in 2010 was 181 units, averaging 2.18 people per unit. Any redevelopment will be controlled through strict application of the Town’s Zoning Code, Site Development Ordinance, Shoreline Management Master Program, Sensitive Areas Ordinance, Tree Code, and the Town’s public review process. These development controls may be periodically updated to address new issues as they arise.

## Critical Areas

Critical areas as defined in the Growth Management Act include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. A Critical Areas Inventory prepared for Hunts Point in January 1992 identified only wetlands within the Town.

There is one wetland located in Hunts Point that is identified for protection under the Town's Sensitive Areas Ordinance (#252). The wetland, which covers approximately 8.75 acres, is associated with the lake shore and is part of the 16 acre Wetherill Nature Preserve under joint ownership by Hunts Point and Yarrow Point. Only a portion of the wetland is actually located with the Town. The Wetherill Nature Preserve is the only area in Town that could be considered wildlife habitat.

In order to assess the wetlands within the Wetherill Preserve, the towns of Yarrow Point and Hunts Point jointly commissioned a wetlands reconnaissance of the property in June, 2002. The study indicated an 8.75 acre palustrine-forested wetland containing Oregon ash, black cottonwood, big-leaf maple, Himalayan blackberry, reed canary grass and hardhack, identified as "Wetland A." Wetland A straddles the Hunts Point/Yarrow Point boundary. "Wetland B" was identified as a .25-acre scrub/shrub wetland, located entirely within the Town of Hunts Point. The wetlands were identified and delineated using methods described in the Corps of Engineers 1987 Wetland Delineation Manual, supplemented by the Washington State Wetland Identification and Delineation Manual (Ecology 1997).

The recent update to the Town's Shoreline Master Program further evaluated critical areas within the Town's jurisdiction. "Appendix D – Hunts Point Critical Areas Regulations in Shoreline Jurisdiction" governs all critical areas within the Town, as there are no critical areas outside of the shoreline jurisdiction.

The Town as a whole, through its efforts at maintaining a low density, wooded community character, does offer some relief to less common species in an otherwise urban area. Beaver are known to reside in both Cozy Cove and Fairweather Bay. Eagles have been observed, and blue heron have also been spotted in the Wetherill Nature Preserve.

Near shore lakebeds around Hunts Point may provide some limited breeding habitat for a variety of fish species. However, the shoreline has been significantly altered over time with construction of piers and bulkheads. The Town's shorelines are regulated by the local Shoreline Management Master Program, originally approved by the State of Washington in 1975, as well as by state and federal rules and permits. The revised Shoreline Master Program aims to meet the state's objective of "no net loss of ecological function" by regulating piers and bulkheads to allow for their use and enjoyment for generations to come.

**LAND USE GOAL:** It is the primary goal of the Town to maintain the existing land use pattern in recognition of the fact that Hunts Point is a mature, fully developed community. This comprehensive plan will be reviewed every ten years or sooner to ensure that it continues to address the needs of Town residents.

### **Housing**

The 2010 census indicates that there are 181 dwelling units in Hunts Point. This is a decrease of 5 units since 2000, and may be attributed to the consolidation of lots and ongoing rebuilding, resulting in lots remaining unoccupied during lengthy construction projects. The homes consist mostly of premium residences on single detached lots, which reflect the development pattern established by the original Town residents and articulated in the first comprehensive plan. Lot sizes range from 12,000 square feet to over an acre, with a majority of lots having shoreline access on Lake Washington.

The King County Comprehensive Plan recognizes the need for interjurisdictional cooperation and for public/private partnerships to address the full range of critical housing needs within the County. To document that need, King County designated ARCH - A Regional Coalition for Housing – to prepare the "East King County Housing Analysis," pursuant to RCW 36.70A.070(2). Hunts Point's effort to meet the need for a variety of affordable housing is evident through the Town's monetary contribution to ARCH, A Regional Coalition for Housing.

