



CITY OF CLYDE HILL

2024 COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

Mayor

Steve Friedman

City Council

Dean Hachamovitch

Kim Muromoto, Mayor Pro Tempore

Ryan Olson

Steve Sinwell

Lisa Wissner-Slivka

Planning Commission

Lynn Janata Tremblay

Mark Kroese

Amy Kwan, Chair

Jared Wheeler

Jill Zimmerman

City Staff

Dean Rohla, City Administrator

Maia Knox, Assistant City Administrator

Eric Jensen, Planning Manager

Shaun Tozer, Public Works Director

Lisa King, Finance Director

Atwell Consultant Team

Andy McAndrews, Planning Director

Sharon Snook, Senior Planner

Caitlin Hepworth, Senior Planner

Cyrus Oswald, Planner

Tanner Machala, Planner

Amanda Hunt, Planner

Additional Contributors

Lynn Kim, Northwest Geographics

Brian Kellogg, DKS Associates

Christian Thompson, DKS Associates

Kolten Kusters, Radaeke Associates



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CITY OF CLYDE HILL

CITY OF
Clyde
Hill



INTRODUCTION



INTRODUCTION

Clyde Hill has historically been an attractive place to live due to its quiet, safe neighborhoods and central location within Puget Sound. The city offers abundant territorial and water views, lush tree-lined streets, first-rate schools, and easy access to the regional job centers of Seattle to the west and Bellevue to the east. The perceived quality of life among residents depends on the careful stewardship of the natural environment and mindful planning to preserve highly sought-after community amenities for future generations. While the city must adapt to local and regional changes, protecting low-density residential character is essential to maintaining the community’s identity, and indeed, honoring the very reason that residents choose to live in Clyde Hill.

Clyde Hill was incorporated as a town on March 31, 1953, in response to the community’s desire to control land use development, including lot sizes and commercial zoning. At the time of incorporation, Clyde Hill had a population of 971 people and 271 homes. In 1998, Clyde Hill dropped “Town” from its name and became the City of Clyde Hill. Now a quarter of the way through the 21st century, Clyde Hill has developed slowly, in accordance with the vision of its founders. The Clyde Hill community has about 3,100 residents and 1,100 households.

With a top elevation close to 375 feet, Clyde Hill encompasses an area of about one square mile. The city is about 1.5 to 2 miles east of Seattle and

is bordered by Bellevue, Kirkland, Medina, Yarrow Point and Hunts Point. There are approximately 21 miles of public roadway that make Clyde Hill centrally located within the Seattle - Bellevue metro area. The community is located at Longitude W122.08, Latitude N47.37 in King County, Washington State.

The majority of Clyde Hill is zoned for low density residential use except for two commercially zoned areas: a gas station and a neighborhood cafe. In addition to a small government zone, the city is home to four schools: two public (Clyde Hill Elementary and Chinook Middle School) and two private (Bellevue Christian School and Sacred Heart School). Although the City maintains a minimum lot size of 20,000 square feet, many smaller lots exist that predate the city’s incorporation.

Since incorporation, the City of Clyde Hill has focused on maintaining a high quality of life for residents and preserving the natural beauty within its borders. Through continued active management of local land use development, including disciplined control of lot sizes and zoning for residential and commercial purposes, and strategic investment in protecting environmental resources such as clean air and water, the City aims to ensure Clyde Hill remains a peaceful, healthy, and family-friendly suburb for decades to come.



Residential View in Clyde Hill

CITY STRUCTURE

Mayor

The Mayor of Clyde Hill is elected at large to a four-year term and presides over all meetings of the City Council. The Mayor serves as the Chief Executive Officer of the City and has the authority to appoint a City Administrator and a City Clerk to implement the executive duties of the City on a day-to-day basis. Additionally, the Mayor is responsible for appointing members to serve on various City Boards and Commissions, as well as special advisory committees.



City Council

The Clyde Hill Council is elected at large to staggered four-year terms. Council members have the primary responsibility of establishing policy, direction, and goals for the City. The governing laws of the City are developed and adopted by the City Council through specific ordinances and are subject to Washington State Laws as adopted in the Revised Code of Washington (RCW). The City's laws are embodied in the Clyde Hill Municipal Code.

Planning Commission

Members of the Clyde Hill Planning Commission are appointed to staggered four-year terms. The Commission consists of five members who serve in an advisory capacity to the City Council on matters involving zoning, land use, quasi-judicial view and sunlight complaints, and long-range planning.

