
# HUNTS POINT

## 2025 – 2045 COMPREHENSIVE PLAN UPDATE

**3000 HUNTS POINT ROAD**
**HUNTS POINT, WA 98004**

**2024 Comprehensive Plan Update**
**ADOPTED: 07/07/2025**

**TOWN OF HUNTS POINT**

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HONORABLE JOE SABEY

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# 1. INTRODUCTION

The Washington State Legislature passed two State Growth Management Acts in 1990 and 1991. The first, Senate House Bill (SHB) 2929, required King County and all communities within it to inventory sensitive areas, update their comprehensive plans to include specific elements, and adopt regulations for plan implementation. The second, House Bill (HB) 1025, established planning deadlines, required countywide planning policies (CPPs) to be developed and adopted to address issues of a regional nature, and mandated each city and Town within the county respond to the CPPs within their respective comprehensive plans. The most recent amendments to the Growth Management Act require the Town of Hunts Point to update its comprehensive plan to reflect current and projected future conditions within Hunts Point and to comply with the State's many recent amendments to the Growth Management Act.

This document was updated with three objectives in mind:

- To incorporate the appropriate provisions of the Town's plan and development regulations.
- To respond to local and regional development trends and pressures.
- To address the most recent issues raised by the State's Growth Management Act, the Puget Sound Regional Council's VISION 2050, and the King County Countywide Planning Policies.

In accordance with VISION 2050, Hunts Point's Comprehensive Plan offers a sustainable approach to planning, aligns with the region's growth strategy, is consistent with the Multicounty Planning Policies, and ultimately advances tasks included in the Vision.

This Comprehensive Plan was developed through a public process that included review of the 2024 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 Town's Planning Commission, in cooperation with the Town Council, should carry out a detailed review of this plan as necessary or a minimum of every seven years as required by the Growth Management Act.

The Hunts Point Comprehensive Plan is to be read in conjunction with (1) the Hunts Point Municipal Code (zoning and other chapters as appropriate), (2) the official land use map incorporated by reference herein, and (3) the Hunts Point Shoreline Management Master Program. All of the above documents are available online or by contacting the Hunts Point Deputy Clerk.

## 1.1 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 land and later named it after himself. In the 1890's Hunt fell on hard times and Hunts Point was soon acquired by a group of Seattle men who used the land for family retreats and camping. Small vacation homes were eventually constructed, and it was not long before families were living on Hunts Point throughout the summer. The men commuted to Seattle on board a small ferry, and when it did not show up, they rowed to the city. By 1910 Hunts Point boasted electricity, phones and a dock for the ferry. With the arrival of the postal service and a school, residents began living in Hunts Point all year round. The Ballard Locks opened in 1917 and dropped the level of Lake Washington by roughly nine feet, forming the Fairweather Basin and Cozy Cove marshlands which were quickly purchased. Early development issues for Hunts Point included food spoilage and providing adequate water, sewer and road services.

The opening of the Lacey V. Murrow floating bridge just south of Hunts Point in 1940 made it possible to get to Seattle's eastside by car in just a few minutes and signaled the end of ferry traffic across the lake. Increased automobile ownership and the end of World War II brought a surge in growth to the community. The Hunts Point Park Addition (aka Hunts Point Circle) and the Barnabee Park Plat were developed in the early 1950's. Shortly thereafter, one long-time resident began to divide her property into small lots and the United States Navy proposed to moor their Liberty ships in Cozy Cove. These final two proposals were viewed as potential threats to the tranquility and character of the community and in August, 1955, Hunts Point was officially incorporated as a Fourth Class Town of the State.

Development in the 1950's continued to occur, but under the watchful eye of the new Town government. In 1957 the Fairweather Basin Plat turned marshlands into lake front residential properties and in 1963 the Albert D. Rosellini floating bridge (aka the Evergreen Point Floating Bridge) opened to the public. In 1976 the last large parcel in Hunts Point was subdivided and developed into Hunts Point Lane and in May of 1978 a new Town Hall was dedicated. The Wetherill Nature Preserve, a shoreline property located on the east side of Hunts Point, was jointly dedicated to the Towns of Hunts Point (4.75 acres) and Yarrow Point (10.88 acres) in 1988.

Today Hunts Point is a fully developed, high quality residential community which has successfully preserved much of the natural sylvan character that attracted the first summer residents over one hundred years ago. Development ordinances continue to be drafted and adopted with the intent of preserving those features that give Hunts Point its unique character. 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.

## 1.2 Character of the Community

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.

Hunts Point recognizes the need for public open space. In addition to Hunts Point Town Hall, the Town owns and maintains the D. K. McDonald Park playground, courts, and trails, collectively 3.1 acres. The Town also works in conjunction with Yarrow Point and the Wetherill Nature Preserve board to provide on-going maintenance of the preserve and its extensive trail network. While there are no commercial sites within the Town of Hunts Point, a few are located within walking distance. For instance, the Queen Bee Cafe (currently owned and operated as a 100% non-profit organization by a Hunts Point resident) is a business that desires to foster "moments of human connection over a cup of coffee", and in turn, "spread great ideas and create positive social impacts in the neighborhoods they serve"[1].

In the sixty years since the adoption of the first plan, the Town has developed according to that vision. In 2024, 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.

## 1.3 State and County Planning Policies Applicable to Hunts Point

The Town of Hunts Point Comprehensive Plan must be consistent with the requirements of the Growth Management Act (GMA – RCW 36.70A). The Town, therefore, recognizes all applicable Washington State Planning Goals, Puget Sound Regional Council VISION 2050 Multicounty Planning Policies, and King County Countywide Planning Policies.

[1] Philanthropy (queenbeecafe.com)

## Washington State Planning Goals

Washington State adopted fifteen planning goals[2] to guide the development and adoption of comprehensive plans and development regulations for those cities that are required to plan under the Revised Code of Washington (RCW) 36.70A.040 and, where specified, also guide the development of regional policies, plans, and strategies adopted under RCW 36.70A.210 and RCW Chapter 47.80. The following statutory goals (not listed in order of priority) shall be used for the purpose of guiding the development of the Town's comprehensive plan, development regulations, along with regional plans, policies, and strategies:

1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

3) Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.

4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage

[2] https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.020

incompatible uses.

9) Open space and recreation. 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.

10) Environment. Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

14) Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

15) Shorelines of the state. For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

To meet the aforementioned planning goals, RCW 36.70A.070 mandates inclusion of the following nine comprehensive plan elements:

- Land Use
- Housing
- Transportation
- Parks and Recreation

- Climate Change and Resiliency
- Capital Facilities
- Utilities
- Rural
- Economic Development

NOTE: The Town is exempt by statute from planning for the rural element and economic development portions of the code.

### Puget Sound Regional Council

Hunts Point is a member of the four-county[3] Puget Sound Regional Council (PSRC). In accordance with the PSRC's VISION 2050, the Hunts Point Comprehensive Plan advances actions included in the plan, offers a sustainable approach to planning, and is consistent with the region's growth strategy and multi county planning policies.

### King County Countywide Planning Policies

King County's Countywide Planning Policies (CPPs) create a shared framework for growth management planning in King County by implementing the Washington State Growth Management Act and the Puget Sound Regional Council's VISION 2050 Multicounty Planning Policies. The CPPs are developed by the Growth Management Planning Council and then recommended to the King County Council (KCC). Following KCC adoption, the CPPs are sent to all cities and Towns in the county for review and ratification. The comprehensive plan for King County and city and Town comprehensive plans are to be developed within the CPP framework.[4]

The current CPPs (December 2021), promote the effective use of urban land and coordinated development of rural lands. The 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 six overarching goals[5] addressed by King County's Countywide Planning Policies include:

1) Environment – The quality of the natural environment in King County is restored and protected for future generations.
2) Development Patterns – Growth in King County occurs in a compact, centers-focused

[3] Members of the PSRC include King, Pierce, Snohomish, and Kitsap counties.
[4] King County Countywide Planning Policies, Background and Purpose https://kingcounty.gov/en/dept/executive/governance-leadership/performance-strategy-budget/regional-planning/cpps]
[5] 2021 King County Countywide Planning Policies, Ratified November 30, 2023

pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects rural and natural resource lands.

3) Housing – Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:
   a. preserve, improve, and expand their housing stock;
   b. promote fair and equitable access to housing for all people; and
   c. take actions that eliminate race-, place-, ability-, and income-based housing disparities.
4) Economy – All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.
5) Transportation – The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.
6) Public Facilities and Services – County residents in both urban and rural areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.

## 1.4 Tribal Planning and Land Acknowledgement

The Town of Hunts Point acknowledges it is positioned on lands formerly used by federally recognized tribes. The Town respects tribal connections to these lands (including any sacred sites that may reside within the Town's boundaries) and will strive to support the meaningful, regular, and ongoing exchange of information on all Town policies and actions that have Tribal implications, incorporating tribal values and perspectives when and where appropriate.

## 1.5 Critical Areas in Hunts Point

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 Yarrow Point and Hunts Point jointly commissioned a wetland 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. For instance, beavers are known to reside in both Cozy Cove and Fairweather Bay while eagles and blue heron have 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 Hunts Point's 2015 Shoreline Master Program in addition to other state and federal rules and permits. The current 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.

## 1.6 Public Engagement Process

Public participation is vital to the preparation of any comprehensive plan as the plan itself only becomes relevant when the stated goals and policies reflect public opinions, and when plan implementation continually welcomes citizen involvement and feedback.

Hunts Point staff and elected leadership provided opportunities for early and continuous public participation throughout the comprehensive plan update process. For instance, in June 2023, the Hunts Point Town Council adopted a Public Participation Plan which encouraged public involvement, ensured the planning process would be transparent, and provided adequate opportunity for public input. The following objectives were identified to help drive public participation efforts:

- Connect with and inform the public of the purpose of the comprehensive plan update.
- Create and encourage community feedback opportunities to advise and comment throughout the update process.
- Share updates with the community throughout the process.

- Provide clear, timely notice regarding public meetings or hearings, as well as other opportunities to provide comment.

- Continually ensure that Town staff and officials fully understand the community concerns and perspectives.

### Outreach and Events

A broad range of strategies were utilized as part of the comprehensive plan update process to connect with residents and provide opportunities for public engagement. In keeping with the Public Participation Plan, all elements of this comprehensive plan update were reviewed and discussed at both Town Council and Planning Commission meetings which were publicized and open to everyone. In addition to elected officials, various residents attended these meetings and provided feedback. Hunts Point staff posted all meeting minutes to the Town's website.

## 1.7 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 (457 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

The aforementioned development regulations, together with the Town's public review process, provide on-going 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 Planning Commission are open to the public. Application and strict enforcement of these regulations will protect the character and amenities of the Town as development and redevelopment continues.

The following five documents regulate development in Hunts Point. Each addresses a particular issue or physical element of the community.

Zoning Code (HPMC Title 18)

The Town's Zoning Code forms the foundation for regulating development. It establishes densities and regulates the construction of individual structures. The code is periodically reviewed and updated to address development issues as they arise and serves to keep the scale of individual

houses in character with the rest of the community.

Site Development Code (HPMC, Chapter 15.45)

A Site Development Ordinance was adopted in June 1989 to preserve and enhance the Town's unique aesthetic character, natural topography, historically dominant vegetation features, and waterfront views. The Site Development Code regulates site preparation activities and related actions in conjunction with new residential development and redevelopment. It specifically sets guidelines for excavation, grading, rockeries and retaining walls, impervious surfaces and groundwater run-off, storm-water retention during and after construction, and soil erosion and the transport of silt to the lake. A Site Development Permit Application includes submission of plans which specifically illustrate all proposed site modifications.

Tree Code (HPMC, Chapter 8.25)

Hunts Point's Tree Code was adopted in 2010 (Ordinance No. 480). It 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-inches 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.

Shoreline Master Program

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 most recent Shoreline Master Program was adopted in 2015.

Sensitive Areas Ordinance

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.

## Intergovernmental Coordination

Hunts Point recognizes it is part of a regional community in which many of the broader issues require collective solutions. For instance, it was recognized early on in the Growth Management Act (GMA) 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 these jurisdictions should meet to discuss their common issues and problems. In April 1991, a day long Growth Management Seminar was held to brief these communities on the GMA requirements, unearth what issues the communities had in common, and similarly, where they disagreed.

The four “Points” communities still hold regular monthly meetings between the mayors and city administrators of each jurisdiction. This increased communication has led to a high degree of consistency when addressing not only the comprehensive plan, but other regional matters of mutual interest such as traffic volumes and the State Route 520 lid maintenance.

# 2. LAND USE

## 2.1 State/ Regional/ County Planning Goals

### Washington State Planning Goals

The Washington State Growth Management Act (GMA) guides land use planning at the state, county, and local levels. State requirements for the land use element are codified in the Revised Code of Washington (RCW), Section 36.70A.070(1).

### Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) works to ensure a bright future for King, Pierce, Snohomish, and Kitsap counties. VISION 2050[6] is PSRC's regional plan for managing growth over the coming decades. Their strategy calls for jobs, new housing, and development in regional growth centers and near high-capacity transit, while protecting rural areas, farmlands, and forests.

### King County Countywide Planning Policies

The 2021 King County Countywide Planning Policies section on Development Patterns includes policies which address the location, type, design, and intensity of land uses that are desired in King County and its cities.

## 2.2 Existing Land Use

Hunts Point peninsula is approximately one mile long and extends north into Lake Washington; at its widest point, it is less than one-quarter of a mile. Land use is predominantly single-family residential accessed by public rights-of-way. There are currently no commercial establishments and no multiple family dwellings. D.K. McDonald Park contains the Town Hall, a playground, walking trails, a large grass field, and hard surface courts that can be used for pickleball, basketball, and tennis. A paved public parking area provides direct access to local and regional trail networks as well as the Wetherill Nature Preserve located in the southeast portion of the Town. State Route 520 (SR 520), a state highway with direct access to the Seattle metropolitan area, cuts east/ west through Hunts Point and isolates 14 lots on the Town's south side adjacent to Clyde Hill and Medina. Figure 1 and Table 2.2-1 summarize existing land uses within the Town.

[6] VISION 2050 | Puget Sound Regional Council (psrc.org)

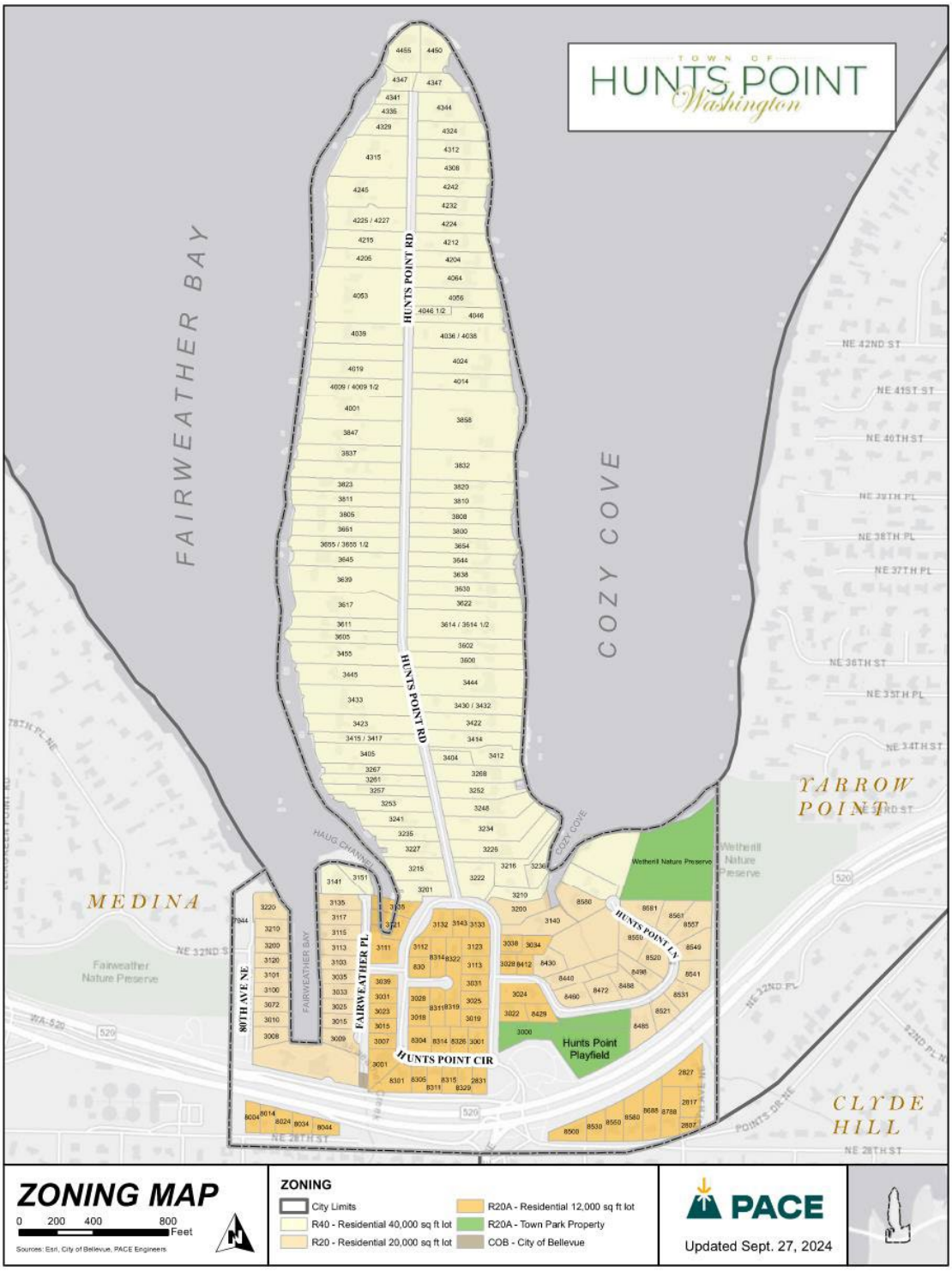



Figure 1: Existing Zoning Map

**TABLE 2.2-1: EXISTING LAND USE INVENTORY**

| LAND USE | ACRES |
|---|---|
| Single-Family Residential (191 Lots) | 181.51 |
| R-40 – 95 lots | |
| R-20 – 56 lots | |
| R-20A – 40 lots | |
| Town Rights-of-Way | 16.16 |
| D.K. McDonald Park | 2.76 |
| Wetherill Nature Preserve | 4.57 |
| TOTAL ACRES | 205.00 |

### Residential Land Use

There are four zoning districts in Hunts Point:

- R-40: Single-Family Residential with minimum lot size of 40,000 square feet;
- R-20: Single-Family Residential with minimum lot size of 20,000 square feet;
- R-20A: Single-Family Residential with minimum lot size of 12,000 square feet;
- R-20A: Municipal Park

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

### Town Right-of-Way

The Town's rights of way serve as the major component of its green infrastructure and green space, mandatory elements under RCW 36.70A.070(1). Hunts Point's rights-of-way widths vary and include paved streets, planting strips, and undeveloped access corridors. The primary focus when preserving paved streets is on safety.

## 2.3 Future Land Use Conditions

Hunts Point is a well-established residential Town that operates much like a neighborhood confined within a large city. It has no commercial district, cannot increase its land area, and has

very limited opportunity for development. Although the Town's density is expected to slightly increase due to recent state mandates which allow for middle housing, accessory dwelling units, and unit lot subdivisions, no significant growth is anticipated. According to the Washington State Office of Financial Management Forecasting Division, the Town will likely continue to maintain a mostly stable population over the next twenty years and in doing so is expected to have an inconsequential effect on urban growth, sprawl, or economic development.