ARCH is a consortium of all cities on the Eastside that pool resources for the development of affordable housing within the eastside community. Every year, the Town reaffirms its commitment to the program by endorsing the current ARCH Work Program and Administrative

Budget. Most recently, funds for the ARCH Housing Trust Fund were allocated to Friends of Youth Extended Foster Care Program, Providence Senior Housing Project, the Habitat Sammamish Cottage Demonstration Project, and administrative overhead. ARCH provides the opportunity to respond to the need for affordable housing with a regional, action-oriented response.

**HOUSING GOAL:** To continue to provide premium housing to Hunts Point residents, while at the same time recognizing the need for the Town's participation in Countywide affordable housing programs.

### **Transportation**

The primary mode of transportation for residents of Hunts Point is by private automobile. The Town's roads are all two lanes, one in each direction. There is only one way to access the peninsula portion of the Town, which is through the recently completed round-about that intersects Points Drive, 84<sup>th</sup> Avenue NE, and Hunts Point Road. Hunts Point Road is actually a continuation of 84<sup>th</sup> Avenue NE, which originates in the City of Medina and separates Medina from Clyde Hill. The last westbound access to SR 520 before crossing the lake to Seattle is also at the round-about, as is the first east bound off-ramp.

#### **SR 520**

SR 520 separates Hunts Point's peninsula from other areas of the town. The ten properties located on 80<sup>th</sup> Avenue NE may only be accessed through Medina. The homes along NE 28<sup>th</sup>, both east and west of Hunts Point Road, are directly south of SR520.

With the exception of SR 520, there is no through traffic. Traffic is generated almost exclusively by Town residents, visitors, and businesses located outside the Town that provide residential services. As a result, congestion is minimal except at the round-about entrance to the Town. Although operational for only a few months as of the writing of this Comprehensive Plan, the Town has concerns regarding delays for residents both entering and leaving the community. Ongoing testing of ramp-metering and enhanced striping on the round-about may potentially alleviate some congestion. It is also anticipated that traffic may flow more smoothly as motorists become familiar with the round-about configuration. Using the level of service (LOS) standards

employed by King County, the LOS on Hunts Point’s roads are “A” with the exception of the round-about.

The construction of additional lanes for dedicated bus and carpool transportation, and a regional pedestrian and bike corridor began in 2011. Scheduled for completion by the end of 2014, the resulting project should improve travel times between the eastside and Seattle. The Washington State Department of Transportation included a 500 foot long lid as part of the project. This provides a green connection between those parts of Hunts Point located north and south of the highway. The lid also creates a public gathering spot and opportunities for passive recreation.

The SR 520 project also included the construction of noise walls to mitigate for any increase in traffic-related noise. As stated in numerous public meetings, residents miss the mature vegetative buffer that previously screened their homes from the highway.

The final major component of the SR 520 project is a new stormwater pond at the terminus of Fairweather Basin, designed to improve the water quality of runoff from the highway by treating the stormwater prior to its dispersal into Lake Washington.

Public Transportation

Access to public transit for Town residents is relatively good. The Points Loop Trail and the Regional Bike Corridor provide pedestrian access to two major transit stops in the adjacent communities of Medina and Yarrow Point. The completion of the designated bus lanes on SR 520 will further enhance the transit experience for Hunts Point residents.

Transportation Improvement Plan

The 2015 - 2020 Transportation Improvement Program identifies five projects for construction.

The following projects are covered:

PROJECT #	YEAR	LOCATION	SCOPE
Project 1-1	2015	Hunts Point Circle: traffic circle to NE 32nd	Pedestrian improvements
Project 1-2	2015	HPR @ NE 32 <sup>nd</sup> ; HPR @ NE 30 <sup>th</sup> ; HPR @ cul-de-sac	Street lights (3)
Project 1-3	2015	Traffic circle	Resurfacing; general improvements
Project 1-4	2016	Hunts Point Lane	Street lights (3)
Project 1-5	2017	NE 28 <sup>th</sup> Street	Street lights (2)

Local transportation projects are funded through the Town’s “Heavy Truck Fee,” assessed on all construction projects within Hunts Point at the rate of 1% of project value. In addition, general funds may be used for transportation projects, or the Town may use a voter-approved LID.

**TRANSPORTATION GOALS:** Continue to maintain Town roadways for safe and efficient vehicular and pedestrian access. Work with appropriate state agencies to assure unimpeded access into and out of the Town. Contribute to greenhouse gas reductions and air quality by promoting carpooling, bicycling, and public transportation.