THE COMPREHENSIVE PLAN

The Comprehensive Plan is Clyde Hill's roadmap, guiding the city's growth and development over a 20-year planning horizon. Every 10 years, the City is required to update its Comprehensive Plan through a periodic update process. This process empowers Clyde Hill community members to refresh the city's long term vision, goals, and policies through a multi-pronged public engagement process. This recurring process has been ongoing since the City passed its first

Comprehensive Plan in 1993.

The Comprehensive Plan became a required commitment for selected Washington state communities with the passage of the Growth Management Act (GMA) in 1990. The GMA establishes 14 goals for counties and cities to implement through their comprehensive plans.

WHAT IS IN A COMPREHENSIVE PLAN?

The Comprehensive Plan is composed of several required and recommended elements, each complemented by goals and policies. Some elements are mandated by the Growth Management Act, while others are simply recommended. Required elements include land use, housing, capital facilities, utilities, and transportation. Recommended elements may include the natural environment, parks and recreation, climate change, economic development and more. Clyde Hill's Comprehensive plan focuses on all required elements, as well as natural environment and parks and recreation.

Each element has four major components: Goals and policies, inventory, analysis and conclusion, and strategies and commitments. Goals and policies represent the overarching aspirations that Clyde Hill residents have for their community and outline the steps to be taken over a 20-year

planning horizon. The other three components involve analytical work accomplished by City staff as part of the Comprehensive Plan update process and subsequent plan implementation. Once this analysis is complete, strategies can be formulated.



Our Legacy Fields, Clyde Hill, Photo by Lisa Fugate



Figure I-1 GOALS OF THE GROWTH MANAGEMENT ACT

GOALS OF THE GROWTH MANAGEMENT ACT

- Urban Growth** | Encourage development in urban areas.
- Reduce Sprawl** | Reduce the inappropriate conversion of undeveloped land.
- Transportation** | Encourage efficient multimodal transportation systems.
- Housing** | Plan for and accommodate housing affordable to all economic segments.
- Economic Development** | Encourage economic development throughout the state.
- Property Rights** | Private property shall not be taken for public use without just compensation.
- Permits** | Applications should be processed in a timely and fair manner.
- Natural Resource Industries** | Maintain and enhance natural resource-based industries.
- Open Space and Recreation** | Retain open space, enhance recreational opportunities.
- Environment** | Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.
- Citizen Participation** | Encourage the involvement of citizens.
- Public Facilities and Services** | Ensure adequate public facilities and services necessary to support development.
- Historic Preservation** | Identify and encourage preservation.
- Shoreline Management** | Protect critical areas within shorelines of the state.

THE COMPREHENSIVE PLAN PROCESS

Preparing the Comprehensive Plan for the periodic update is an extensive, multi-step process. Successful planning is based on creating transparent work programs, community engagement plans, and initiating collaborative efforts with local and regional jurisdictions. It requires a thorough review of what has been working in Clyde Hill, what needs improvement, what the city currently has, and what it needs. This assessment is conducted by evaluating the previous periodic update against available data, including a review of the periodic update guidance provided by the Department of Commerce.

NESTED DECISION MAKING PROCESS

The value of the Comprehensive Planning process is that it highlights how no decision is made in a vacuum. Impactful decisions in land use, transportation, housing, and other areas are a single links in an ongoing decision-making chain, connecting past decisions to future ones. The content of the Comprehensive Plan fits into a larger system of countywide policies, allocated growth targets, housing needs, land capacities, and growth strategies, as well as the City’s own implementation strategies, capital facility plan, and transportation plan. This nested process ensures that future decisions are informed by, and aligned to, important regional and local planning efforts.



WHY WE PLAN

When dealing with topics in land-use, infrastructure, and transportation, it is important to have a plan. The decisions made in the Comprehensive Plan have long-term impacts. Choices made around land use are largely permanent, so it is crucial to consider every measurable component to mitigate potential negative impacts and achieve the greatest benefit. Several actors are involved in these topics, making collaboration necessary to achieve Clyde Hill's vision. This vision cannot be accomplished overnight. Achieving the goals listed in the Comprehensive Plan requires persistent effort, sustained over a long period of time. Infrastructure projects can take years to come to fruition, and securing funding is key to making these projects take off. Clyde Hill residents expect fairness and transparency, further justifying the need for a clear and overarching plan.