Hunts Point will likely restrict commercial development for the foreseeable future in lieu of maintaining its well-established park facilities and trails and single-family residential zones. However, the Town also intends to collaborate with A Regional Coalition for Housing (ARCH) and revise our Future Land Use Map (FLUM) in an effort to meet the King County Affordable Housing Committee's expectations for creating at least one affordable housing unit by 2044. Consistent with the revised FLUM, the Town will also adopt a new chapter of its zoning code to allow for multifamily middle housing options (up to a four-plex) on specified lots in the R-20A Zone nearest to public transit stops on 84th.

The protections afforded by the Hunts Point Municipal Code become increasingly significant as the Town moves toward its maximum density. It should be noted that increasing density is likely to result in a significant loss of trees which in turn, will cause negative environmental impacts such as increased stormwater runoff, hillside erosion, and heat islands; all of which will drastically change the Town's character. Compliance with and enforcement of zoning regulations (i.e. setbacks, gross floor area, and potentially lot and structural coverage) are crucial if the Town is to balance its individual integrity with development and state mandated density requirements.

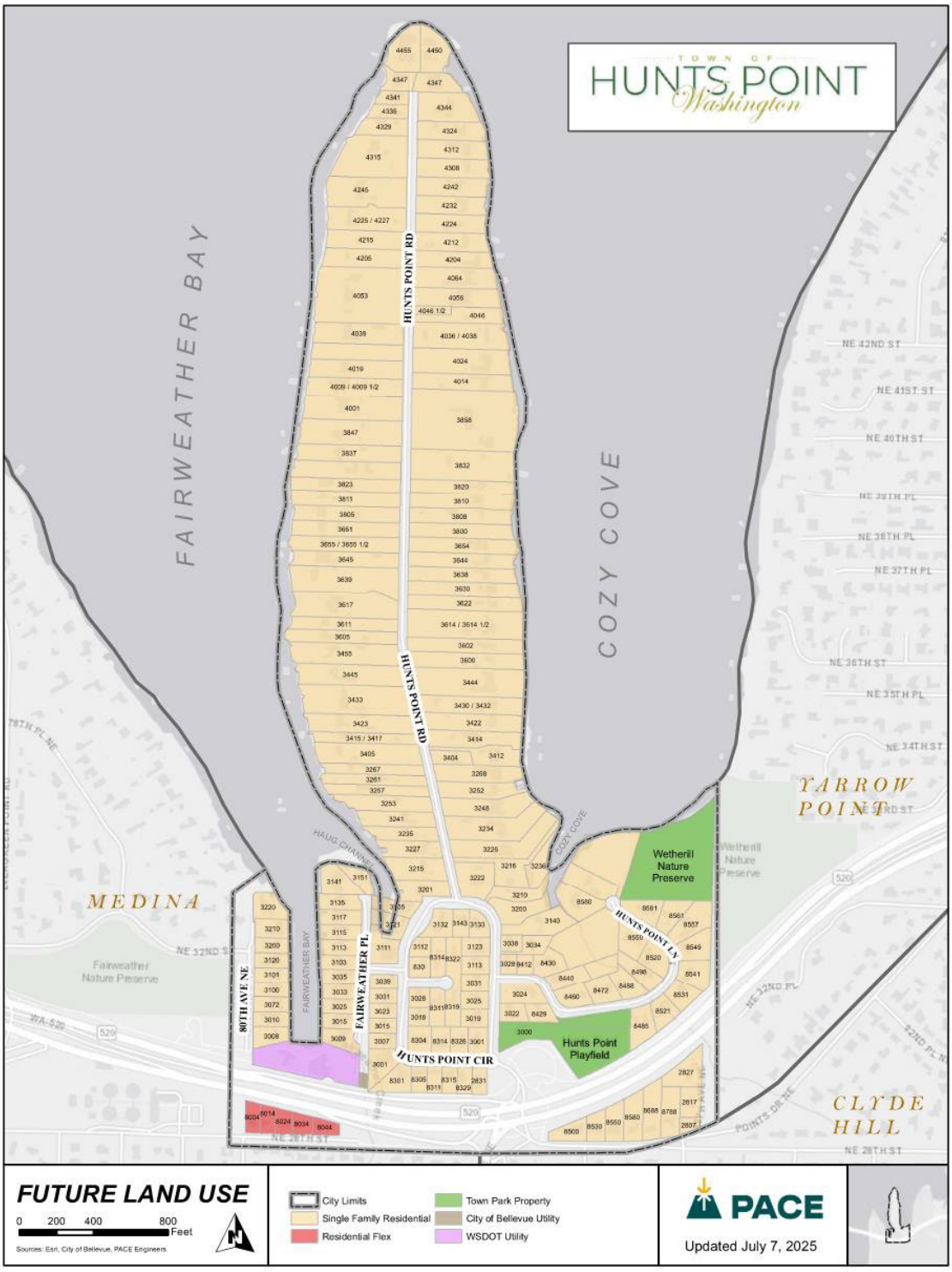



Figure 2: Future Land Use Map

## Subdividable Land

The Town's zoning regulations are dependent on location:

- R-40  40,000 square feet / lot minimum
- R-20  20,000 square feet/ lot minimum, and
- R-20A 12,000 square feet / lot minimum.

Following these zoning requirements, those lots that equal or exceed the minimum square footage are able to subdivide. Town of Hunts Point currently has sixteen (16) lots with the ability to subdivide under the current municipal code, which could result in nineteen (19) new single-family lots as shown in the figure below.

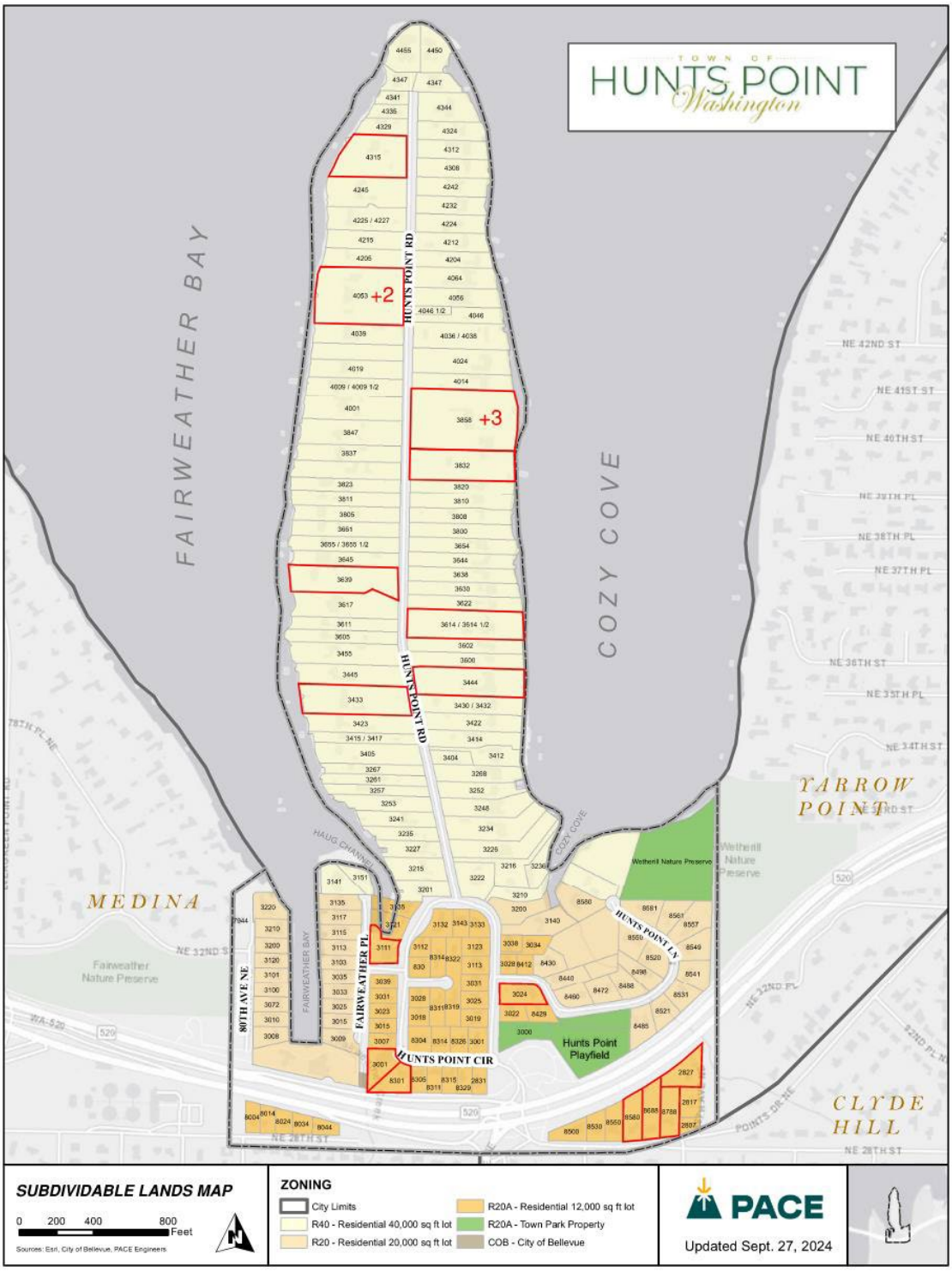



Figure 3: Subdividable Lands Map

## 2.4 Goals and Policies

**Goal L-1:** Employ appropriate land use measures consistent with this comprehensive plan that preserve and enhance the Town's quality of life.

- **Policy L-1.1:** Balance privacy, tree preservation and adequate open space, coordinated development and density, and community cooperation and involvement, all while maintaining Town's character.
- **Policy L-1.2:** Allow for single-family residences and middle housing types, such as accessory dwelling units, consistent with the Town's infrastructure limitations and state law.
- **Policy L-1.3:** Ensure zoning and land use goals work in partnership to preserve the Town's character and support current and future residents.
- **Policy L-1.4:** Assess and adjust existing and future land use and zoning designations to enable the Town to meet housing targets and other regional requirements, including countywide policies for land capacity and zoning that can accommodate allocated affordable housing units and permanent supportive and emergency housing as required by state law.
- **Policy L-1.5:** Reassess land use measures at regular intervals following implementation to determine their impacts on the Town's quality of life, population growth, and public facilities, and utilize this information as needed to adjust future land use and zoning designations.
- **Policy L-1.6:** Provide opportunities for inclusive community engagement when making land use policy decisions by allowing residents to participate in the growth management process.

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

- **Policy L-2.1:** Ensure the preservation of open space and the organized development of parks and public spaces.
- **Policy L-2.2:** Preserve and maintain existing parks for passive and active recreational use when and where possible.
- **Policy L-2.3:** Continue to support the Wetherill Nature Preserve in its mission to organize volunteer activities, provide for woodland maintenance and shoreline management, and generally improve the Town's quality of life.
- **Policy L-2.4:** Explore creative approaches and partnerships to expand public open spaces for Town residents.
- **Policy L-2.5:** Explore potential improvements to the active transportation network.

**Goal L-3:** Protect and when possible, enrich the Town's critical areas, natural resources, and the

wooded environment.

- **Policy L-3.1:** Review and if necessary, update the Town's Critical Area Ordinance to recognize the Best Available Science for determining which portions of the Town are Critical Areas and how to best protect them.
- **Policy L-3.2:** Review and if necessary, enhance the existing Critical Areas Regulations for Shoreline Jurisdiction.
- **Policy L-3.3:** Continue to coordinate with county, state, and federal agencies to support relevant environmental protections of the flora, fauna, land and waters within the Town.
- **Policy L-3.4:** Promote community education 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 the local ecology.
- **Policy L-3.5:** Protect and restore native vegetation, wetlands, and other key natural resources and encourage continued stewardship.

**Goal L-4:** Develop public facilities and infrastructure concurrently with existing and future land use to maintain and improve the Town's quality of life.

- **Policy L-4.1:** Maintain existing public facilities and evaluate the need for new facilities within the Town while also considering new county, state, and federal mandates and information gathered from regular assessments of land use patterns.
- **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

### Puget Sound Regional Council

Engrossed Substitute House Bill 2321, Engrossed Second Substitute House Bill 1220, Engrossed House Bill 1337, and Engrossed Second Substitute House Bill 1110 significantly amended the housing related provisions of the Washington State Growth Management Act (GMA) which guided the previous Hunts Point comprehensive plan update. For instance, jurisdictions must now document the need for emergency housing (EH), emergency shelters, permanent supportive housing (PSH), and moderate-, low-, very low- and extremely low-income households using county-level need figures provided by the Washington State Department of Commerce. Additionally, these new mandates require supplementary planning to address moderate density housing, or "middle housing", which includes duplexes, triplexes and townhomes to name a few, as well as additional analysis and policies to address racially disparate impacts and exclusion in housing.

Small local governments generally do not build housing, but they do play an important role in shaping the type, location and amount of housing available by establishing zoning, setting density limits, and when possible, providing funding and incentives for affordability.

### King County Countywide Planning Policies

King County Countywide Planning Policies (CPPs) primary housing element goal envisions a full range of affordable, accessible, healthy, and safe housing choices made available to every resident in King County through the collaboration of all jurisdictions working together. CPP strategies reflect the County's commitment to address their Regional Affordable Housing Task Force results, and they include goals and policies to ensure all jurisdictions in King County plan for and accommodate their allocated share of existing and projected housing needs.

Under the Growth Management Act, King County, in coordination with the cities in King County, adopt growth targets for the ensuing 20-year planning period. According to CPPs Table DP-1[7], Hunts Point is required to add one new housing unit between 2019-2044, and is encouraged to meet the need of extremely-low income households (0-30%) of Area Median Income (AMI)[8]. In short, Hunts Point must plan for at least one affordable housing unit by 2044 to accommodate its projected share of the region's housing need by setting land use and zoning regulations that would enable developers to construct the types of housing that can serve low-income populations.

[7] 2021 King County Countywide Planning Policies, Appendix 4: Housing Technical Appendix
[8] Ibid. Policy H-2

## 3.2 Community Breakdown

### Housing Characteristics

Hunts Point is a mature residential neighborhood composed single-family dwellings (some of which have additional dwelling units) on lots that together have high land and improvement values. Housing availability is generally a function of the same market forces that affect the entire region. The Town's size and its lack of developable land prevent it from becoming an urban center, siting a major public facility, or generating any substantial economic development.

Residents value the unique history and characteristics afforded by the Hunts Point community. To that end, the Town allows modest improvements of non-conforming structures to promote redevelopment, limit displacement, and ensure there are reasonable housing opportunities and recognizes the opportunities it provides for generational growth.

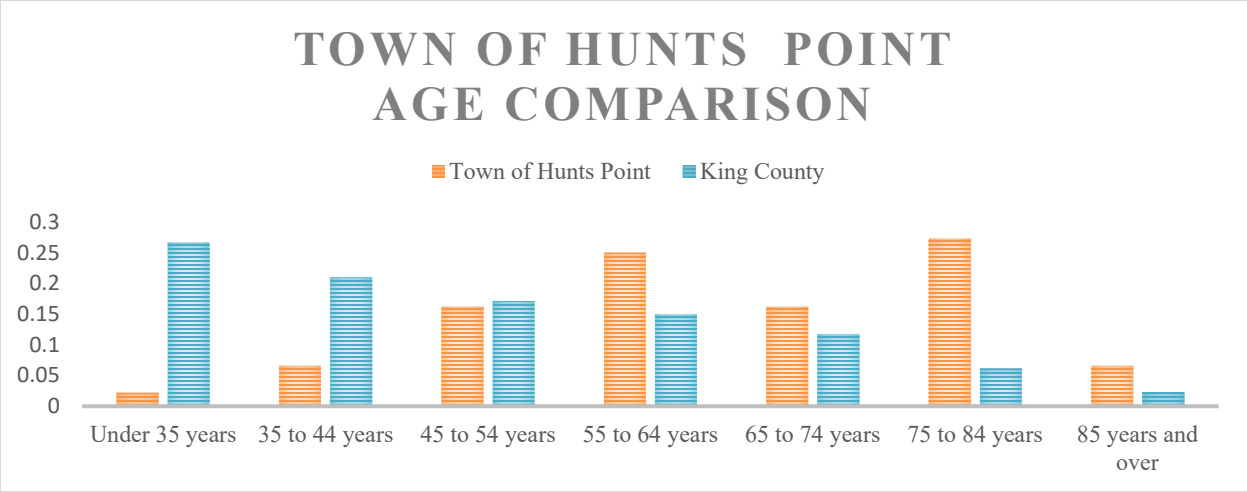
Hunts Point recognizes its place as part of a larger regional community where collective decisions are necessary to protect and enhance the quality of life. The Town will continue to work proactively towards attaining local and regional goals and, to the extent practical, participate in their resolution.

### Population Demographics

According to the 2020 Census[9], Hunts Point has a population of 457 people. Although this represents an increase of 62 people, or 16% over the previous ten-year period, the average population from 1990 – 2020 was 452 people. The total number of housing units in 2020 was 185 dwelling units, averaging 2.47 people per unit.

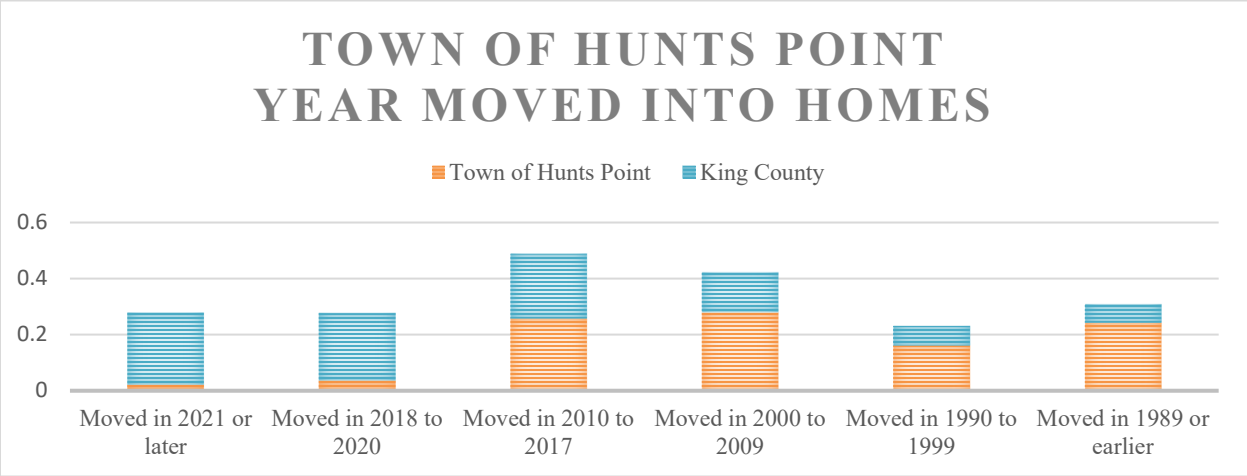
Predominantly a single-family residential neighborhood, the community maintains a higher-than-average age when compared to the entire county. The median age of a Town resident is 58.6 years compared to 37.5 years in King County.