### **Capital Facilities**

Capital facilities are made up of both physical infrastructure and municipal services and include a sanitary sewer system, a stormwater system, a potable water system, roads, public open spaces, and police and fire protection.

Sanitary sewer service is provided by the City of Bellevue. All residences in Town are connected to the system. Sewer service will continue to be provided by the City of Bellevue to Hunts Point. Growth in demand elsewhere in the Bellevue Sewer District could affect future rates to Hunts Point customers.

A Stormwater System, provided by the Town of Hunts Point, connects land-locked properties to drainage pipes that discharge to Lake Washington. Properties located along the lakeshore have private systems that directly discharge to the lake.

Water service is provided by the City of Bellevue. Bellevue completed its acquisition of Water District #17, formerly serving a portion of Hunts Point, in 1997.

Roads are maintained by the Town. The roads in Hunts Point have the primary purpose of providing access to individual properties. Hunts Point Road north of the 3200 block and Hunts Point Lane have a right-of-way width of 50 feet. The remaining roads in Town are maintained with a 60-foot right-of-way, which include the south portion of Hunts Point Road, Hunts Point Place, Hunts Point Circle and Fairweather Place. Road surface improvements and maintenance will be performed in accordance with the current Transportation Improvement Program outlined

above in the Transportation Element and according to the roadway standards recently adopted by the Town.

Public parks and open spaces in Hunts Point include the Wetherill Nature Preserve and D.K. McDonald Park. The Wetherill Nature Preserve covers 16 acres between Lake Washington and the SR 520 right-of-way in the southeast portion of town. There are 4.57 acres of the Preserve located in the Town's corporate limits (which includes a portion of the identified wetland), with the rest of the Preserve located in the Town of Yarrow Point. The Preserve is jointly maintained through volunteer efforts by Hunts Point and Yarrow Point.

D.K. McDonald Park encompasses 2.67 acres along the SR 520 right-of-way in the south part of the Town. Facilities in the park include two tennis courts, a large open play field, a pedestrian path that connects the park to the Nature Preserve and Yarrow Point, and the Town Hall. Town Hall contains the council chambers and a small municipal office for maintaining Town records, processing permits and providing general information for Hunts Point residents.

Parks and open spaces will be maintained in their present configuration. With the completion of the SR 520 lid, Town residents will be able to enjoy additional passive recreational space.

The "Points Loop Trail" provides approximately five and one half miles of on-street and off-street trails that circle through the communities of Hunts Point, Medina, Yarrow Point, and Clyde Hill, with the opportunity for walking and biking connections to Bellevue and Kirkland. A benefit of the SR 520 project is the reconstruction of portions of the Points Loop trail, and the construction of a new, regional bike trail connecting Seattle to the eastside communities.

PUBLIC PARKS AND OPEN SPACE GOALS: Continue to provide recreational opportunities to Hunts Point residents through the maintenance of the Points Loop Trail and D.K. McDonald Park. Encourage bicycle transit through use of the new SR 520 Regional Bike Trail.

Town Hall: Hunts Point Town Hall was constructed in 1977 and remodeled in 1986. The facility contains 1,496 square feet of administrative office space and a meeting room. The Town

Council conducts monthly public meetings, as does the Town's Planning Commission. The meeting space is available to Town residents.

Municipal services for the purpose of this plan include police and fire protection. Fire protection is provided under contract by the City of Bellevue. The nearest fire station is located on NE 24<sup>th</sup> Street near 96<sup>th</sup> Avenue NE in the neighboring Town of Clyde Hill, approximately 1 mile from Hunts Point's Town Hall. Police protection is provided under contract by the City of Medina.

MUNICIPAL SERVICES GOAL 1: Continue to provide protection to Hunts Point residents through contract services with the City of Bellevue Fire Department. Monitor any changes in fire station locations to ensure that residents continue to have adequate and timely fire protection services.