WHAT MAKES A GOOD PLAN

A good plan must be three things: compelling, realistic, and specific. It should be compelling, inspired by the needs, interests, and desires of the people. Community visioning, along with the goals and policies selected by the community, ground the plan in the real experiences of Clyde Hill residents. The plan must also be realistic and based on empirical facts, which requires using the best available science (BAS) to complete an inventory and analysis of current systems to inform

future forecasts. Lastly, the plan must be specific enough to provide clear steps to achieve the vision and goals.



COMMUNITY PARTICIPATION & ENGAGEMENT

Gathering community input is integral to the Comprehensive Plan periodic update process. Community engagement grounds the plan in the interests and desires of the community. The periodic update Public Participation Plan (Appendix D) identifies goals for community engagement, lists possible input opportunities, and develops timelines for engagement.

Public engagement occurred continuously between April 2022 and June 2024. Initial surveys were provided in mailers to residents and made available online via the City of Clyde Hill home page. Public meetings at different stages of the writing process helped develop items like Clyde Hill's Vision Statement and goals and policies

for each element chapter. The bi-monthly City newsletter and social media platforms such as Facebook and Nextdoor provided opportunities for people to learn and connect when unable to attend in-person meetings or open houses. Throughout the full two-year update process, the City received a total of 245 survey responses and welcomed a total of 31 participants in community activities, open houses, and meetings.

COMMUNITY VISION

A vision statement makes a Comprehensive Plan compelling. It creates a sense of ownership by the community through rigorous participation, identifying shared community values, purposes, and assets, and describing how Clyde Hill should look and feel in the future. Clyde Hill's Vision Statement was developed based on core values identified by community survey responses and confirmed by City leadership.

CORE VALUES

Unified Community: Clyde Hill recognizes the benefit of strong relationships between community members. Cooperation with one another is based on kindness, trust, and respect being core values for each resident. Our community’s commitment to inclusion, diversity, and equity helps create the tight knit municipality that we cherish.

Proactive Governance: Public trust is built by governing in a communicative, transparent, and adaptive manner. Clyde Hill prioritizes creating platforms for effective community feedback and engagement. Clyde Hill works in tandem with its residents and adjacent communities to cooperate on projects that enhance the quality of life of Clyde Hill residents. The City shall continue to plan proactively, work collaboratively, and foster public trust and consensus.

Safety: The protection and security of residents is of the utmost importance and maintains our peace of mind. Mutual respect and trust with our public safety officers helps form the basis of our positive neighborly relations and the tranquility we experience in our small-town environment.

Residential Character: Clyde Hill has traditionally been a low density, residential neighborhood with a high value on quality of life, intimate social connections, and tranquility. The development pattern is designed to serve residential uses and households, which we see as a community strength. Clyde Hill residents are invested in maintaining our existing lifestyle and the residential character of the city.

Eastside Linkage: With close, easy access to metropolitan services and cities, state routes, and activities as well as beautiful views, parks, and trails, Clyde Hill is perfectly situated in the heart of the eastside. Residents agree that Clyde Hill’s pristine views of Lake Washington and beyond are a deeply cherished feature and an identifying characteristic of the city. Clyde Hill is invested in maintaining its unique physical characteristics and access to surrounding communities, and environment.

Figure I-2 CLYDE HILL VISION STATEMENT

CLYDE HILL VISION STATEMENT





LAND USE



INTRODUCTION

The Land Use Element serves as the foundation guiding the future development pattern, character, and aesthetic of Clyde Hill, acting as a critical focal point of the Comprehensive Plan. City land use decisions, development regulations, and infrastructure improvements are grounded in the community preferences and capabilities identified by the Land Use Element.

In addition to synthesizing valuable community feedback on local needs and preferred approaches to managing development, the Land Use Element documents the City’s capacity to meet state legislative mandates. The Comprehensive Plan process highlights aspects of the community’s desires for continuity and change while demonstrating the City’s ability to plan for forecasted population and job growth.

This Land Use Element incorporates updated public engagement and community visioning, in addition to work completed under previous iterations of the City’s Comprehensive Plan.