[9] https://data.census.gov/profile/Hunts_Point_Town,_Washington?g=160XX00US5332755



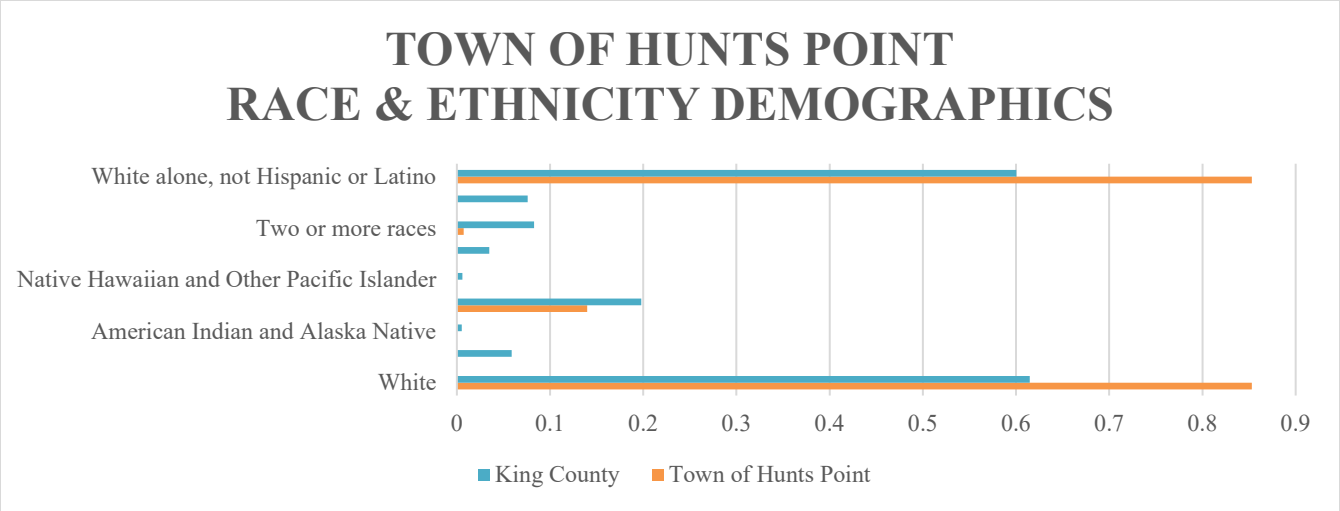

Plot 1: Age Comparison with King County (Source: American Community Survey 5-year Estimates 2022)

Our community shows a history of residents with long-standing connections in the Seattle Metropolitan Area, showing a distinction for King County with a lower percentage of people moving into the Town in the most recent years. This demonstrates a significant preference among individuals to settle in and remain part of the community.




Plot 2: Year Residents Moved into Households Comparison with King County (Source: American Community Survey 5-year Estimates 2022)

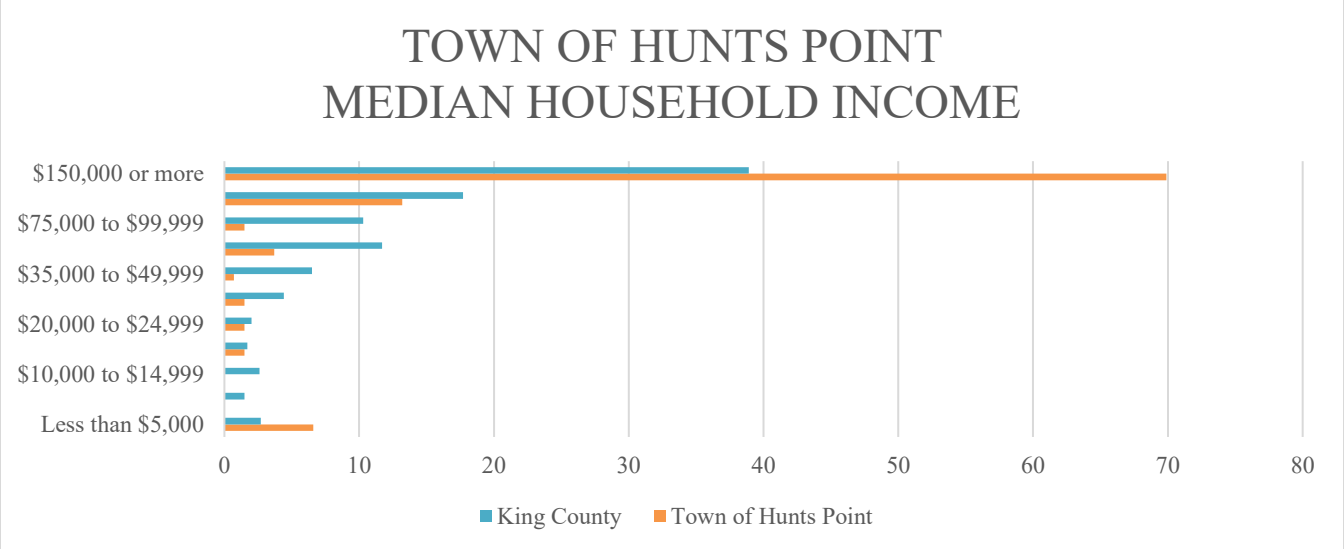
The demographic composition of the Town of Hunts Point in terms of race and ethnicity shows a slight distinction from King County. While the estimated margin of error for the White community is 23+/- people or 17%. This estimate puts the community around 7% above King County. Overall, the Town mirrors the broader regional population with minimal differences. NOTE: Apart from the White community, the observable variation between King County and the Town of Hunts Point falls within the margin of error (approximately 10%).



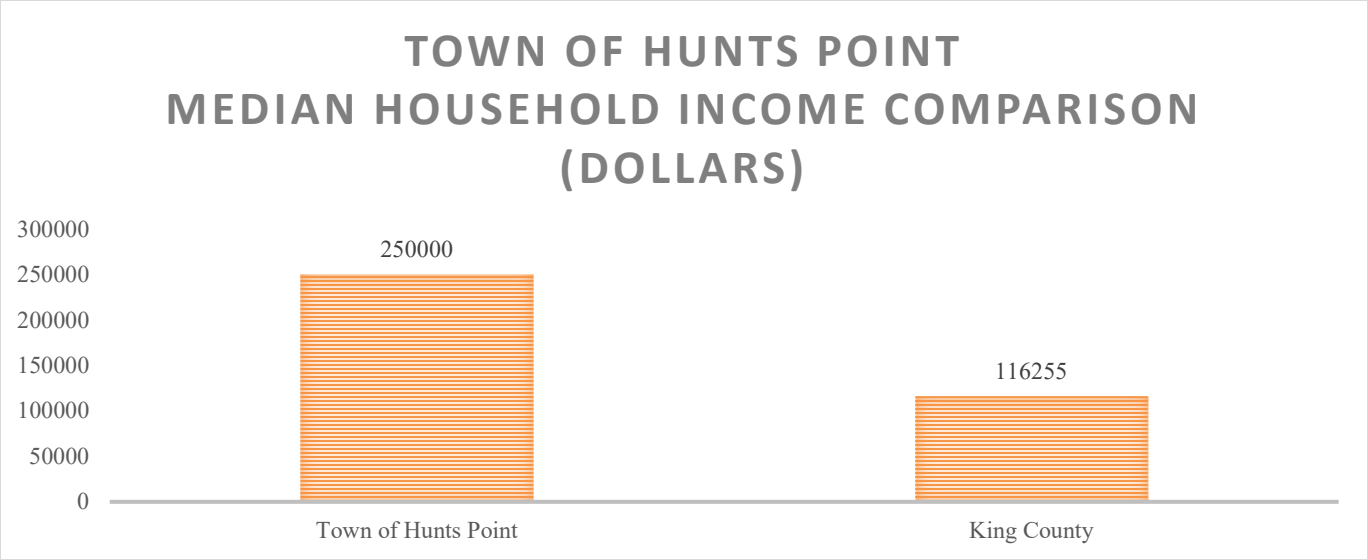

Plot 3: Town of Hunts Point: Race and Ethnicity (Source: American Community Survey 5-year Estimates 2022)

## Socioeconomic Characteristics

The median household income in the Town of Hunts Point is over double the amount in the Seattle-Tacoma-Bellevue, WA Metro Area (over $250,000 per household compared to $107,206). About 70% of residents have a household income above $150,000 per year. NOTE: These estimates have a margin of error of at least 10% of total value.




Plot 4: Town of Hunts Point: Median Household Income in Comparison with King County (Source: American Community Survey 5-year Estimates 2022)

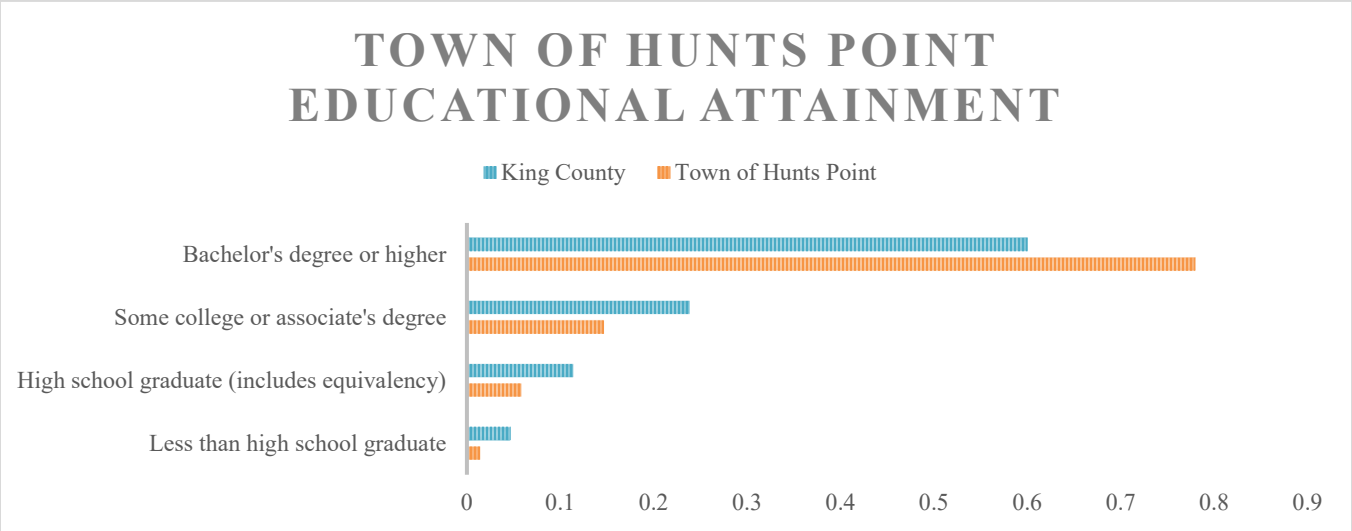



Plot 5: Town of Hunts Point: Median Household Income Comparison with King County (Source: American Community Survey 5-year Estimates 2022)

- Town of Hunts Point Median Household Income does not depict exact estimates as the Census puts the median income at 250,000+

## Educational Attainment

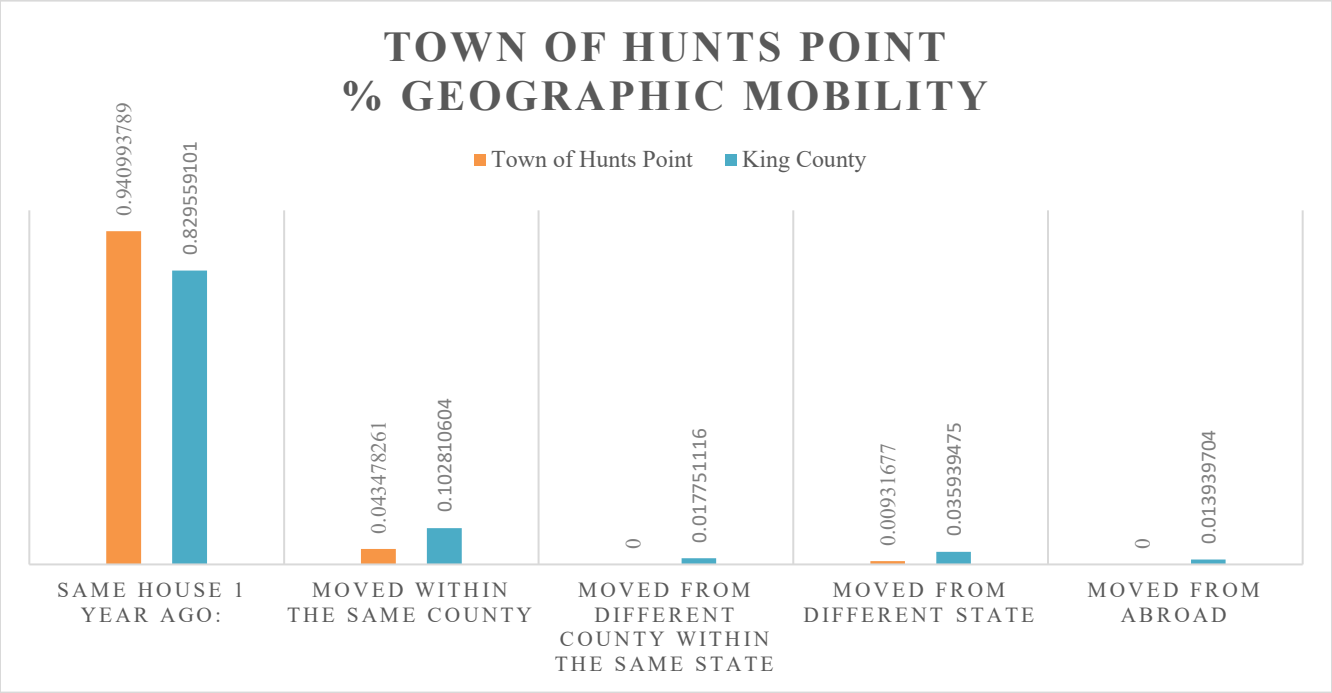
Residents in Hunts Point have achieved a high educational status when compared to the regional standard. Nearly 80% of the Town has obtained a bachelor's degree or higher educational level. This is double the rate in the Seattle-Tacoma-Bellevue, WA Metro Area.




Plot 6: Town of Hunts Point: Education acquired by residents in Comparison with all residents of King County (Source: American Community Survey 5-year Estimates 2022)

## Geographic Mobility

According to United Stated Census Data, in 2022 nearly 90% of residents resided in the same house as they did one year prior. Among those who relocated to the Town of Hunts Point that year, the majority moved from elsewhere in the county. Others previously resided in a different state while no one moved from a different county or abroad. This data illustrates that the Town is predominantly comprised of long-standing members who have local connections.

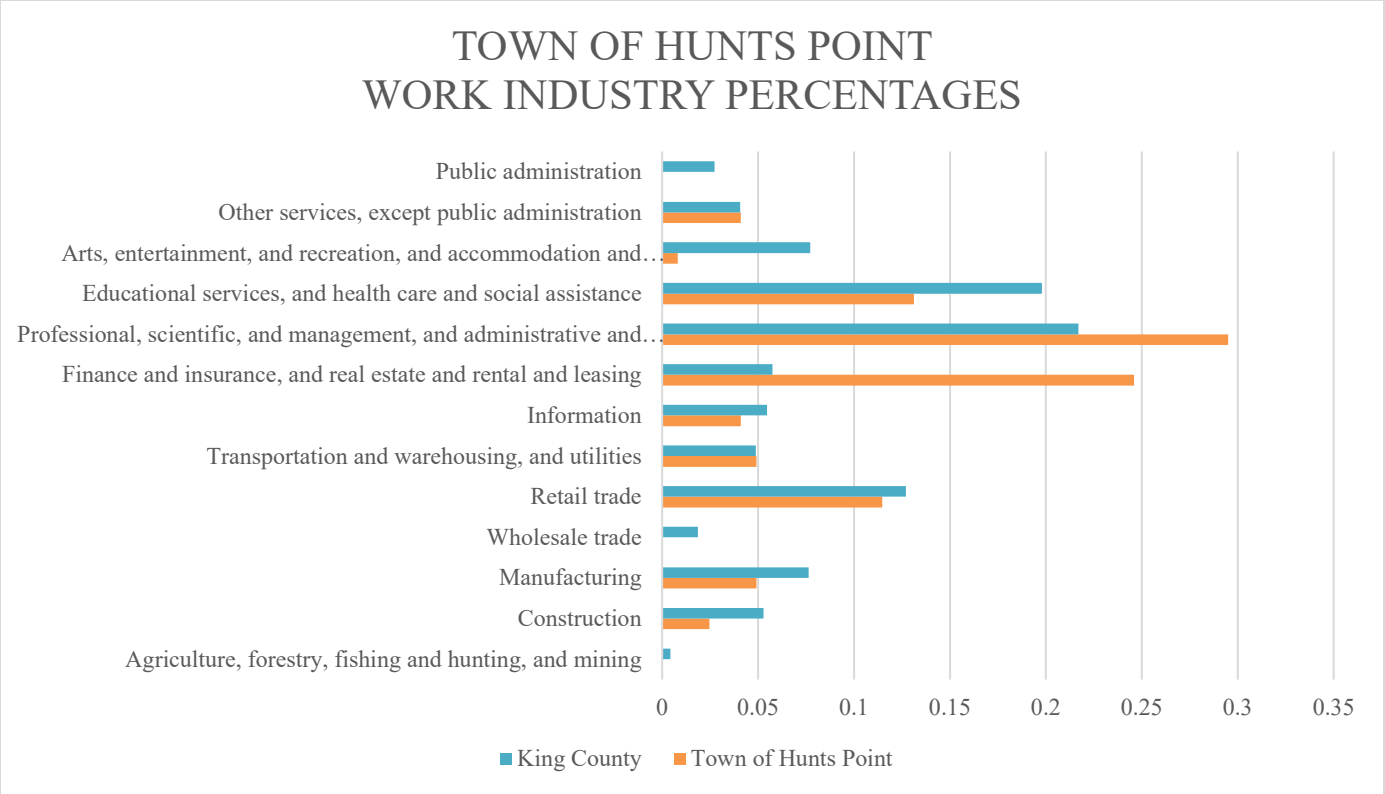



Plot 7: Town of Hunts Point: Geographic Mobility (Source: American Community Survey 5-year Estimates 2022)

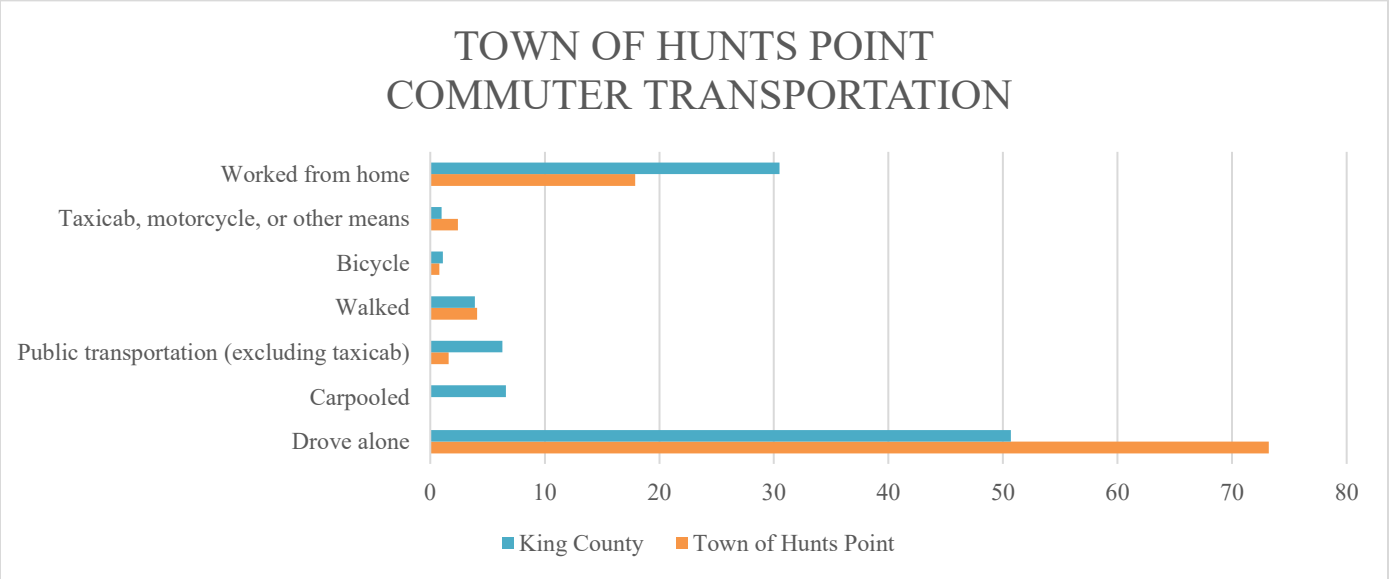
## Commuting Characteristics

The majority of Hunts Point residents work in professional, scientific, management, administrative, finance, insurance, real estate, and leasing industries. The biggest distinction we can see when comparing the Town to the overall work industry percentages of King County is that 25% of the community works within finance, insurance, or real estate. This is nearly five times greater than the amount of people within King County in this workforce.