MUNICIPAL SERVICES GOAL 2: Continue to provide police protection to Hunts Point residents by the Medina Police Department on a contractual basis. Population increases in Hunts Point and Medina are expected to be minimal since both communities are essentially built out. The Medina police force appears adequate to accommodate a combined stable population of about 3,400 people.

### **Utilities**

Utilities in Hunts Point are made available by private providers and include electricity, telephone service, natural gas, cable television, and solid waste and recycle collection.

Electricity is provided by Puget Sound Energy (PSE) to Hunts Point residents and the Town Hall. Current use and any minimal increase in the Town's population represent a small demand on PSE's overall system and there appears to be enough capacity to meet the Town's foreseeable needs. This could be affected by increased regional demand in the future.

Telephone service is provided to Hunts Point customers by Century Link Communications. State law (WAC 480-120-086) requires Century Link to maintain adequate equipment and personnel to handle any reasonable demand. Telephone service will continue to be provided by Century Link on an individual basis. Telephone lines are underground throughout the Town.

Wireless phone service is provided to Hunts Point residents by a variety of providers. A monopole adjacent to the SR 520 corridor within the Town's boundaries currently houses antennas for Clearwire, T-Mobile, and Verizon.

Internet service is provided to Town residents by a variety of providers.

Natural gas service is provided to Town residents by PSE, a regulated company, and will continue to be provided by PSE. Hunts Point customers represent a small demand on the overall system and there appears to be adequate capacity to continue to serve the Town's residents.

Solid waste and recyclables collection is provided to Hunts Point residents through a franchise agreement with Waste Management.

Cable television is provided by Comcast under a franchise agreement with the Town. Residents may also subscribe to cable systems that are installed directly on their property.

None of the above providers maintain major facilities inside the Town boundary with the exception of distribution lines to individual residences which are located within the public rights-of way. All electrical, telephone, cable, broadband, and DSL lines have been installed underground.

## **IMPLEMENTATION**

This Comprehensive Plan is based on the fact that Hunts Point is a fully developed community of limited land area (205 acres) and a small population (394 persons). The Town has developed in accordance with those principles set forth at the time of incorporation and articulated in the original comprehensive plan. Implementation in this context is, therefore aimed at maintaining and protecting the established character of the community. This will be achieved through three instruments: enforcement of development regulations; expenditures on capital infrastructure; and intergovernmental coordination.

### Development Regulations

There are five key development regulations that regulate development and improvements on individual sites. Each addresses a particular issue or physical element of the community.

The Town's Zoning Code forms the foundation for regulating development. It establishes densities and regulates the construction of individual structures. The code has been periodically updated to address development issues as they have arisen. It continues the Town's objective to keep the scale of houses in character with the rest of the community.

A Site Development Ordinance was adopted in June 1989 to regulate site preparation activities and related actions in conjunction with new residential development and redevelopment. It specifically limits excavation and grading, retaining walls, impervious surfaces, surface and groundwater run-off and storm-water retention, soil erosion and the transport of silt to the lake, natural topography and retention of significant trees and vegetation. A permit is required for site development that includes submission of plans that specifically illustrate all proposed site modifications.

Hunts Point's Tree Removal Code, adopted in September 1988, revised and renamed the Tree Preservation Code in 2002, and currently known as the Tree Code – Hunts Point Municipal Code 8.25 - regulates the removal and replacement of significant trees that in large part give the Town its wooded, sylvan character and soften the visual impacts of development. A tree removal permit is required to remove evergreen and certain deciduous trees having a diameter of 10" or greater. Applications for tree removal and replacement are reviewed by the Town Arborist. Trees may be removed only under specific circumstances where it can be demonstrated that retention of a tree would prevent reasonable development of a property, pose a substantive risk to life or property, or where a tree is diseased or dead.

The Town's Shoreline Master Program establishes guidelines for projects on the shore of Lake Washington, which is classified as a shoreline of statewide significance. Shoreline projects typically involve construction and maintenance of private piers and bulkheads, and maintenance dredging of man-made coves and moorage. The Town's Updated Shoreline Master Program is currently under review by the Department of Ecology.

A Sensitive Areas Ordinance adopted pursuant to the requirements of the State's Growth Management Act places development controls on the wetland associated with the Wetherill Nature Preserve. The ordinance encourages the best management practices relative to site maintenance activities where they occur next to the Preserve.