OVERVIEW

The Clyde Hill community treasures the city’s unique development patterns and history. Since the late 1940s, Clyde Hill has primarily been a low-density, single-family residential community. As of 2024, there are few residentially zoned vacant lands remaining within city limits, and only a handful of parcels can be redeveloped to provide

space for additional housing. Clyde Hill cannot expand via annexation of adjacent land due to its fully contiguous boundaries with the cities of Medina and Bellevue, each of which are fully developed.

High land values in Clyde Hill present a significant financial barrier to new commercial and dense residential development. At present, two parcels in the city are zoned for commercial use. As a result, Clyde Hill has limited sales tax revenue, which directly impacts the City’s budget and its ability to provide municipal services, programs, and capital projects.

Due in part to its small size and lack of commercial and multi-family residential development, Clyde Hill relies on larger municipalities and regional service providers for many essential functions. Clyde Hill contracts with the City of Bellevue for fire and EMS services, as well as water and wastewater utility services. The Bellevue School District operates the city’s two public schools, while religious organizations operate an additional two private schools in Clyde Hill. Except for a small portion of State Route 520 (SR-520) running along the north end of the city, there are no state, regional, or local essential public facilities within city limits, nor available buildable lands to accommodate a facility of this type in the future.

VISION

Public engagement for the 2024 Comprehensive Plan reveals little interest in making drastic changes to the city’s character, visual appearance, or existing land uses. Most residents do not wish for growth to occur, especially given the limited opportunities that exist for new development of any kind. Such sentiments are in keeping with the low-density residential vision for Clyde Hill, going back to the City’s incorporation in the early 1950s. The voice of the Clyde Hill community is interwoven throughout the Land Use Element chapter, which ultimately seeks to find a compromise that balances local values with state requirements to proactively plan for future growth.

The Land Use Element contains goals and policies necessary to support the management of land resources, as well as to shape City regulations, guidelines, and standards. These goals and policies prioritize protection of the natural environment while considering all other elements of the Comprehensive Plan, especially Housing, Transportation, and Utilities. They are informed by current and projected population, current land use designations and future capacities, and expressed community preferences. The Land Use Element also identifies special considerations for future city land use.

Clyde Hill’s future land uses and accommodations for anticipated growth are directly connected to Washington State legislative requirements, Puget

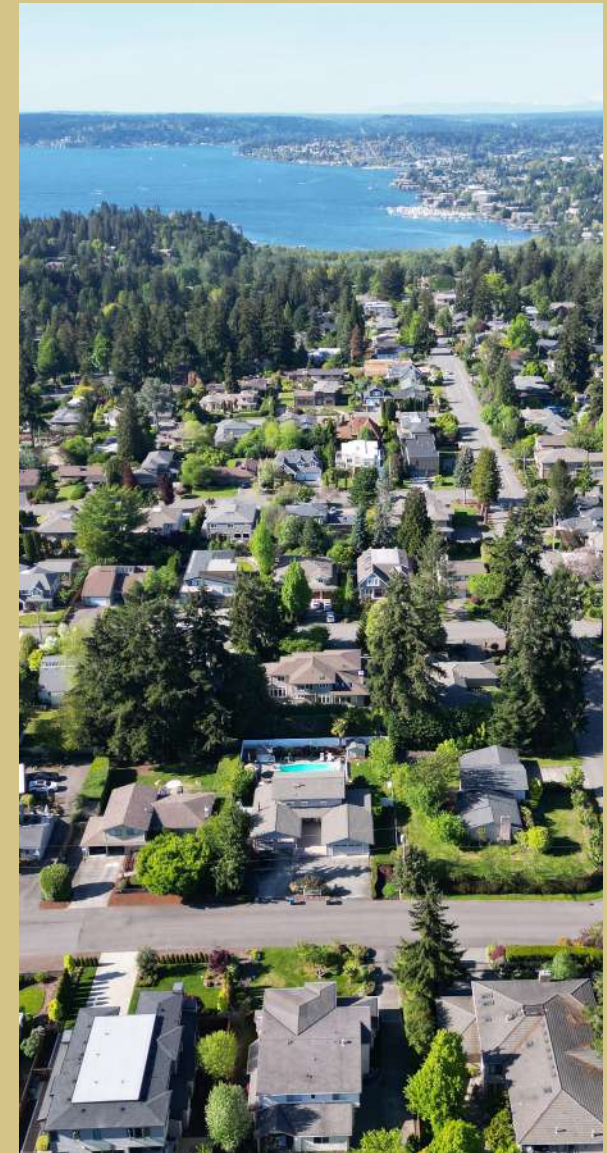


Sound Regional Council's Vision 2050, and King County Countywide Planning Policies, as well as local resident desires and vision for the city's future. Over the next several decades, Clyde Hill anticipates the following conditions:

- The city will remain a primarily low-density residential community largely comprised of single-family homes. As a result of the state passing new legislation in 2023 removing regulatory barriers to construction of middle housing and ADUs, the city will have to accommodate a variety of housing types, sizes, and densities.
- Key environmental characteristics, such as the city's captivating vistas, robust tree canopy, and leisurely trails, will be maintained, enhanced, and expanded where possible.
- Clyde Hill's history, culture, and local artists will be commemorated and celebrated by creating new opportunities for public interaction and community art, developing wayfinding and informational signage, and recognizing the city's multicultural background.
- The City will maintain commercial uses along high-volume roadways near the SR-520 corridor.
- The City will continue to encourage commuters to utilize the SR-520 / I-405 corridors and King County Metro/Sound Transit to access jobs

beyond city limits.

- The City will support the majority of Clyde Hill residents who work remotely, assuming remote work becomes an established feature of the local workplace landscape in the years following the COVID-19 pandemic.
- City parks and interconnected trails will continue to meet residents' physical activity and recreation needs, provide multi-modal transportation opportunities, and facilitate community interactions. In the short-term, trails will continue to meet cyclist needs, while in the medium and long term, roadways will be enhanced to better support cycling.
- The City will protect local streams, wetlands, and other critical areas newly identified in 2024.



Clyde Hill Neighborhood Aerial, by Atwell



ANALYSIS

URBAN GROWTH AREA

Clyde Hill was incorporated in 1953 as a small residential town covering an area of approximately one square mile. It is bounded by Points Drive and NE 28th Street to the north, NE 12th and NE 13th Streets to the south, 84th Avenue NE to the west, and 98th Avenue NE to the east. SR-520 runs along the north end of the city. The City’s Urban Growth Area (UGA) is surrounded by the incorporated municipalities of Hunts Point, Yarrow Point, and Kirkland to the north, Medina to the west and south, and Bellevue to the east. As such the city cannot extend its boundaries through annexation.

The Growth Management Act requires UGAs to be identified for future expansions to meet population growth needs. Since Clyde Hill has no UGAs, future expected growth, negligible as it may be, is anticipated to be met by re-evaluating residential densities and collaborating with neighboring jurisdictions. Clyde Hill will not be changing or expanding its boundaries over the next 20 years and will instead focus on improving services and capacity within its existing city limits.

Clyde Hill is located within the overall Urban Growth Area (UGA) designated in King County’s 2021 Countywide Planning Policies (CWPP) and subsequent amendments. The city accounts for less than 0.046% of the county’s land area and 0.13% of the population.¹ Land use decisions made by the City will result in minimal impact on the

county’s land pattern or densities. Clyde Hill’s land uses and densities are similar to those in the directly adjacent communities of Medina, Hunts Point, Yarrow Point, and the western residential neighborhoods of Bellevue.

Clyde Hill is in close proximity to the cities of Kirkland and Bellevue, which are rapidly developing a large number and wide variety of medium- to high-density residential and mixed-use commercial buildings typical of emerging urban centers in the Puget Sound region. Both cities have hundreds of commercial establishments providing well over a million square feet of retail space, abundant healthcare office and clinic space, and numerous other amenities within a two-mile radius of Clyde Hill City Hall.

CURRENT POPULATION AND ESTIMATED FUTURE GROWTH

Clyde Hill had an estimated population of 3,110 in 2021 making it one of the smallest communities in King County². Despite its relatively modest size, the city is situated within a rapidly developing metropolitan area, sharing its eastern boundary with Bellevue, the state’s fifth-largest city³.

According to state and county projections, Clyde Hill is likely to see modest population growth in the next several decades. In preparation for the 2024 Comprehensive Plan periodic update, King County published its Urban Growth Capacity

Figure LU-1 WHAT IS AN URBAN GROWTH AREA (UGA)?

WHAT IS AN URBAN GROWTH AREA (UGA)?

Urban Growth Areas were established by the Washington State Growth Management Act to ensure urban densities, services, and growth could be managed while retaining open spaces, critical areas, and agricultural or resource lands. A UGA is an area outside of a city’s limits that could be annexed if anticipated urban growth requires expansions to meet service and capacity demands over the next 20 years.