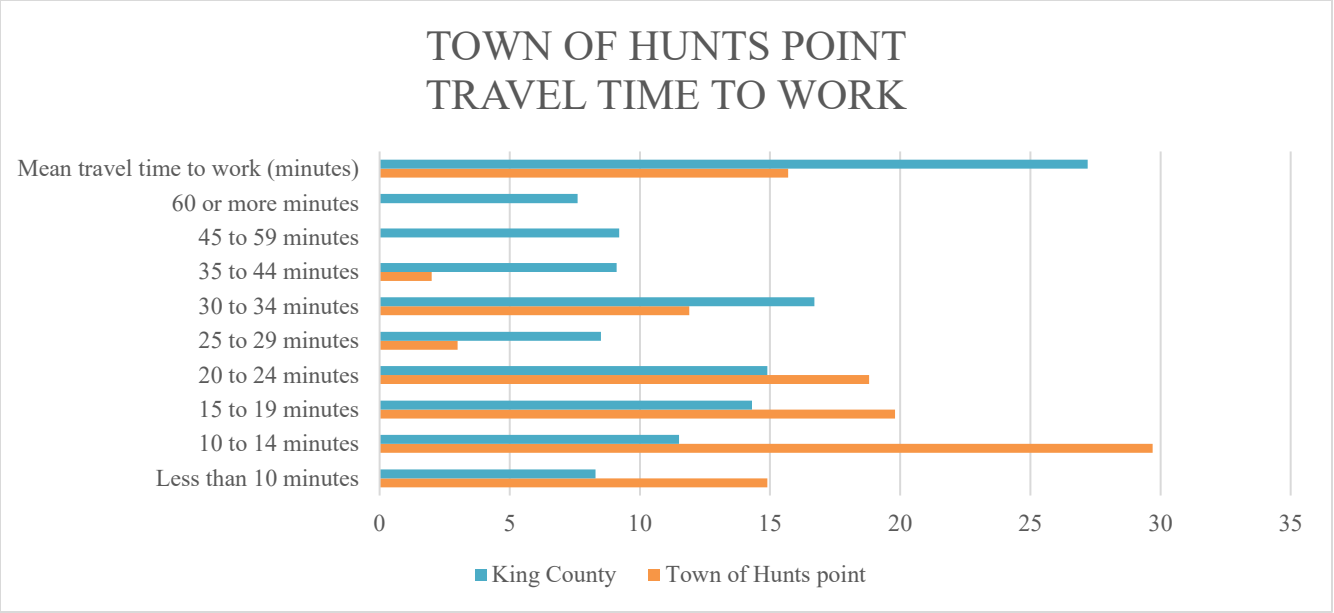
The average time spent for an employed Hunts Point resident to travel to work is 15.7 minutes. This is significantly less than the average time spent travelling to work for others in Washington state (26.3 minutes). The community uses a variety of modes of transportation when commuting to work. Direct access to State Route 520 offers an easy commute for the majority of residents that choose to drive. While some decide to work directly from home (nearly 20%), residents also have the option of public transportation via the King County Metro System. Route 271 comes from 520 and moves through Medina and Clyde Hill, offering direct access to neighboring cities.




Plot 8: Town of Hunts Point Work Industry Percentages Comparison with King County (Source: American Community Survey 5-year Estimates 2022)




Plot 9: Town of Hunts Point: Types Commuter Transportation (Source: American Community Survey 5-year Estimates 2022)



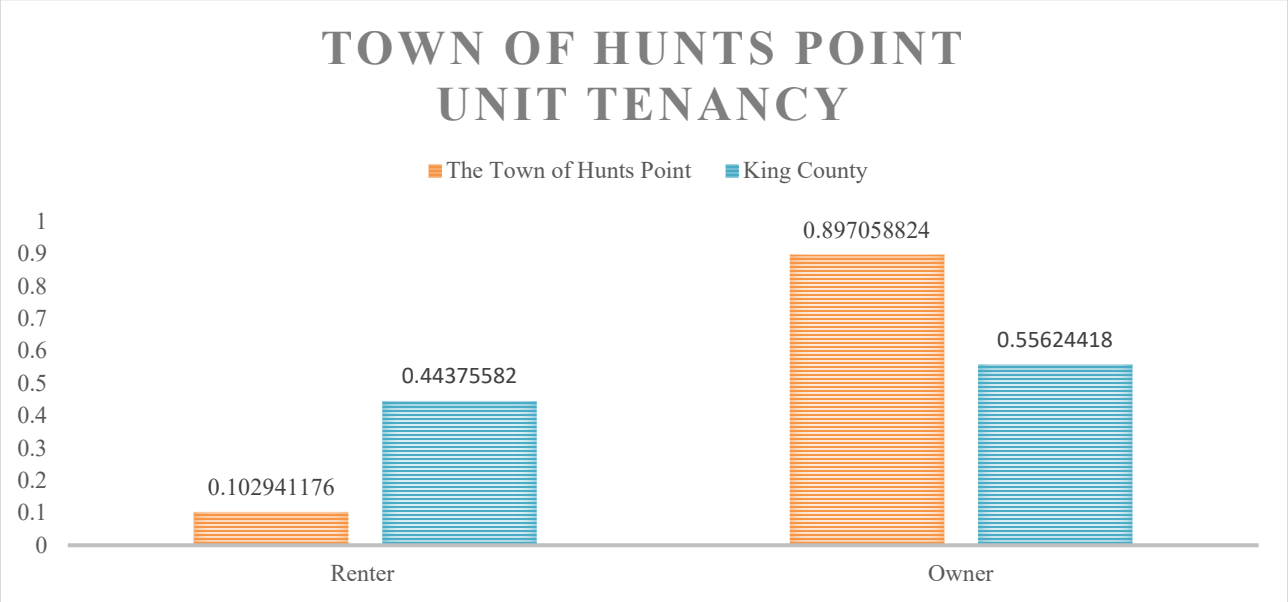

Plot 10: Town of Hunts Point Travel Time to Work Comparison (Source: American Community Survey 5-year Estimates 2022)


Map 1: Public Transportation Adjacent to the Town of Hunts Point

## 3.3 Existing Housing Characteristics

The 2020 census indicates that there are 185 dwelling units in Hunts Point. This is an increase of 4 units since 2010 and may be attributed to short subdivisions or the addition of guest houses. The dwellings 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

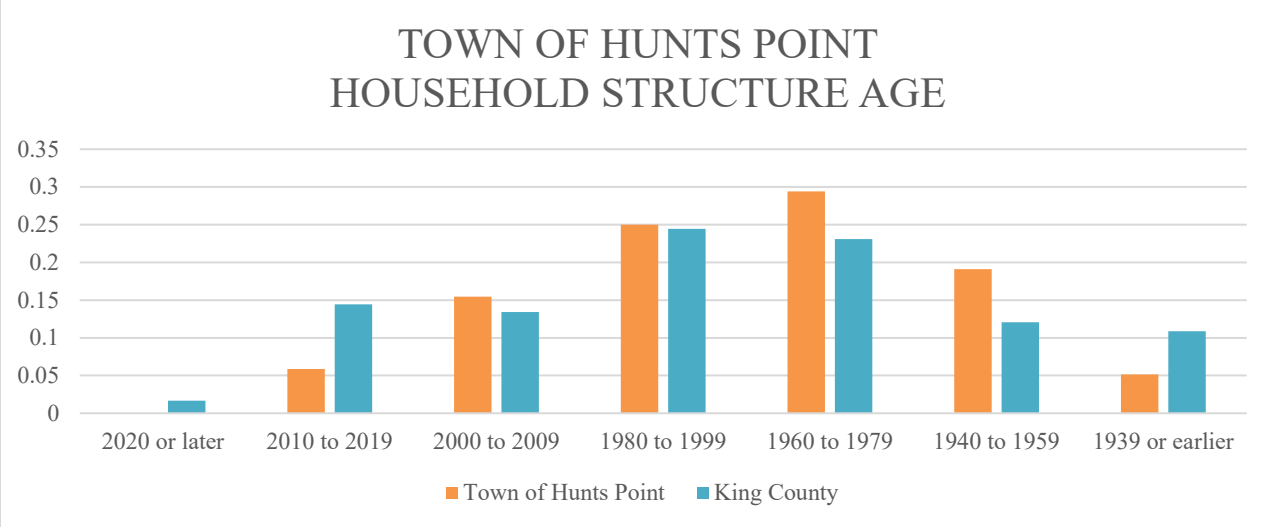
lots having shoreline access on Lake Washington. Nearly 90% of housing units in the Town of Hunts Point are owner-occupied, the most recent data shows vacant units in the Town were around 6% in the year 2020.




Plot 11: Unit Tenancy: Renter vs. Owner (Source: American Community Survey 5-year Estimates 2022)

## Age and Condition of Housing

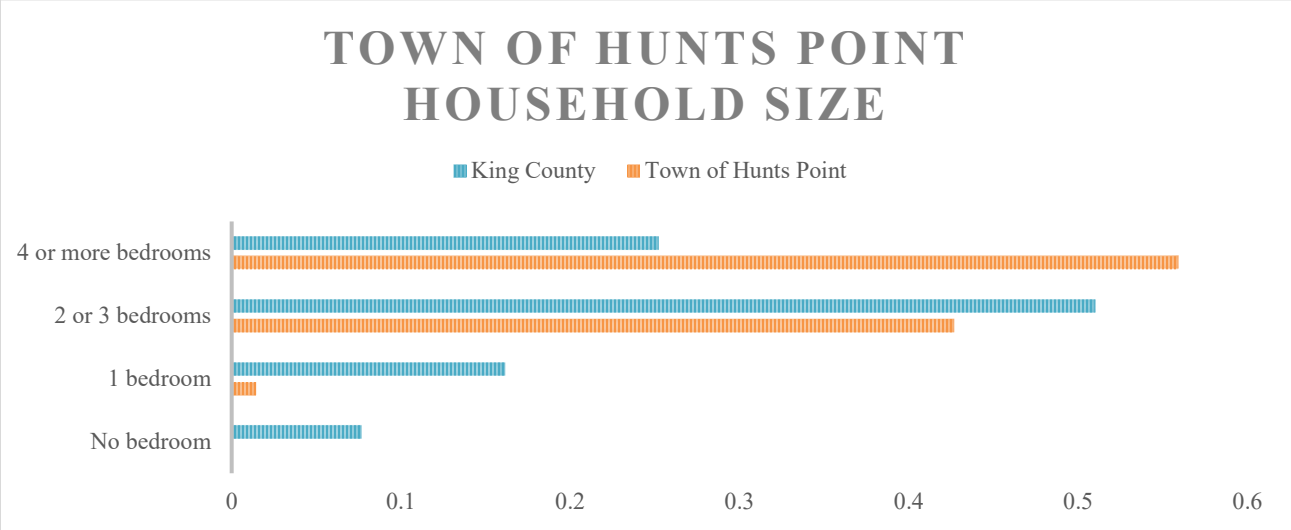
The data represents a community open to new construction and developmental improvements within their neighborhood, but shows residents are more likely to opt for renovations to existing structures.




Plot 12: Town of Hunts Point Household Structure Age Comparison (Source: American Community Survey 5-year Estimates 2022)

## Household Size

The average household size is slightly larger in comparison with King County as a whole, with most households consisting of 4 or more bedrooms.




Plot 13: Town of Hunts Point: Household Size Based on Number of Bedrooms (Source: American Community Survey 5-year Estimates 2022)

## Housing Affordability and Income

King County determines affordable housing needs based on Area Median Income (AMI). The table below represents our existing housing inventory in terms of AMI. The Town of Hunts Point has an Area Median Income of $136,600[10].

| *AMI Bracket* | *Minimum Income* | *Maximum Income* | *Max Monthly Rent (30% of Max Income)* | *Number of Rental Units in Bracket* | *Max House Price* | *Homes in this Bracket ** |
|---|---|---|---|---|---|---|
| **0-30% (Very-Low Income)** | 0 | 40,980 | 1024.5 | 0 | 150,000 | 9 |
| **30-50% (Low Income)** | 40,980 | 68,300 | 1707.5 | 2 | 250,000 | 0 |
| **50-80%** | 68,300 | 109,280 | 2732 | 2 | 400,000 | 0 |
| **80-100% (Middle Income)** | 109,280 | 136,600 | 3415 | | 500,000 | |
| **100-120%** | 136,600 | 163,920 | 4098 | 3 (estimate) | 600,000 | 1 |
| **120%+^ (High-Income)** | 163,920 + | | 4098+ | 3 (estimate) | 600,000 + | 112 |

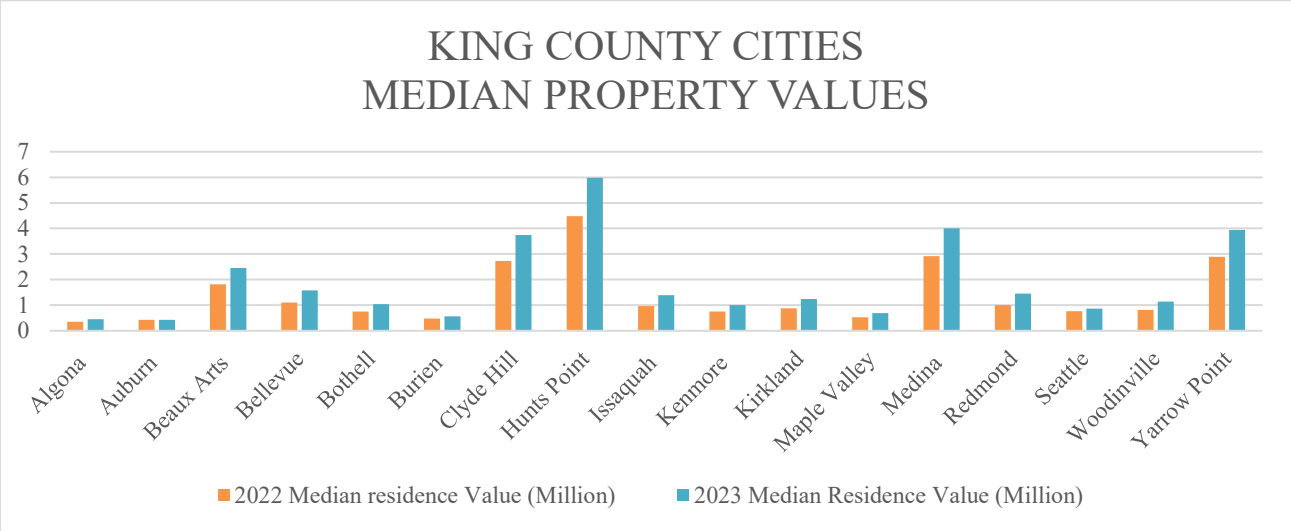
Table 1: Breakdown of Housing Units by AMI
*Assuming no additional debt and 20% Down Payment at a 29% Debt-to-Income Ratio
* Based on American Community Survey 5-year Estimates 2022 Data – Changes may have occurred between 2022-2024
* Important to acknowledge that this data carries a significant margin of error.
* Max Monthly Rent going off Gross Rent Costs

[10] Area Median Income Lookup Tool (fanniemae.com)

## 3.4 Market Analysis

### Estimated Housing Prices

Property values in the Town of Hunts Point have been steadily increasing over the past few years, with the median property value increasing by nearly one-and-a-half million dollars from 2022 to 2023 ($4.476M - $5.983M). Reflecting the affluent demographic of the Town, property values in the community are notably elevated compared to adjacent neighborhoods. Assessment data from the King County Assessor shows the Town of Hunts Point has some of the highest land values in the county.

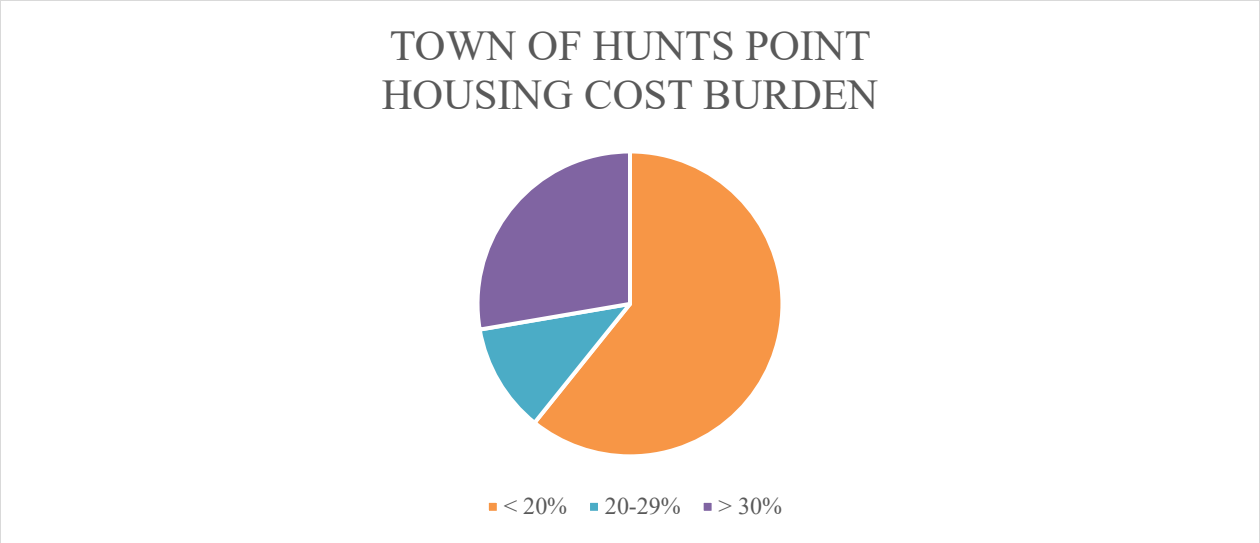



Plot 14: Median Property Value Across Adjacent Towns Comparison (Source: ACS 2022)

### Displacement Risk

Within the framework of regional housing, income, and employment dynamics, housing displacement emerges as a central focus in this comprehensive planning cycle. The Puget Sound Regional Council (PSRC) has introduced a mapping tool specifically designed to assess displacement risks across census tracts within the region. This tool considers five key factors contributing to displacement risk: socio-demographics, transportation infrastructure, neighborhood attributes, housing conditions, and civic engagement. Under these conditions Hunts Point is classified as a “low” displacement risk.