The above development regulations, together with the Town's public review process, provide ongoing monitoring and control of development within the community. The Town's Hearing Examiner hears requests for shorelines permits, variances, and conditional use permits, while the Town Council has final authority on all regulatory changes. The Planning Commission holds preliminary public hearings on zoning code changes and plan updates and makes recommendations to the Town Council. All meetings of the Council and Commission are open to the public. Strict enforcement and application of these regulations should continue to protect the character and amenities of the Town as development and redevelopment occurs.

#### Capital Improvements

Scheduled capital expenditures, in addition to those identified in the Six Year Transportation Improvement Plan, include the creation of a Comprehensive Stormwater Management Plan in 2015. The combined CIP/TIP is an attachment to the Comp Plan.

#### Intergovernmental Coordination

Hunts Point recognizes that it is part of a regional community and that many of these broader issues may either have potential impacts on the Town or require collective solutions. It was recognized early on in the Growth Management process that Hunts Point and its neighboring jurisdictions of Medina, Yarrow Point and Clyde Hill were of similar character, quality and scale. Issues affecting one would likely affect the others, so it made sense that they should meet and discuss their common issues and problems. In April 1991, a day long Growth Management Seminar was held to brief these communities on GMA requirements and to find out what issues the communities had in common and where they disagreed. The seminar was attended by elected officials, city administrators, planning commissioners and boards of adjustment of these communities. Out of this workshop, several advisory committees made up of members of each community were formed whose purpose was to explore a particular issue and make recommendations on how to proceed with their resolution.

Prior to the seminar, and GMA in general, the four “Points” communities established regular monthly meetings between the mayors and city administrators of each jurisdiction. This has resulted in an increased level of communication between the communities and an improved coordination on mutual problems. This has led to high degree of consistency as each comprehensive plan has been developed, which is a key element under growth management.

Hunts Point continues to engage its neighbors on matters of regional significance. The construction of the SR 520 corridor has brought the four jurisdictions together on many occasions.

**TOWN OF HUNTS POINT**

2015 - 2020 SIX YEAR CAPITAL IMPROVEMENT PLAN (CIP)  
 2015 - 2020 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)  
 2015 - 2020 SIX YEAR NON-TRANSPORTATION IMPROVEMENT PLAN (NON-TIP)  
 DATE SUBMITTED: July XX, 2014

Approved by: Hunts Point Council  
 Date: July 7, 2014  
 Ordinance Number:

NO.	YEAR	STREET / LOCATION	FROM / AT	TO	LENGTH (mi)	PROJECT SCOPE	PAVEMENT CONDITION	PROJECT BUDGET	REVENUE SOURCE
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**I. CAPITAL IMPROVEMENT PROJECTS**

I - 1	2015	Hunts Point Circle	Traffic Cir-NE 30th	HP Rd - NE 32nd St	0.25	Pedestrian Improvements		\$50,000.00	Heavy Truck Fee
1 - 2	2015	HP Rd @ NE 32nd HP Rd @ NE 30th HP Pl @ culdesac			N/A	Three Street Light Luminaires (R-2, R-4, and P-1)		\$22,500.00	Motor Fuel Tax REET Tax
1 - 3	2015	Hunts Point Road	Traffic Circle		N/A	Resurfacing and General Improvements		\$100,000.00	Heavy Truck Fee
1 - 4	2016	Hunts Point Lane			N/A	Three Street Light Luminaires (L-2, L-5, and L-7)		\$22,500.00	Motor Fuel Tax REET Tax
1 - 5	2017	NE 28th Street			N/A	Two Street Light Luminaires (28-1 and 28-2)		\$22,500.00	Motor Fuel Tax REET Tax

**II. STORM DRAINAGE PROJECTS**

II - 1	2015	Town of Hunts Point	N/A	N/A	N/A	Comprehensive Stormwater Management Plan	N/A	\$50,000.00	KC FCD Opportunity Fund

**Pavement Condition Legend for Part I. ACP Overlays:**

- 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)

**NOTES:**

- 1) The above budget figures shown are in 2013 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.