Cities do not regulate or control UGAs. UGA locations and boundaries are determined by Counties during the buildable lands analysis process, which occurs prior to the Comprehensive Plan update.

Report, allocating anticipated growth among its member jurisdictions and assigning Clyde Hill a housing target of ten (10) new dwelling units over its baseline 2019 supply⁴.

Given existing capacity for the construction of one ADU on each of Clyde Hill’s more than 1,000 residential parcels, as well as anticipated additional capacity resulting from implementation



of state middle housing and ADU requirements, the conditions exist for the City to meet its target of 10 new housing units by 2044. Assuming the current average Clyde Hill household size of 2.7 persons⁵, Clyde Hill can expect its population to increase by an estimated 27 people over the next two decades. This would put the total Clyde Hill population at 3,151 by 2044.

ZONING LANDSCAPE

Clyde Hill land use patterns and general densities have not changed significantly in the last 10 years. Future use of the land is expected to remain the same unless there is a shift in the current zoning districts, community attitudes regarding growth and development, or legislative mandates requiring changes to land use regulations, zoning, or density. Clyde Hill is considered a small city according to the King County 2021 Urban Growth Capacity Report. As a small city, there are limited opportunities for developing unique neighborhood characteristics. There are no distinct areas or zoning overlays in the city that identify specialized characterization, history, or culture

¹ OFM (2022)

² 2017-2021 ACS 5-Year Estimates.

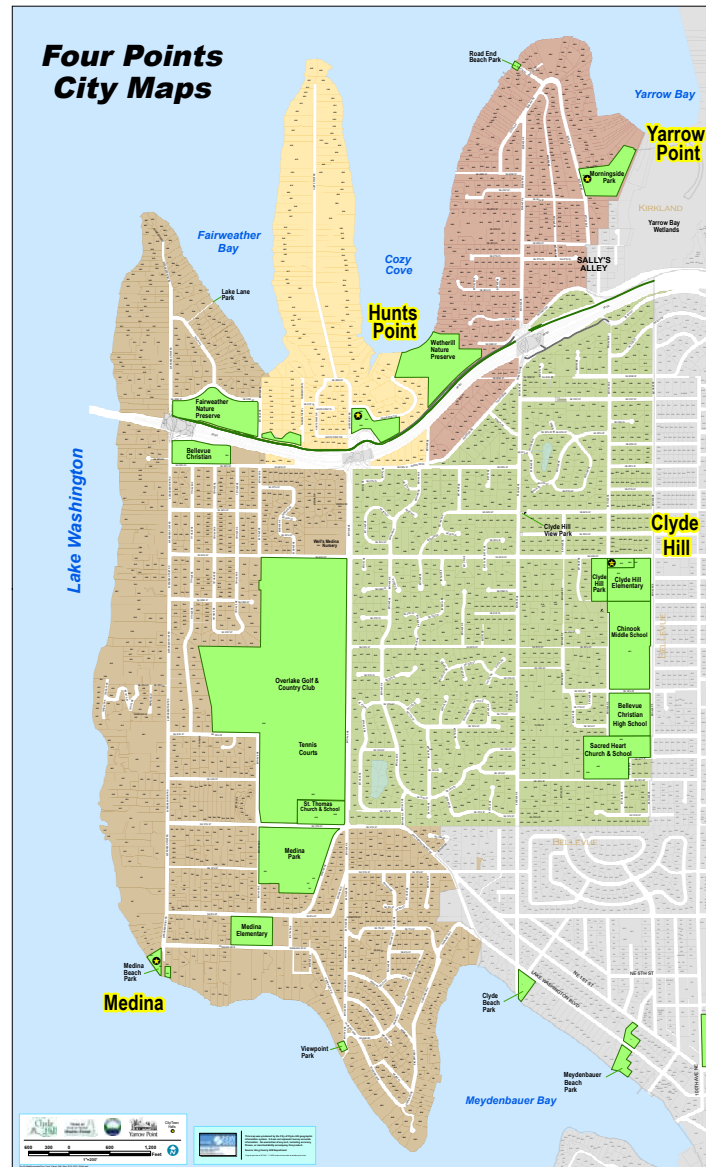
³ OFM (2022).