Displacement in our community poses a potential risk for fixed-income retirees as surrounding costs increase while they strive to age in place. However, the determination of a “low” displacement risk is substantiated by examining the proportion of household income allocated to housing expenses. Over half of the Town’s residents allocate less than 20% of their overall household income towards housing costs.




Plot 15: Town of Hunts Point: Housing Cost Burden (Source: American Community Survey 5-year Estimates 2022)

- Based on Percent of total household income that goes towards housing costs.

## 3.5 Housing Needs

### State and County Requirements

Washington State has enacted a series of House Bills aimed at bolstering affordable housing and moderate-density development through local planning and regulatory frameworks. These bills mandate that all Comprehensive Plans include a housing element detailing current inventory, goals, policies, and anticipated housing needs.

Among these legislative efforts, Second Substitute House Bill 1220 (HB-1220) stands out as a pivotal advancement coinciding with the 2024 Comprehensive Plan Update. HB-1220 represents a proactive approach to addressing statewide housing challenges by emphasizing comprehensive planning. It aims to ensure sufficient land availability and effective policies that accommodate diverse housing requirements across various economic segments. This inclusive approach not only targets moderate-income households but also extends support to those with low, very low, and extremely low incomes, as well as provisions for emergency and permanent supportive housing.

A key Component of HB-1220 mandates the inclusion of moderate-density housing options within Urban Growth Area (UGAs). This directive promotes the development of diverse housing types such as duplexes, triplexes, and townhomes and cottage housing, thereby enhancing the inclusivity and accessibility of the housing market. Moreover, HB-1220 underscores the importance of identifying and mitigating racially disparate impacts, displacement risks, and exclusionary practices within housing policies and regulations.

Engrossed House Bill 1337 (HB-1337) calls for allowance of at least two accessory dwelling units (ADUs) on each lot within all single-family residential zones. On the other hand, Second Substitute House Bill 1110 (HB-1110) enacted after HB-1337 categorizes Hunts Point as a "Tier 3"

community. This most recent state policy mandates the allowance of a minimum of two units per residential lot and narrows the scope of required middle housing types. While HB-1110 (which is understood by the Town to supersede HB-1337) requires Hunts Point to permit a minimum of two units per lot, it does not impose the higher density requirement resulting from HB-1337.

### County Targets

Using King County's target growth rates for 2019 – 2044 Cities and Towns in the Puget Sound Region are expected to see a population growth of 33,307 people. Of this growth, the Town of Hunts Point is required to plan for one low or extremely low-income housing unit (<30% of area median income) by 2044.

| Regional Geography | 2019-2044 Population Growth | 2019-2044 Housing Growth | 2019-2044 Employment Growth |
|---|---|---|---|
| Metropolitan Cities | 288,407 | 134,500 | 223,508 |
| Core Cities | 261,912 | 112,859 | 222,789 |
| High Capacity Transit Communities | 69,641 | 29,933 | 28,747 |
| Cities and Towns | 33,307 | 13,985 | 12,936 |
| Urban Unincorporated | 3,028 | 1,292 | 719 |
| Rural | 4,542 | 4,211 | 2,156 |
| Urban King County | 656,295 | 292,569 | 488,698 |
| King County Total | 660,837 | 296,780 | 490,854 |

Table 2: Allocated Growth by Regional Geography (Source: 2024 King County Comprehensive Plan)

| | Jurisdiction | 2019-2044 Housing Target |
|---|---|---|
| Cities and Towns | Algona | 170 |
| | Beaux Arts | 1 |
| | Black Diamond | 2,900 |
| | Carnation | 799 |
| | Clyde Hill | 10 |
| | Covington | 4,310 |
| | Duvall | 890 |
| | Enumclaw | 1,057 |
| | Hunts Point | 1 |
| | Maple Valley | 1,720 |
| | Medina | 19 |
| | Milton | 50 |
| | Normandy Park | 153 |
| | North Bend | 1,748 |
| | Pacific | 135 |
| | Sammamish | 2,100 |
| | Skykomish | 10 |
| | Snoqualmie | 1,500 |
| | Yarrow Point | 10 |

Table 3: Net New Units by City and Town (Source: 2024 King County Comprehensive Plan)

## A Regional Coalition for Housing

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 that need is evident through the Town's monetary contribution to ARCH.

ARCH is a consortium of all cities on the Eastside that pool resources for the development of affordable housing within the community. The Town reaffirmed its commitment to the program by endorsing the most recent ARCH Work Program and Administrative Budget. In addition, funds for the ARCH Housing Trust Fund were specifically allocated to the Friends of Youth Extended Foster Care Program, Providence Senior Housing Project, and the Habitat Sammamish Cottage Demonstration Project. ARCH provides the opportunity to respond to the need for affordable housing with a regional, action-oriented program.

## Addressing H-5 of the Housing Bill

Within the Housing Bill mandated by King County, the Town is obligated to document the local history of racially exclusive and discriminatory land use and housing practices. This documentation must align with local and regional fair housing reports and other relevant resources. It involves assessing how this historical context continues to influence current development patterns, housing conditions, tenure, and access to opportunities.

Historically, the Town of Hunts Point has been solely residential. Zoning regulations have stipulated R-40, R-20, or R-20A, requiring minimum square footages of 40,000, 20,000, or 12,000 square feet, respectively. This deliberate zoning strategy has ensured green space preservation throughout the Town. Consequently, discriminatory policies or practices within our housing code have not been observed. This approach has been consistent over the years and underscores our commitment to equitable opportunity for all residents.

## Room for Growth: Based on Current Land Use

As of 2022, only a very small percentage of homes have attached and/or detached dwelling units (ADUs and/or DADUs). Following implementation of the guidelines of Housing Bill 1110 which allows for two dwellings units per lot, however, the Town will have many opportunities for additional housing units.

Along with updated regulations that allow for additional dwelling units, the Town of Hunts Point has several lots with the ability to subdivide under municipal code (refer to Figure 3 in Section 2.3). The Town has zoning regulations dependent on location, R-40, R-20, and R-20A with minimum square footage lots of 40,000, 20,000, and 12,000 square feet, respectively. Following

these guidelines and zoning mandates, those at or over twice the allotted minimum square footage would be able to subdivide into two separate lots.

Lastly, to promote the Town's need to make available one unit of low or extremely low-income housing (at or below 30 percent of area median income), the Town will implement zoning strategies that will allow increased flexibility for developers to build middle housing types that are consistent with its infrastructure limitations and state law. These zoning strategies will be consistent with the Future Land Use Map shown previously as Figure 2 in Section 2.3.

## 3.6 Housing Goals

**Goal H-1:** Expand housing choices which align with state policies on middle housing alternatives and accessory dwelling units (ADUs) by consistently reviewing and when necessary, updating Town regulations.

- **Policy H-1.1:** Promote development and redevelopment of properties which reflect approved housing typologies and consistency with Hunts Point's history and community values.
- **Policy H-1.2:** Support approaches to housing affordability that maintain the Town's character and approach to housing.
- **Policy H-1.3:** Develop regulations as needed to provide for additional housing types within the context of the Town's existing character and state law.

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

- **Policy H-2.1:** Solicit involvement from Town residents when determining the needs of the community and considering policy changes that will make it easier to introduce affordable housing opportunities and initiatives.
- **Policy H-2.2:** Develop middle housing regulations in line with public feedback and state requirements.
- **Policy H-2.3:** Periodically assess the success of new and expanded housing options to address affordability gaps and consider other potential 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 homes.
- **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 regulations to ensure they do not unfairly limit group homes or housing options for individuals with special needs.

**Goal H-4:** Continue to support affordable housing efforts in the Town and region.

- **Policy H-4.1:** Maintain active involvement in inter-jurisdictional organizations and actively contribute to agencies that advocate and support affordable housing initiatives on the Eastside, such as A Regional Coalition for Housing (ARCH).

- **Policy H-4.2**: Promote affordable housing options that complement the Town's unique residential environment, including the preservation and renovation of older housing stock.

- **Policy H-4.3:** Support housing development that complements the existing character of the neighborhood by incorporating historic home preservation into the building code.

**Goal H-5:** Protect and enrich the Town's critical areas, natural resources, and the wooded environment.

- **Policy H-5.1:** Review and if necessary, update the Town's Tree Code to recognize the Best Available Science for maintenance and preservation of the urban tree canopy.
- **Policy H-5.2:** Review and if necessary, incorporate tree and vegetation retention and Low Impact Development (LID) techniques for all development within the Town.

# 4. TRANSPORTATION

## 4.1 Introduction

Hunts Point is a small mature residential community with limited public facilities and no commercial areas. Although its density is expected to slightly increase due to recent state mandates which allow for middle housing, accessory dwelling units, and unit lot subdivisions, no significant growth is anticipated. The Town will likely continue to maintain a mostly stable population over the next twenty years and in doing so is expected to have an inconsequential effect on urban growth, sprawl, or economic development. Transportation issues in Hunts Point, therefore, are primarily centered around road maintenance.

### Washington State Planning Goals

State requirements for the transportation element are codified in the Revised Code of Washington (RCW), Section 36.70A.070(6).

### Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) works to ensure a bright future for King, Pierce, Snohomish, and Kitsap counties. The agency maintains a four-year Regional Transportation Improvement Program and the Regional Economic Strategy which implements a long-range regional transportation plan.

### King County Countywide Planning Policies

The 2021 King County Countywide Planning Policies (CPPs) section on Development Patterns includes policies which address the location, type, design, and intensity of land uses that are desired in King County and its cities. The policies provide a framework for how to focus multimodal improvements to transportation, public services, the environment, and affordable housing, as well as how to incorporate concerns about climate change, social equity, and public health into planning for new growth.

## 4.2 Street Grid

The primary mode of transportation in Hunts Point is by private automobile. Points Drive NE, 84$^{th}$ Ave NE (south of SR 520), and the roundabout are considered collector arterials while the remaining streets (mostly dead ends) are classified as local accesses. The collector arterials provide sidewalks, limited parking opportunities, and METRO Transit service while the local access streets, shared by vehicles, cyclists, and pedestrians, often have no sidewalks and operate more like narrow multi-use pathways. The south portion of Hunts Point Road, Hunts Point Place, Hunts Point Circle and Fairweather Place, are 60-foot rights-of-way while Hunts Point Road north of the 3200 block and Hunts Point Lane are generally 50-foot rights-of-way.

## 4.3 State Route (SR) 520

The widening of SR 520 for dedicated bus and carpool transportation and a regional pedestrian and bike corridor began in 2011 and is expected to be completed by 2031. The resulting project aims to improve travel times between the eastside and Seattle. As part of the project, the Washington State Department of Transportation constructed a 500-foot-long lid in Hunts Point and a new stormwater pond at the south end of Fairweather Basin. The lid created an open space with opportunities for passive recreation while the stormwater ponds provide water quality to stormwater runoff collected from the freeway.

SR 520 separates Hunts Point's peninsula from other areas of the Town. For this reason, the Hunts Point community and elected officials have on-going concerns regarding delays at the roundabout for residents both entering and leaving the Town. Considering this is the only entrance/ exit for the majority of Town residents, efforts are on-going to monitor the level of service for this area. Consideration of SR 520 on ramp-metering, enhanced striping on the roundabout, and increased enforcement may be required if traffic congestion worsens to that which existed prior to the freeway's expansion.

## 4.4 Level of Service

Level of Service (LOS) measures the ease of traffic flow along streets and through intersections. A classification system based on a six-tiered rating system has become an industry standard and is in use by virtually all jurisdictions in the county. At one end of the scale, traffic flows unimpeded with almost no congestion or significant wait times ('LOS A') while at the other end of the scale, motorists experience long waits, slow flows, and gridlock ('LOS F').

With the exception of Points Drive NE, NE 84$^{th}$ St, and SR 520, there is no through traffic in Hunts Point. Traffic is generated almost exclusively by Town residents, visitors, and businesses which provide residential services; congestion is minimal. That being said, all streets in Hunts Point are operating at a LOS 'A' and this is expected to continue for the next 20 years.

NOTE: According to the Washington State Department of Transportation's online map center, SR 520 operates at LOS 'D':

- speed begins to decline with increasing volume,
- freedom to maneuver is reduced, and
- the traffic stream has little space to absorb disruptions.

## 4.5 Street Design Standards

Collector arterials and local access streets in Hunts Point are generally fully built out roads

comprised of asphalt or concrete that range in width from 18-24 feet. The Town's standard roadway restoration plans are similar to those in the city of Bellevue and Hunts Point Municipal Code recognizes the latest edition of the Washington State Department of Transportation's standard plan sheets and specifications manual.

## 4.6 Landscaping in the Right of Way

The Town's rights of way serve as a major component of its green space. As such, Hunts Point's landscaping strategy is to maintain the natural, low-density appearance of the Town, retain the mature tree canopy, and prioritize safety of pedestrians, bicycles and motorized traffic.

## 4.7 Sidewalks and Pathways

Sidewalks and pathways connect various portions of Hunts Point to regional trails, local streets, and collector arterials. The Washington State Department of Transportation currently maintains concrete sidewalks in the lid area surrounding the roundabout as well as asphalt pathways near their stormwater facilities at the south end of Fairweather Place. The Town, on the other hand, maintains concrete sidewalks on the north side of Points Drive NE and gravel pathways in McDonal Park and along the western edge of Hunts Point Road (3000-3200 block). Sidewalks and pathways are maintained by the Town for the convenience and safety of pedestrians, but by consensus, are the joint responsibility of adjacent property owners and the Town.

## 4.8 Public Transportation

Public transportation opportunities are essential to provide convenient access to urban centers. To that end, Hunts Point supports the development of an improved regional transportation system and will continue to encourage residents to use the public transit system including, but not limited to, the SR 520 Evergreen Point and Yarrow Point Freeway Stations, the King County METRO bus system, and/or carpooling and bicycling opportunities. In conjunction with King County, the location and condition of bus stops will also be reviewed periodically by the Town Council to ensure consistency with street design standards and convenience.

NOTE: The Points Loop Trail and the Regional Bike Corridor provide pedestrian access to two major transit stops in the adjacent communities: Evergreen Point Freeway Station 0.5 miles west in Medina and the Yarrow Point Freeway Station 0.6 miles east in Clyde Hill.

## 4.9 Transportation Improvement Plan

The most recent six-year Transportation Improvement Plan (TIP) approved in 2024 outlines street improvements planned to take place through 2030 (see Appendix B). Currently there are only two transportation projects identified in the TIP: Hunts Point Lane Grind and Overlay and Fairweather Place Overlay.

Local transportation projects are generally funded through the Town's "Heavy Truck Fee" which

is collected for all construction projects within Hunts Point at a rate of 1% of the project value. When applicable, the Town also utilizes grant funding from Washington State's Transportation Improvement Board, capital from its General Fund, and in some cases may establish a voter-approved Local Improvement District.

## 4.10 Transportation Goals

**Goal T-1:** Support the development of an improved regional transportation system focused on safety, accessibility, and collaborative planning.

- **Policy T-1.1:** Design public transportation facilities to be accessible and usable by all segments of the community, including those with disabilities.
- **Policy T-1.2:** Coordinate with Bellevue School District to develop and implement safe transportation routes.
- **Policy T-1.3:** Prioritize safety in all transportation designs and maintenance activities, including those tailored to pedestrians, bicycles, and golf carts.
- **Policy T-1.4**: Regularly assess and address safety hazards in the transportation system, implementing traffic calming measures if necessary.

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

- **Policy T-2.1:** Collaborate with neighboring cities, counties, and state agencies to develop integrated transportation plans and projects.
- **Policy T-2.2:** Align transportation initiatives with regional and state land use and environmental policies.
- **Policy T-2.3:** Engage in joint efforts with public and private entities for the development of transportation infrastructure and services.
- **Policy T-2.4**: Coordinate with emergency service providers to allow for adequate access by emergency vehicles, including the Bellevue Fire Department.
- **Policy T-2.5:** Collaborate with regional and local agencies on strategies for disaster prevention, response, and recovery to safeguard the transportation system.

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

- **Policy T-3.1:** Regularly update and maintain transportation infrastructure to meet current and future demands.

- **Policy T-3.2:** Ensure roadway and intersection designs prioritize safety and efficiency for all modes of travel.

- **Policy T-3.3:** Align transportation improvements with the Town's Capital Improvement Program and the Transportation Improvement Plan.

- **Policy T-3.4:** Coordinate transportation policies, projects, and programs with all other elements of the Town's Comprehensive Plan.

- **Policy T-3.5**: Focus on essential maintenance, preservation, and safety within the existing transportation network.

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

- **Policy T-4.1:** Encourage the use of public transportation through partnerships with regional transit authorities and promotion of transit facilities, including Evergreen Point Freeway Station and the Yarrow Point Freeway Station.

- **Policy T-4.2:** Explore improvements to pedestrian and bicycle facilities and their connectivity to important regional destinations.

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

- **Policy T-5.1:** Promote public transportation, carpools, and vanpools to enhance air quality and reduce greenhouse gas emissions.

- **Policy T-5.2:** Support environmentally responsible transportation designs, particularly in sensitive areas, to minimize adverse impacts on land and water environments.

- **Policy T-5.3:** Consider supporting golf carts, E-bikes, and alternative fuel vehicles through infrastructure or regulatory avenues.

- **Policy T-5.4**: Maintain transportation systems which reduce environmental pollutants such as toxic runoff, air pollution, and noise.

- **Policy T-5.5:** Encourage modes of transportation which foster public health like walking and biking.

- **Policy T-5.6:** Require transportation redevelopment projects to use Low Impact Development techniques to effectively filter chemicals from runoff, thereby safeguarding both public health and the environment, especially the Town's critical salmon habitat along its shorelines.

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

- **Policy T-6.1:** Collaborate with the Washington State Department of Transportation and the cities of Medina, Clyde Hill, and Bellevue to maintain a level of service which reflects the interests of the public, the effectiveness of the road network, and the Town's commitment to high quality infrastructure.

# 5. PARKS AND RECREATION

## 5.1 Introduction

### Washington State Planning Goals

The purpose of the parks and recreation element is to outline the availability of parks, recreational facilities, and open spaces available to residents. Its goal is to consider the parks and recreation demand within the community and planning process for development and maintenance of such areas (RCW 36A.70.070(8)).

## 5.2 Existing Facilities and Need

Public parks and open spaces in Hunts Point include the Wetherill Nature Preserve, D.K. McDonald Park, and the State Route (SR 520) lid area.

The Wetherill Nature Preserve (WNP) is located in the southeast portion of the Town between Lake Washington and SR 520. Spanning roughly 16 acres (4.57 acres of which are in Hunts Point), it is widely known for its nature trails and vast diversity of birds. WNP is a private entity jointly funded and maintained through the volunteer efforts of not only Hunts Point and Yarrow Point residents, but by friends and community partners outside these Towns as well. The WNP Commission maintains a website where it posts a quarterly newsletter informing visitors about the many bird watching opportunities and the status of both recently completed and upcoming volunteer projects.

D.K. McDonald Park includes 2.67 acres just north of SR 520 in the south-central part of the Town. Public park facilities provide for an assortment of activities such as:

- Hunts Point Town Hall which is generally used for emergency preparedness, public meetings, community events, and to run the day-to-day operations of the Town.
- A children's playground with a gravel play area, swing sets, and a play structure.
- A large fenced sport court used primarily for tennis, pickleball, and basketball.
- A large open playfield surrounded by a crushed rock walking trail.
- A pedestrian path that connects the park to the regional Points Loop Trail and the SR 520 Trail.

The Town of Hunts Point owns and maintains the park. Past projects and maintenance activities include hillside restoration, invasive vegetation and dead tree removal, and sport court resurfacing. Upcoming projects on the other hand, call for expansion of the crushed rock walking trail surrounding the playfield, installation of gravel parking areas adjacent to Hunts Point Lane, and a vast replanting plan to restore the tree canopy which was impacted by the recently installed Hunts Point Lane Culvert Project.

The SR 520 lid is generally a grass open space where many sidewalks and trails converge. The Washington State Department of Transportation (WSDOT) currently maintains the vegetation through regularly scheduled mowing and irrigation activities. WSDOT is also responsible for signage, trash removal, pavement restoration and striping, graffiti removal, and many other maintenance responsibilities within the SR 520 right-of-way. Although it is not technically a playfield, the lid area is a prime spot for pedestrian traffic to rest and socialize.

Trails in and through Hunts Point consist of the Points Loop Trail and the SR 520 Trail. The Points Loop Trail network provides approximately five miles of on/off-street multipurpose 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. The SR 520 regional multipurpose trail on the other hand connects Seattle to the eastside communities. Each jurisdiction is responsible for maintaining the Points Loop Trail within their city limits, but WSDOT is responsible for maintaining the SR 520 trail.

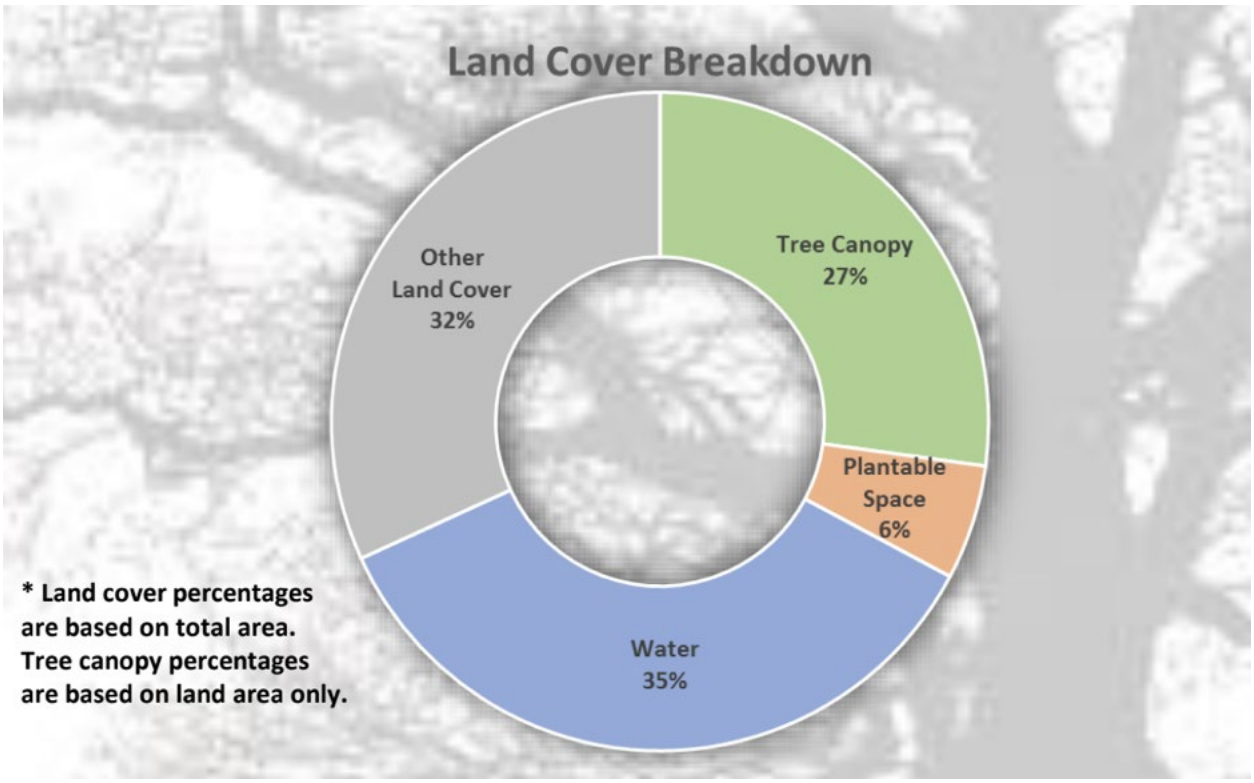
The Town's population for the next 20 years is expected to remain stable. As such, maintenance of the existing facilities is deemed adequate. Facilities may be renovated or slightly expanded, but new facilities and amenities are not required.

## 5.3 Tree Canopy

Hunts Point was designated as a "Tree City USA" by the National Arbor Day Foundation each year from 1991 through 2024.

The urban forest in Hunts Point represents a valuable asset that requires careful preservation and proactive management to capitalize on its full economic, social, and environmental benefits. Spanning approximately 205 acres, our community boasts a tree canopy covering roughly 42% of its area. Within residential zones, this coverage reaches nearly 90%, with privately owned lots maintaining an average canopy cover of approximately 50%. Notably, only about 9% of the Town's total area is deemed suitable for new plantings. Factors such as terrain, scenic vistas, soil conditions, and other constraints may limit opportunities for expanding canopy coverage in non-plantable space[11] .

[11] KCD [King Conservation District] Hunts Point Tree Canopy Fact Sheet 2016




KCD [King Conservation District] Hunts Point Tree Canopy Fact Sheet 2016

## 5.4 Parks and Recreation Goals

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

- **Policy PR-1.1:** Provide a park system that allows residents to be active year-round and supports public health in the community.
- **Policy PR-1.2:** Make parks and restrooms ADA accessible and inclusive when possible.

**Goal PR-2:** Sustainably fund the parks and recreation system through the effective use of all available revenue sources.

- **Policy PR-2.1:** Develop strategies for increasing park funds through fundraising, estate gifting, interlocal agreements, organizational partnerships, and community sponsors.
- **Policy PR-2.2:** Prioritize capital facility investments that support the preservation, stewardship, and maintenance of existing parks and recreation facilities.

- **Policy PR-2.3:** Explore, create, and implement new funding sources and opportunities to meet the on-going needs of the parks and recreation system and to maintain the park and recreation system in a sustainable manner.

- **Policy PR-2.4:** Seek committed partners and volunteers to support park operations.

**Goal PR-3:** Enhance and sustain a high-quality, accessible, and environmentally responsible parks and recreation system in accordance with community needs and projected growth.

- **Policy PR-3.1:** Maintain and develop recreation facilities that support the existing land and respond to any changes in land use when they arise.

- **Policy PR-3.2:** Prioritize investments that improve accessibility and promote an active lifestyle for the community.

- **Policy PR-3.3:** Evaluate each park site annually to update long-term maintenance needs and include capital improvements for each site that will enhance its use and value to the community.

**Goal PR-4:** Conserve open space and protect critical areas in the parks and recreation system.

- **Policy PR-4.1:** Promote environmental stewardship and sustainability by prioritizing designs and maintenance strategies that conserve resources including water.

- **Policy PR-4.2:** Manage parklands to maintain compatibility with adjacent land uses and protect the functions and values of ecosystems and wildlife corridors.

- **Policy PR-4.3:** Support water enjoyment opportunities that provide for recreational use or visual access to the shoreline.

- **Policy PR-4.4:** Review and update as necessary, the existing Critical Areas Ordinance to preserve and maintain critical areas in the Town, including any applicable best available science practices.

- **Policy PR-4.5:** Ensure that shoreline-adjacent open spaces protect the ecosystem health while also providing recreational opportunities.

**Goal PR-5:** Recognizing their clean air, shade, and habitat benefits, strive to establish, maintain, or replace trees in parklands and rights of way.

- **Policy PR-5.1:** Review and update if necessary, the Town's tree code to reflect changing community needs and implement best available science techniques.

- **Policy PR-5.2:** Endeavor to develop a plan for the maintenance of public trees.

- **Policy PR-5.3:** Prioritize canopy enhancement projects in areas that have the lowest cover and similarly, equitably implement tree canopy in areas with higher heat island effects.

- **Policy PR-5.4:** On public property, treat or remove diseased trees, trees posing safety hazards, and/or trees that are at the end of their life span consistent with professional standards and environmental regulations.

**Goal PR-6:** Improve access to recreational amenities throughout the community by adding more amenities when possible and creating better connections through trails, sidewalks and bike lanes.

- **Policy PR-6.1:** Develop trails and open spaces in the Town to safely connect community to parks, trails, woodlands and the shoreline.

- **Policy PR-6.2:** Encourage greater use and access to parks and recreational facilities by improving signage for parks and trails in the Town.

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

- **Policy PR-7.1:** Inform the community and news media of events, and opportunities to participate in planning for parks.

- **Policy PR-7.2:** Promote volunteerism to enhance community ownership and stewardship of the Town parks and recreation system.

# 6. Climate Change and Resiliency

## 6.1 Greenhouse Gases and Climate Change

Greenhouse gases (GHGs) such as carbon dioxide, methane, nitrous oxide, and fluorinated gases prevent heat from passing through the Earth's atmosphere and moving out into space. While some level of greenhouse gases in the atmosphere are natural and necessary for supporting life on earth, human activities have significantly increased their concentrations. The majority of GHG emissions are the direct result of burning fossil fuels, deforestation, and industrialization. These three prolonged human activities have led to higher global temperatures which in turn, have resulted in numerous negative effects on habitats and livelihoods.

Societies have made significant social, technological, and economic advances over the years which, despite resulting in elevated living standards, surreptitiously added large amounts of GHGs to the earth's atmosphere. A direct result of these increased GHG emissions, climate change refers to significant departures from typical local, regional, and global temperature and weather patterns that lead directly to irreversible changes in the Earth's environment.

The Washington State Growth Management Act requires jurisdictions to include a climate change and resiliency element in their comprehensive plan that is designed to reduce overall greenhouse gas emissions and enhance resiliency, thereby lessening the adverse impacts of climate change (RCW 36.70A.070(9)(a)).

## 6.2 Effects of Climate Change

Climate change can damage infrastructure, decrease service reliability, and disrupt the overall quality of life resulting in great harm to humans, wildlife, and plants. For instance, over the years rising temperatures due to elevated greenhouse gas emissions can contribute to undesirable changes in water patterns, wildfires, and coastal ecosystems. Unrecognized and unchallenged, risks may include outcomes such as:

- Changing rainfall patterns causing fresh water to dry up or flood in different areas.
- Hotter, drier summers stressing trees, agriculture, and other vegetation resulting in die off and negatively affecting a plant's ability to cope with disease and pests.
- Wildfires which spread farther, faster, destroying lives and property.
- Effects on biodiversity and changes of seasonal patterns within Lake Washington such as:
    - Exacerbated pollution issues and nutrient loading, potentially leading to harmful algal blooms and degraded water quality;
    - Changes in seasonal behaviors, including precipitation and temperature, which disrupt the lake's ecosystem affecting both plants and animals; and

- Oceans becoming more acidic and holding less oxygen, threatening sea life.

## 6.3 Resiliency Through Urban Forests

Trees are a vital part of Hunts Point's heritage, community, and daily life. The mature urban forest creates a livable environment by providing shade, ambiance, and shelter to all who live here. The Town's tree canopy covers roughly 28 acres, or 42% of the Town[12].

The tiny urban forest, especially the mature trees, provide resiliency from climate change in many ways including:

- Shelter and temperature moderation during climate extremes.
- Interception of rain, thereby lessening likelihood of erosion and flooding.
- Habitat for birds and animals.
- Absorption of stormwater runoff and reducing erosion.
- Filtration of air and water pollution.
- Carbon sequestration and storage.
- Oxygen production.

Hunts Point is fortunate to sustain a mature urban forest canopy that mitigates the summer heat, provides shelter from weather, aids in managing stormwater runoff, and provides a healthy environment while enhancing air quality for residents and wildlife. It is critical that the Town adopts policies and practices which preserve its urban forest. Trees and other mature vegetation in the Town must continue to be maintained, enhanced and regenerated to provide resiliency to climate change.

The Town recognizes that mature trees have a significant effect on the environment; many times that of younger trees. While younger trees grow faster relative to their size, mature trees add more mass and take up more carbon each year. Preserving the older trees should be a priority, while planting new trees is a technique best suited to replenish the forest. When needed, replenishment of the urban forest for future generations should be done with young, native trees that are appropriate for the location and climate.

## 6.4 Community Regulations

### Tree Code (HPMC 8.25)

Hunts Point Municipal Code (HPMC), Chapter 8.25 – TREE CODE outlines regulations for maintaining tree health in the Town. More specifically, Section 8.25.040 states its overall

[12]KCD [King Conservation District] Hunts Point Tree Canopy Fact Sheet 2016

objective is to retain or preserve a canopy cover of 50 percent of the land area of Hunts Point in order to maintain and protect the privacy of residents and the established character of the community. Regulations set forth include, but may not be limited to, the following:

- Issuance of tree removal permits if the tree is dead, hazardous, disrupts installation and maintenance of public facilities, or needs to be removed in order to comply with zoning and building code requirements;
- Mitigation for significant tree removal. Working with an arborist to replace any loss within a reasonable time frame;
- Notice of violations and penalties for unpermitted tree removal; and
- Construction site tree protection.

### Enhancing Climate Resiliency and Equity for all Residents

The tree code and zoning regulations of Hunts Point are intended to reduce summer-time energy demands by providing cooling shade and preventing new heat islands from forming. Additionally, trees naturally reduce stormwater runoff and protect Lake Washington from pollutants. These features yield benefits to the community and those beyond Town borders.

## 6.5 Goals and Policies

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

- **Policy C-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 C-1.2:** Outline Town goals and policies with clear targets to establish a path towards climate resilience.
- **Policy C-1.3:** Encourage resident input and participation in climate planning during the process of developing a Climate Resiliency Plan.
- **Policy C-1.4:** Ensure alignment between the Climate Resiliency Plan, the Comprehensive Plan, and all other Town plans.

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

- **Policy C-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 C-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.

- **Policy C-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 C-2.4:** When structures on public or private property are demolished, encourage the reuse of salvageable material.

- **Policy C-2.5:** Consider incentives for and encourage use of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low-carbon transportation choices.

**Goal C-3:** Assess and implement climate change mitigation and adaptation strategies in Town infrastructure, facilities, and services when feasible.

- **Policy C-3.1:** Promote soft shore stabilization methods such as native vegetation plantings, beach nourishment, and large woody debris which supports natural shoreline processes, improves fish and wildlife habitat, and enhances resilience to climate change by allowing shorelines to adapt to rising sea levels, increased storm surges, and erosion.

- **Policy C-3.2** Evaluate possible methods for Town services and facilities to improve energy efficiency of its buildings and services.

- **Policy C-3.3:** Preserve, restore, and promote native vegetation and natural resources on Town properties which provide habitat for native species and/or sequester carbon.

- **Policy C-3.4:** Support higher rates of recycling and zero waste of materials that have economic value for reuse, resale, and recycling.

- **Policy C-3.5:** Partner with utilities on community-wide energy efficiency projects.

- **Policy C-3.6:** Review and update stormwater regulations to ensure they meet applicable state standards or best practices on habitat protection, drainage, runoff, and resiliency in the face of major weather events.

- **Policy C-3.7:** Consider regulations for outdoor lighting that reduce electrical use through techniques such as adjustments for direction or intensity and encourage energy efficient or smart lighting technologies.

- **Policy C-3.8:** 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 C-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 C-4.1:** Align Town policies with the Land Use and Housing Elements of this comprehensive plan to protect mature trees, habitat, and green spaces.

- **Policy C4-2:** Prioritize the implementation of policies that have multiple co-benefits such as reducing emissions, sequestering carbon, enhancing reliance, 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, improving air quality, or building community knowledge.

- **Policy C-4.3:** When relevant, collaborate with other government agencies such as the Puget Sount Regional Council, the Puget Sound Clean Air Agency, the State Department of Ecology, and the private sector to develop meaningful strategies for addressing climate change resilience, GHG reductions and other goals in this plan.

- **Policy C-4.4:** Consider a holistic approach to assessing the cost and benefits of implementation in the short- and long-term.

- **Policy C-4.5:** Participate and partner with stakeholders at all levels, especially vulnerable communities, to develop and support policies and implementation which will promote and improve climate change resiliency in the Town's community.

# 7. UTILITIES

The Town is expected to maintain a mostly stable population over the next twenty years and in doing so, is very unlikely to significantly influence urban growth, sprawl, or economic development. Wastewater, water, and storm drainage facilities and other urban services already exist and will serve to meet the Town's foreseeable needs.

Water, wastewater, electricity, natural gas, telecommunications, solid waste and recycle collection in the Town of Hunts Point are provided by state regulated public and private enterprises. The Town of Hunts Point provides stormwater services.

Public and private utility providers maintain both distribution and transmission facilities within the Town limits. Most of their distribution lines are located within public rights of way, and the majority of electrical, telephone, cable, broadband, and DSL lines are installed below ground.

## 7.1 Introduction

### Washington State Planning Goals

The utilities element, codified in the Revised Code of Washington (RCW), Section 36.70A.070(4), shall consist of the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical, telecommunications, and natural gas systems.

## 7.2 Utility Services and Purveyors

### Water and Wastewater (City of Bellevue Utility Department)

Water and wastewater services are provided to the Town of Hunts Point by the City of Bellevue under the guidelines specified in the most recent franchise agreement.

Water

The City of Bellevue adopted a Water System Plan in June 2016 (approved by the State Department of Health in January 2017) which documents their water utility policies, procedures, inventory of assets, and analysis of system needs. The executive summary in that document provides a succinct overview of the utility's infrastructure, finances, anticipated water consumption rates and growth projections, as well as all recommended system improvements. Water engineering standards are included in Volume 4 and an inventory of all their facilities is available online at https://bellevuewa.gov/city-government/departments/ITD/maps-gis

The Bellevue Water District operates and maintains roughly 600 miles of water mains and 3,500 service connections. There are, however, no wells, reservoirs, or pump stations in Hunts Point.

The water system in the Town generally consists of:

- 500 linear feet of 6-inch asbestos concrete (80th Ave NE);
- 1,500 linear feet 8-inch asbestos concrete (Hunts Point Lane); and
- 10,700 linear feet 4-inch to 12-inch ductile iron.

Hunts Point is located almost entirely within the HP250 pressure zone whereby:

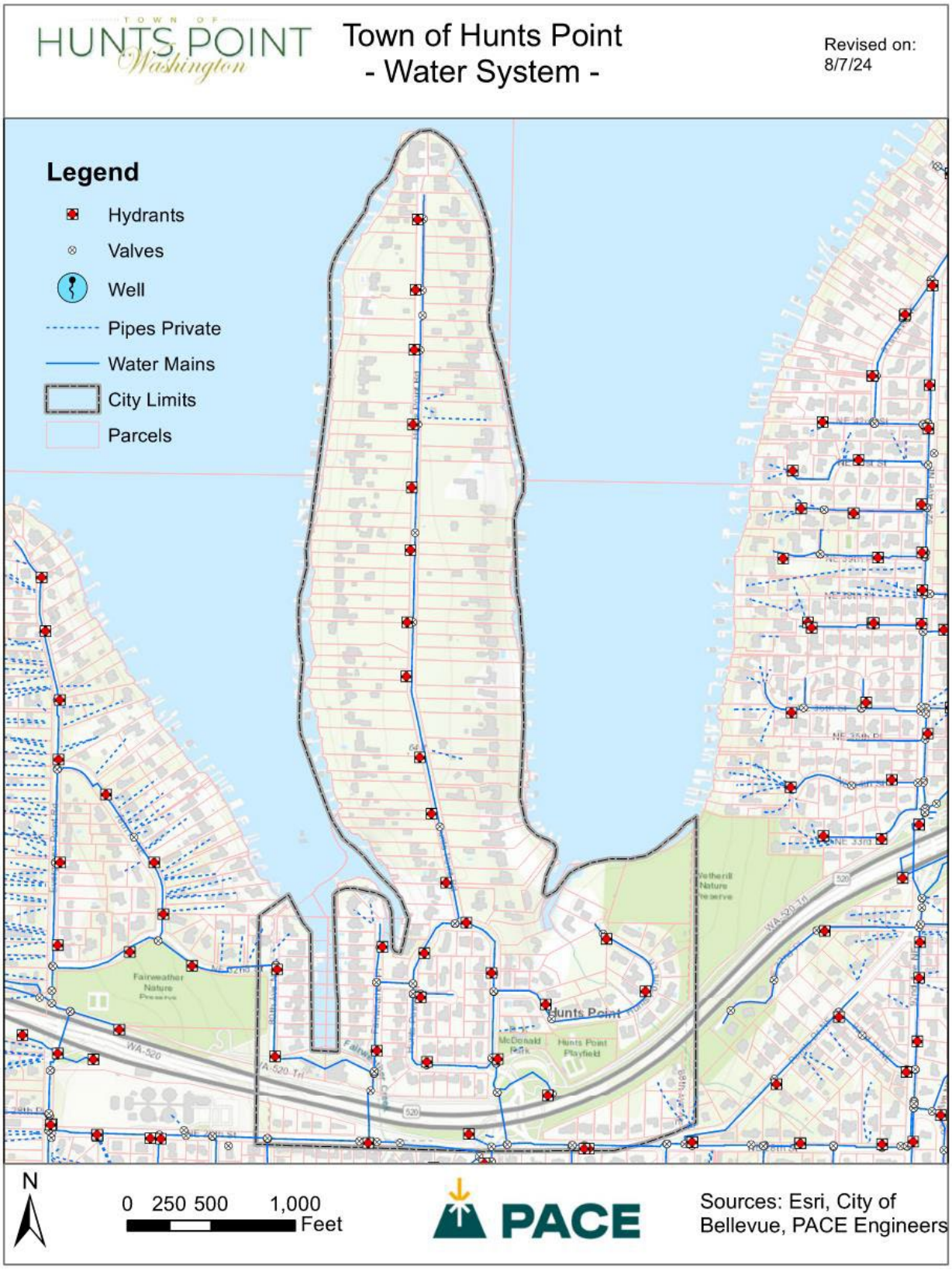
- the service elevations are between 20 and 60 feet above mean sea level;
- the available fire flow to all residents is >1,000 gallons per minute; and
- the calibrated model pressure is between 81-99psi and as such, requires each individual connection to have a pressure reducing valve.

Three water main projects (beyond the scope of regular maintenance) were completed over the past 10 years:

- 2015 Hunts Point Circle and 3000-3200 Hunts Point Road;
- 2023 8400-8800 Points Drive NE; and
- 2024 Hunts Point Lane Culvert Replacement Project.

The utility issues a water quality report each year to all residents in accordance with the federal Safe Drinking Water Act. As part of that effort, they monitor a Water Quality Sampling Station near 4305 Hunts Point Road.

The Bellevue Water Department can accommodate the Town and any potential growth over the next twenty years.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Town of Hunts Point
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Water Mains
City Limits
Parcels
Hunts Point
Fairweather Nature Preserve
McDonald Park
Hunts Point Playfield
Bethell Nature Preserve
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Sources: Esri, City of Bellevue, PACE Engineers

Wastewater

Wastewater service is provided by the City of Bellevue per a 1994 franchise agreement with the Town of Hunts Point.

The 2014 City of Bellevue Wastewater System Plan (WSP)[13], adopted July 2014 and approved by the Department of Ecology in May 2015, states their entire wastewater collection system includes approximately 525 miles of mainline pipes, 130 miles of service stubs (within public rights of way), 36 pump stations, 10 flush stations, and 14,360 manholes. It serves 35,800 customer accounts across 37 square miles, including Bellevue, Medina, Clyde Hill, Hunts Point, Yarrow Point, Beaux Arts, and unincorporated King County. Bellevue contracts with the King County Wastewater Treatment Division (KCWTD) for treatment of all sewage flows generated within their wastewater service area at either the Brightwater Treatment Plant in Woodinville, or the South Treatment Plant in Renton.

Within the previously described service area, Bellevue owns and operates approximately 14 miles of lake lines along the Lake Washington shoreline, including 15 pump stations and 8 flush stations, that were constructed in the 1950s and 1960s. These lake lines rely on lake freshwater intakes that combine with wastewater flows at flush stations, and boosted pressure at pump stations, to convey wastewater to their upland gravity system or the KCWTD's regional conveyance system. The City of Bellevue employs best management practices for utility asset management and, while the wastewater system overall is well-maintained and functional, recent information has indicated several challenges:

- **Lake Line Condition** – Due to relatively flat installation, lake line pipes are particularly susceptible to sedimentation and require daily flushing to avoid overflows into Lake Washington.

- **Inflow & Infiltration** – Flow monitoring data from King County's Conveyance System Improvement Program revealed that infiltration and inflow (I&I) from stormwater and groundwater flows into Bellevue's wastewater system are extremely high. If not mitigated, these I&I flows could cause downstream capacity problems, increase the potential risk of overflows, and require additional capital investments.

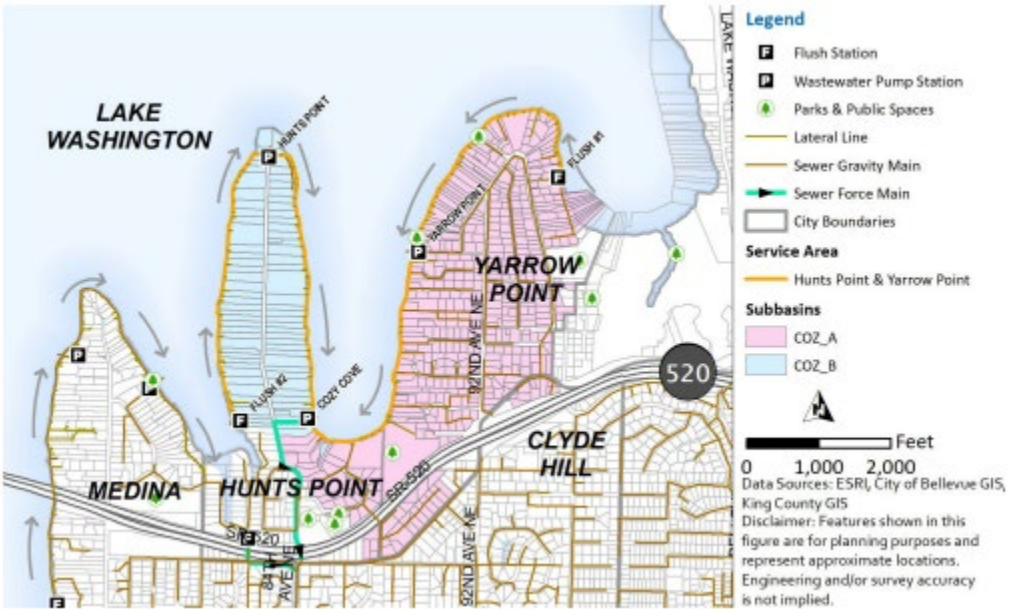
- **Storm Frequency and Vulnerabilities** – The frequency and severity of extreme weather events such as rain, wind and ice storms has validated the utility's emergency management procedures, but also revealed some vulnerabilities in their wastewater system. The plan recommends:

    - I&I investigation and reduction (where feasible);

[13] City of Bellevue (July 7, 2014) Wastewater System Plan

- Capacity improvements where necessary to manage the risk of overflows; and
- Equipping more pump stations with permanent on-site backup power.

The Town of Hunts Point is in the Hunts Point and Yarrow Point Service Area which consists of four reaches comprising 3.2 miles of lake line, two flush stations, and three pump stations[14]. Flow is conveyed from the outer limits of the service area towards the center, combining at Cozy Cove Pump Station (3252 Hunts Point Road). From the Cozy Cove Pump Station, flow leaves the lake line system and is conveyed through an on-land force main to a manhole located on the south side of SR 520, where it discharges to a gravity system.




Map 3: Figure 5.11 Lake Line System – Hunts Point and Yarrow Point[15]

The City of Bellevue Wastewater District maintains at least six different types of pipe, ranging in size from 6-inches to 12-inches, in the Hunts Point and Yarrow Point Service Area (roughly 2,195 feet of pipe on-land and 14,560 feet in Lake Washington). There are two pump stations and one flushing station located within the Town of Hunts Point itself.

To the Town staff's knowledge, no sewer improvement projects, beyond the scope of investigation and/or regular maintenance, were completed by the City of Bellevue over the past 10 years, with the exception of those related to widening State Route 520 and installing the stormwater culvert under Hunts Point Lane. The Hunts Point and Yarrow Point Service Area however, is identified as priority 3 out of 6 in the City of Bellevue Lake Washington Wastewater Lake Line Management

[14] Carollo Engineers, Inc. (July 2024) City of Bellevue Lake Washington Wastewater Lake Line Management Plan
[15] ibid

Plan[16] and an on-shore alternative is recommended to replace the system over the next 20 years at a cost of $254,718,000.

The City of Bellevue operates, maintains, and extends the wastewater collection system to respond to the needs of Hunts Point residents. Bellevue does not keep separate use records for the Town, but the Bellevue Utilities Department estimates residential sewage flow based on per capita use data compiled in their 2014 Wastewater System Plan. All residences in the Town are believed to be connected to the system. The City of Bellevue is responsible for all water quality notifications related to any wastewater system overflows associated with its mainline infrastructure.

Wastewater service will continue to be provided by the Bellevue Utilities Department for the foreseeable future. Current rates will likely increase substantially due to necessary infrastructure improvements, on-going operation and maintenance costs, and increased demand.

[16] ibid


TOWN OF HUNTS POINT Washington
Town of Hunts Point
- Sewer System -
Revised on:
8/7/24
Legend
Discharge Points
Pump Station
Clean Outs
Manholes
Manholes - Others
Gravity Mains
Sewer_Force_Mains
City Limits
Parcels
Hunts Point Rd
64 ft
Evergreen Point Rd
NE 38th Pl
NE 35th Pl
NE 33rd St
NE 32nd Pl
WA-520
WA-520 Trl
80th Ave NE
Fairweather Nature Preserve
Hunts Point
D. K. McDonald Park
Hunts Point Playfield
Bethell Nature Preserve
N
0 250 500 1,000
Feet
PACE
Sources: Esri, City of Bellevue, PACE Engineers

## Electricity and Natural Gas (Puget Sound Energy)

### Electricity

Electricity for Hunts Point residents is provided by Puget Sound Energy (PSE) and will continue to be provided by PSE for the foreseeable future. Current use and any anticipated increases in the Town's population represent a small demand on PSE's overall system. PSE has enough capacity to meet the Town's foreseeable needs, but this could be affected by future increases in regional demand.

### Natural Gas

Natural gas service is provided to Town residents by Puget Sound Energy (PSE) and will continue to be provided by PSE for the foreseeable future. PSE has maintained a reliable reputation, operating under the oversight of the Washington State Utilities and Transportation Commission (WUTC). Additional updates to natural gas services may come through PSE's Renewable Natural Gas Production Program which intends to utilize wastewater facilities, landfills, or similar systems to obtain renewable, recoverable natural gas in existing systems. Hunts Point customers represent a small demand on the overall system. PSE has enough capacity to meet the Town's foreseeable needs, but this could be affected by a future increase in regional demand.

## Telecommunications (Qualcomm, Lumen, Comcast, and Various Cellular Providers)

### Telephone/ Internet (Lumen)

Telephone and internet service is provided to Hunts Point customers by Comcast and Lumen. State law (WAC 480-120-086) requires these providers to maintain adequate equipment and personnel to handle any reasonable demand. Telephone service will continue to be provided to Town residents on an individual basis. Recognizing that communications technology is rapidly changing, the Town will monitor improvements in these overall systems to ensure upgrades are made available to residents in a timely manner.

### Cable/ Internet (Comcast)

Cable television is provided by Comcast under a franchise agreement with the Town. Cable service will continue to be provided by Comcast and other providers such as Lumen. Satellite service is available on an individual basis.

### Cellular/ Internet (Verizon, T-Mobile, AT&T, etc)

Cellular phone service and internet connectivity is available to Town residents from a variety of service providers. The Town will stay informed as to the locational requirements of cellular communications facilities to serve residents and other technologies as they become available.

### Solid Waste and Recycle Collection (Republic Services)

Solid waste, yard waste, and recycle collection is provided to Town residents through a franchise agreement with Republic Services. This is not expected to change. Residents may also use the Factoria Recycling and Transfer Station.

Hunts Point collaborates with other small communities, the city of Bellevue, and King County to identify opportunities which allow residents to dispose of hazardous materials in a convenient and safe manner and to promote recycling.

### Stormwater (Town of Hunts Point)

The Town of Hunts Point stormwater system is owned, operated, and maintained by the Town. It is comprised of interconnected culverts, open ditches, pipes, and catch basins which ultimately outfall to Lake Washington. There are no pumps or storage facilities in the system and nearly all the Town's waterfront residents directly discharge to Lake Washington. The Town defers to the most recent Department of Ecology Stormwater Management Manual for Western Washington and the Washington State Department of Transportation Standard Plans and Specifications for stormwater design and system development.

The stormwater system in the Town generally consists of:

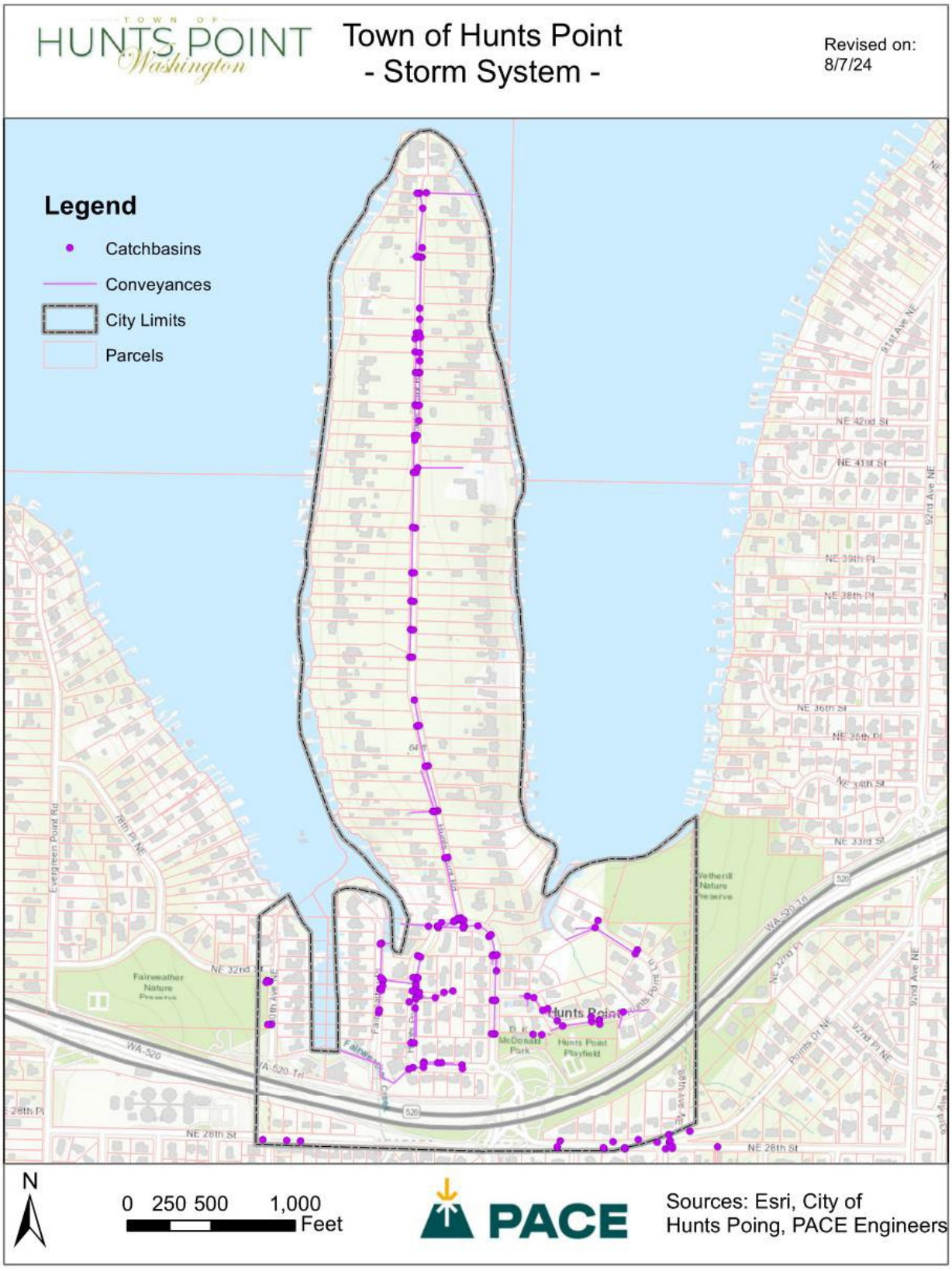
- 70 linear feet x 8-ft deep x 14-ft wide concrete box culvert (Hunts Point Lane);
- 50 linear feet of 48-inch diameter culvert (south Fairweather Place); and
- 12,000 linear feet 6-inch to 12-inch PVC or concrete.

Maintenance activities consist of routine cleaning, video inspection, and when necessary, system repair and replacement. Cleaning activities and video inspection on various sections of the system are done at least once every six years. Repairs and improvements recommended for the existing stormwater system are outlined in the 2015 Hunts Point Stormwater Management Plan.

The Town has no stormwater utility and as such, has very limited funding for improvements and repairs. Hunts Point relies on the King County Flood Control District grant funding, the King County Sub-Regional Opportunity Fund grant funding, Heavy Truck Fees, Real Estate Excise Tax, and other state and federal funding.

Stormwater runoff in the Town is expected to increase over the next 20 years as a result of increased density and the reduction in tree canopy. This increased runoff will likely cause direct impacts to the system's capacity as well as to the Town's ongoing erosion control efforts.

The Town of Hunts Point stormwater system meets the Town's current stormwater needs and those of the foreseeable future. It is our goal to update the Stormwater Management Plan every 10 years (or as funding allows) and to reference standard plans that are based on the best available science.


HUNTS POINT
TOWN OF
Washington
Town of Hunts Point
- Storm System -
Revised on:
8/7/24
Legend
Catchbasins
Conveyances
City Limits
Parcels
NE 42nd St
NE 41st St
NE 39th Pl
NE 38th Pl
NE 36th St
NE 35th Pl
NE 34th St
NE 33rd St
NE 32nd St
NE 28th St
92nd Ave NE
91st Ave NE
Evergreen Point Rd
78th Pl NE
Fairweather Nature Preserve
Bethell Nature Preserve
WA-520
WA-520-Trl
Hunts Point
D. F. McDonald Park
Hunts Point Playfield
Points Dr NE
92nd Pl NE
N
0 250 500 1,000
Feet
PACE
Sources: Esri, City of Hunts Poing, PACE Engineers

## 7.3 Goals and Policies

**Goal U-1:** Work with Puget Sound Energy (PSE) to implement regional goals and policies.

- **Policy U-1.1:** Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.
- **Policy U-1.2:** Support electrical vehicle charging infrastructure throughout the community in order to promote the decarbonization of our transportation sector.
- **Policy U-1.3:** Partner with PSE to promote energy programs and initiatives.
- **Policy U-1.4:** Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.
- **Policy U-1.5:** Partner with PSE to effectively meet rapidly increasing electrical demand as the region works to achieve Clean Energy Transition by adopting codes that support new technologies.
- **Policy U-1.6:** Support PSE's wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

**Goal U-2:** Provide stormwater system maintenance including system replacements when necessary.

- **Policy U-2.1:** Implement recommendations in the Town's Stormwater Management Plan and align this policy with the Capital Improvement Plan.

**Goal U-3:** Coordinate utility growth with community needs and environmental standards.

- **Policy U-3.1:** Synchronize utility planning with land use policies.
- **Policy U-3.2:** Implement and periodically review level of service for each utility, facilitating proactive performance assessment and planning.
- **Policy U-3.3:** Mandate new development adherence to utility standards to promote environmental integrity and public health.
- **Policy U-3.4:** Maintain strong partnerships with regional, state, and local entities for collaborative utility planning.

**Goal U-4:** Maintain high-quality utility services that support residents and integrate within the Town's character.

- **Policy U-4.1:** 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-4.2:** Support utility providers' public engagement and education on existing services, upcoming disruptions, and early notices for construction projects.

- **Policy U-4.3:** Encourage strategic utility co-location to minimize disruptions.

- **Policy U-4.4:** Consider and encourage existing and additional connectivity providers to improve resident experiences with the internet and emerging technologies.

**Goal U-5:** Pursue environmentally conscious and resilient utility solutions aligned and integrated with community goals.

- **Policy U-5.1:** Promote resource conservation initiatives to prolong existing utility infrastructures.

- **Policy U-5.2** Promote waste reduction, composting, and recycling initiatives, aligning with broader county and regional environmental goals.

- **Policy U-5.3:** Periodically update and implement a comprehensive Stormwater Management Plan that aligns with Town growth and the Comprehensive Plan.

- **Policy U-5.4:** Support environmental best practices in utility siting and operations, prioritizing sustainability and minimal ecological disruption.

# 8. CAPITAL FACILITIES

## 8.1 Introduction

### Washington State Planning Goals

The comprehensive plan must contain a capital facilities element consisting of an inventory of existing and foreseeable capital facilities owned by public entities (RCW 36.70A.070(3)).

## 8.2 Existing Capital Facilities and Future Demand

The Town of Hunts Point owns and operates a stormwater system and a transportation system which includes the road network, associated trails and unopened rights-of-way, and a public park with recreational facilities. Each capital facility currently meets the demands of Town residents.

There are no schools in the Town and police and fire services are provided under contract with outside agencies. The Town does own Town Hall, located off Hunts Point Lane, and allocated funds to its maintenance and improvements in the Capital Improvement Plan. The Town of Hunts Point has no plans to create any new capital facilities.

### Water and Wastewater System

Please refer to Section 7 – Utilities for a description of the Town's water system.

### Stormwater System

Please refer to section 7 – Utilities for a description of the Town's stormwater system.

### Transportation System

Please refer to Section 4 – Transportation and Section 5 – Parks and Recreation for a description of the Town's transportation system.

## 8.3 Capital Improvement Plan Elements and Funding

### Stormwater System

The Town of Hunts Point 2015 Stormwater Management Plan (SWMP) inventoried and analyzed the Town's stormwater system and prioritized improvements for Hunts Point Circle and the southern one-third of Hunts Point Road. Utilizing funding from the King County Flood Control District (KCFCD), the town was able to define various stormwater capital improvement projects (CIPs) and has since completed CIPs 4 and 12-15.

Projects identified in the SWMP were put on hold in 2019 however, to replace the 48-inch diameter corrugated metal culvert that extended under Hunts Point Lane. The Town successfully

collaborate with several impacted utility purveyors and used not only KCFCD grant funds, but Local Coronavirus Recovery Funds and several other sources of funding to replace this key piece of stormwater infrastructure. As of late 2024, Cozy Cove Creek has new wildlife habitat areas and stormwater safely flows under Hunts Point Lane in a 14-ft wide concrete box culvert.

Stormwater CIPs are identified and prioritized every year. The Town of Hunts Point 2025 – 2030 Capital Improvement Plan lists current projects and applicable funding sources such as the KCFCD grant funds, heavy truck fees, and real estate excise tax (REET).

### Transportation System

The primary purpose of the road network in Hunts Point is to provide access to individual properties, commerce, employment, recreation and the great Puget Sound. Road repairs and maintenance will be performed in accordance with the current roadway standards adopted by the Town.

The Town of Hunts Point has allocated funds towards both transportation and rights-of-way improvements which are outlined in the Transportation Improvement Plan for 2025 – 2030 (see Appendix C). Projects are mainly funded utilizing the Heavy Truck Fees, Real Estate Excise Tax (REET), the King County Parks Levy, and grant funding, but we do take advantage of interlocal agreements, such as with the City of Bellevue Utilities Department and the King County Roads Pavement Preservation Program, to increase cost efficiency whenever possible.

### 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, and the meeting space is available to Town residents. The Town will maintain and improve upon the Town Hall when/where necessary. The 2025 – 2030 Capital Improvement Plan includes the Town Hall Landscape Lighting project which will be paid for by REET and Heavy Truck Fee funds.

## 8.4 Municipal Services

Municipal services for the purpose of this plan include police and fire protection.

Police protection is provided under contract by the City of Medina which has sufficient manpower to provide service to the Town. Population increases in Hunts Point and Medina are expected to be minimal and the Medina police force appears adequate to accommodate a combined stable population of about 3,400 people. The Town will continue to provide police protection to Hunts Point residents utilizing the Medina Police Department on a contractual basis for the foreseeable future.

Fire protection is provided under contract by the City of Bellevue, but the Town monitors the level

of service provided. The nearest fire station is located approximately 1 mile from Hunts Point on NE 24th Street and 96th Avenue NE adjacent to Clyde Hill City Hall. Hunts Point will continue to provide protection to residents via contract services with the City of Bellevue Fire Department for the foreseeable future and monitor any changes in fire station locations to ensure that residents continue to have adequate and timely fire protection services.

## 8.5 Goals and Policies

**Goal CF-1:** Align decisions made on capital facilities plans with other elements of the comprehensive plan

- **Policy CF-1.1:** Maintain a six-year Capital Improvement Plan supported by secure funding sources and community needs.
- **Policy CF-1.2:** Coordinate the Capital Improvement Plan with the Town's projected land use, housing, and transportation needs.
- **Policy CF-1.3:** Ensure new development is supported by the necessary public facilities and/or utilities.
- **Policy CF-1.4:** Encourage using shared access corridors and joint trenches when possible for reduced environmental impacts and cost efficiency.

**Goal CF -2:** Maintain sustainable funding sources and explore new sources.

- **Policy CF-2.1:** Continue funding the six-year Capital Improvement Plan with consistent sources.
- **Policy CF-2.2** Research grants and maintain good standing with county and state agencies to pursue funding when community needs and grant scopes align.
- **Policy CF-2.3:** Identify partners for interlocal agreements or other collaborations which might increase cost efficiency.
- **Policy CF-2.4:** Explore the feasibility of private citizen funding or gifting for targeted neighborhood projects.
- **Policy CF-2.5:** Assess opportunities for conservation or efficiencies in existing infrastructure to reduce the current cost burden of to the Town.

# 9. COMPREHENSIVE PLAN UPDATE POLICIES AND REVIEW CRITERIA

Hunts Point Comprehensive Plan updates should be considered when there are impacts to the document due to changes in state law and/or there is a change in Town goals as expressed by a consensus of the citizens through the planning commission and Town council review processes.

## 9.1 Criteria for Reviewing Land Use Issues

Land use issues and other project proposals shall be reviewed using the following criteria:

- Conformance with the Hunts Point Municipal Code.
- Conformance with the Hunts Point Comprehensive Plan.
- Conformance with the Hunts Point Shoreline Master Program.
- Positive and negative impacts in the following areas:
    - Traffic
    - Density
    - Preservation of the aquifer and well-head protection area
    - Environmental preservation
    - Trees and urban forest
    - Preservation of amenities traditionally a part of Hunts Point
    - Self-sufficient basis for community management
    - Scale
    - Security
    - Pollution and other health factors, including ground water contamination
    - Costs and benefits to the community
    - Availability of non-impact alternatives
    - Individual property values
    - Community property values

## 9.2 Criteria for Reviewing Proposed Municipal Annexations, Incorporations, and Special Purpose District Comprehensive Plans and Boundary Changes

In reviewing proposed municipal annexations, incorporations, and special purpose district comprehensive plans and boundary changes, the following criteria shall be used:

- The direct need of Hunts Point residents for the proposed plan.
- The impact upon residents with regards to the traditional amenities addressed in the comprehensive plan.
- Health and environmental factors.
- Costs and benefits to the community.
- Impact on property values.
- Available alternatives.
- Security of citizens.

## 9.3 Criteria for Reviewing Essential Public Facilities and Services Proposed by Other Agencies

Hunts Point is a small, entirely residential community bounded by Lake Washington, Medina, Clyde Hill, and Yarrow Point. The Town has no undeveloped or commercial land, and there are no abutting unincorporated annexation areas. Essential public facilities (EPFs) are limited to the Town hall, rights of ways, and the storm water system; essential public services are provided by contracted agencies.

Town-owned land is limited to the following:

- McDonald Park, including Town Hall.
- Rights-of-way on both developed and undeveloped streets.

Hunts Point recognizes the importance of the Puget Sound Regional Council's VISION 2050 Multicounty Planning Policies and King County's Countywide Planning Policies and intends to work collaboratively with these agencies. Public facilities and services proposed by King County and other agencies shall be reviewed using the following criteria:

- Security
- Adverse effect on property values

- Aquifer and well head protection
- Safety
- Impact of traffic
- Direct need of Hunts Point residents
- Impact on entrances to Hunts Point
- Disruption of traffic grid
- Noise, air, water pollution
- Strain on the volunteer structure of the community
- Deforestation and the environmental impact to the Town’s urban forest

# APPENDIX A - PUBLIC PARTICIPATION PLAN

# 2024 Comprehensive Plan Update

## Public Participation Plan

## INTRODUCTION

The Town of Hunts Point is undertaking a periodic review and update of its Comprehensive Plan, as required by the Washington State Growth Management Act (GMA), RCW 36.70A.130(5). The GMA requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans, and implementing them through capital investments and development regulations. The GMA sets forth that many counties and cities in Washington should review and revise, if needed, their comprehensive plans to ensure the plan complies with GMA requirements. The periodic review shall continue for every ten years thereafter.

### *What is the Comprehensive Plan?*

The Comprehensive Plan sets the community's 20-year vision for future growth and development. It serves as a collective vision and provides a roadmap for future decision-making to ensure the Town of Hunts Point remains an attractive and safe environment for the enjoyment of all its citizens. The Plan guides Town decisions by setting goals and objectives across several essential growth topics, ensuring that new development aligns with the community's values and identity, while meeting requirements of state and federal laws.

### *Why is the Comprehensive Plan Being Updated?*

The GMA requires that cities and counties update their comprehensive plans on a periodic schedule. This is an opportunity to review existing guidelines, write new policies that reflect the priorities of the community, and confirm that all federal, state, and local requirements are met. The next update of the Comprehensive Plan is due December 30, 2024. The 2024 Update will plan for the next 20 years through the year 2044.

## WHAT IS THE PUBLIC PARTICIPATION PLAN?

The Revised Code of Washington (RCW) 36.70A.130(2) requires that local governments establish a public participation plan for the evaluation and update of its comprehensive plans. Public participation is an integral part of the planning process and enables the Town to make more informed decisions. This Plan describes the steps and methods the Town of Hunts Point will take to involve the public in the 2024 Comprehensive Plan Update. The goal of this Plan is to:

- Connect with and inform the public of the purpose of the Comprehensive Plan Update.
- Identify the methods and means by which the public can be involved in the update.

- Create and encourage community feedback opportunities to advise and comment throughout the update process.
- Share updates with the community throughout the process.
- Continually ensure that Town staff and officials fully understand the community concerns and perspectives.

This document may be updated over time to reflect the needs of the Comprehensive Plan Update.

## COMMUNICATION TOOLS

The following methods may be used as part of the public outreach program:

- *Website:* The Town's website will house the 2024 Comprehensive Plan Update webpage where interested residents and others of the public may visit for status updates, draft documents, notices, and other relevant information. This webpage will be the primary source for all information related to the update process.
- *Town Hall Noticeboard:* The Town will post public notices discussing the update and public participation opportunities on the Town hall noticeboard.
- *Email Mailing List:* The Town has an established email list which will be used to distribute relevant information including plan updates, notices for public participation opportunities and survey links.

## OUTREACH METHODS

- *Survey(s):* Throughout the update process various web-based surveys will be created and sent out to solicit public input and perspective. Results will be published on the 2024 Comprehensive Plan Update webpage.
- *Planning Commission:* The Planning Commission is designated as the responsible advisory board for advising the Town Council on comprehensive plan and land use issues and therefore will be the primary source of public involvement in guiding the 2024 update. All Planning Commission meetings are open to the public and interested parties are welcome to attend. Meeting agendas and past minutes can be found on the Town's website.
- *Public Hearings:* Public hearings will be conducted by the Planning Commission and the Town Council. There will be opportunities for both verbal and written comments.
- *Written Comment:* Interested citizens are encouraged to provide comments to the Town by letter or email. All comments will be forwarded to the Planning Commission and Town Council. Written comments can be submitted by the following methods:

  **Town of Hunts Point**

  3000 Hunts Point Rd

  Hunts Point, WA 98004

  or depclerk@huntspoint-wa.gov

# 2022-2024 Public Participation Schedule*

| PHASE | PERIOD | TASK |
|---|---|---|
| **Research, Information Gathering, and Goal Setting** | Sept. 2022 - Feb. 2023 | • Staff review THP Zoning Code and 2015 Comp Plan<br>• Planning Commission introduction to Comp Plan |
| **Community Kickoff and Visioning** | Apr. 2023 - Aug. 2023 | • Develop/ adopt Public Participation Plan<br>• Comp Plan webpage launch<br>• Launch 1st community survey<br>• Comment opportunity at Planning Commissions meetings<br>• Writeup in summer newsletter |
| **Feedback, Review, and Planning** | Aug. 2023 - Oct. 2023 | • Comment opportunity at Planning Commission/ Council meetings<br>• Close survey, publish results<br>• Writeup in fall newsletter<br>• Open House at Town Hall<br>• Post updates on Plan webpage/ Town hall noticeboard |
| **Chapter Drafting** | Sept. 2023 - Mar. 2024 | • Hold Public Hearings as needed<br>• Comment opportunity at Planning Commission/ Council meetings<br>• Post updates on Plan webpage/ Town hall noticeboard<br>• Email notices sent as needed |
| **Reviews & Approvals** | Apr. 2024 - Dec. 2024 | • Draft Plan released for public comment<br>• Hold Public Hearings as needed<br>• Comment opportunity at Planning Commission/ Council meetings<br>• Final Plan released for public comment |

** The Comprehensive Plan Update is a multi-year project culminating in December 2024. This schedule may be updated as conditions change or additional resources to support outreach activities become available*

# APPENDIX B - TRANSPORATION IMPROVEMENT PLAN

DRAFT

**TOWN OF HUNTS POINT**
**2026 - 2031 SIX YEAR CAPITAL IMPROVEMENT PLAN (CIP)**
**2026 - 2031 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)**
**2026 - 2031 SIX YEAR NON-TRANSPORTATION IMPROVEMENT PLAN (NON-TIP)**
**DATE SUBMITTED: July xx, 2025**

Approved by: **Hunts Point Council**
Date: **July x, 2025**
Ordinance Number: xxx

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **I. CAPITAL IMPROVEMENT PROJECTS** | | | | | | | | | |
| 1-1 | 2026 | Entire Town | | | N/A | Town wide survey to include - HP Rd South (stormwater system, edge of pavement, trees, etc.) | | $15,000 | REET Tax, Heavy Truck Fee, General |
| 1-2 | 2027 | Entire Town | | | N/A | Town wide survey to include - HP Road Middle (stormwater system, edge of pavement, trees, etc.) | | $15,000 | REET Tax, Heavy Truck Fee, General |
| 1-3 | 2028 | Entire Town | | | N/A | Town wide survey to include - Hunts Point Road North (stormwater system, edge of pavement, trees, etc.) | | $15,000 | REET Tax, Heavy Truck Fee, General |
| **II. TRANSPORTATION IMPROVEMENT PROJECTS** | | | | | | | | | |
| 2-1 | | | | | | | | | REET Tax, Heavy Truck Fee, General |
| | | | | | | | | | |
| **III. NON-TRANSPORTATION IMPROVEMENT PLAN** | | | | | | | | | |
| 3-1 | 2026 | HP Road - Middle 1/3 | 3432 HP Road | 3832 HP Road | N/A | Pagoda Maintenance (4 total) (PR-5, PR-6, PR-7, and PR-8) | | $7,500 | REET |
| 3-2 | 2026 | HP Circle | | | N/A | Clean & Camera Storm Lines | | $15,000 | General Fund |
| 3-3 | 2027 | HP Road - North 1/3 | 3858 HP Road | 4344 HP Road | N/A | Pagoda Maintenance (4 total) (PR-9, PR-10, PR-11, and PR-12) | | $7,500 | REET |
| 3-4 | 2027 | HP Road - North 1/3 | | | N/A | Clean & Camera Storm Lines | | $15,000 | General Fund |
| 3-5 | 2028 | Hunts Point Circle | | | N/A | Pagoda Maintenance (4 total) (PC-1, PC-2, PC-3, and PC-4) | | $7,500 | REET |
| 3-6 | 2028 | HP Road - Mid 1/3 | | | N/A | Clean & Camera Storm Lines | | $15,000 | General Fund |
| 3-7 | 2029 | Hunts Point Lane | | | N/A | Pagoda Maintenance (5 total) (PL-1, PL-2, PL-3, PL-4, and PL-5) | | $7,500 | REET |
| 3-8 | 2029 | HP Road - South 1/3 | | | N/A | Clean & Camera Storm Lines | | $15,000 | General Fund |
| 3-9 | 2030 | 80th Ave NE | | | N/A | Pagoda Maintenance (3total) (80-1, 80-2, and 80-3) | | $7,500 | REET |
| 3-10 | 2030 | Hunts Point Lane | | | N/A | Clean & Camera Storm Lines | | $15,000 | General Fund |
| 3-11 | 2031 | NE 28th Street | | | N/A | Pagoda Maintenance (3 total) (28-1, 28-4 and 28-7) **NOTE: private single boxes not maintained 28-2, 28-3, 28-5, and 28-6** | | $2,500 | REET |
| 3-12 | 2031 | 80th Ave NE/ NE 28th St | | | N/A | Clean & Camera Storm Lines | | $15,000 | General 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 2025 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.