⁴ 2044 housing targets for Clyde Hill are identified in the 2021 King County Urban Growth Capacity Report.

⁵ 2022 ACS 5-year Estimates.

Figure LU-2 VICINITY AND BOUNDRY MAP

VICINITY AND BOUNDARY MAP



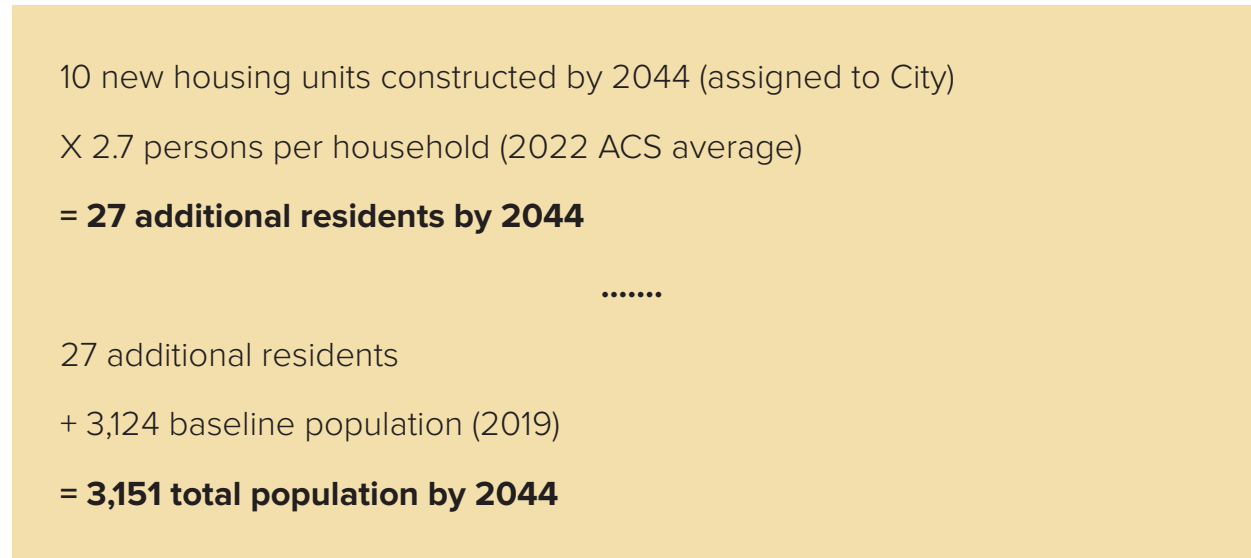
such as planned unit developments, planned land use developments, neighborhood character preservation areas, or historic districts. Population, housing, and job growth will be accommodated primarily in the Residential District (R-1), which covers around 90% of the city’s total land area. There are no designated commercial corridors, downtown, or urbanized areas in the city.

The zoning districts in Clyde Hill are as follows:

- **Government District (G-1):** This zone permits government or park use within the city. Existing uses in the G-1 zone include City Hall, the police station, the fire station, public facilities and maintenance buildings, and Clyde Hill City Park.
- **School District (S-1):** This zone dedicated is to the four schools (public and private) within Clyde Hill’s limits and has unique development standards to ensure compatibility between government, residential, and school uses. The zone only permits schools, government buildings, and park uses.
- **Business District (B-1):** There are two parcels in the city zoned Business District, which permit retail or medical office uses only. The two businesses in the city include a cafe and a gas station, both located in the northwest sector near the SR-520 corridor.
- **Residential District (R-1):** The Residential District is intended to permit and serve all the City’s residential uses, developments, and future housing capacity needs. Single-family

Figure LU-3 2044 CLYDE HILL HOUSING AND POPULATION TARGETS

2044 CLYDE HILL HOUSING AND POPULATION TARGETS



and manufactured homes are permitted in this district. It is anticipated with recent enacted legislation that the City will be required permit duplexes and additional forms of middle housing by 2025. All areas of the city not occupied by the G-1, S-1, or B-1 zones are zoned R-1 as shown in *Figure LU-3*.

LAND USE INVENTORY AND ANALYSIS

In the more than 70 years since its incorporation, Clyde Hill has steadily developed into a series of interconnected, predominantly single-family neighborhoods. A few vacant single-family lots remain, and once these are developed, the city will reach its total growth capacity unless changes are made to current zoning or development standards.

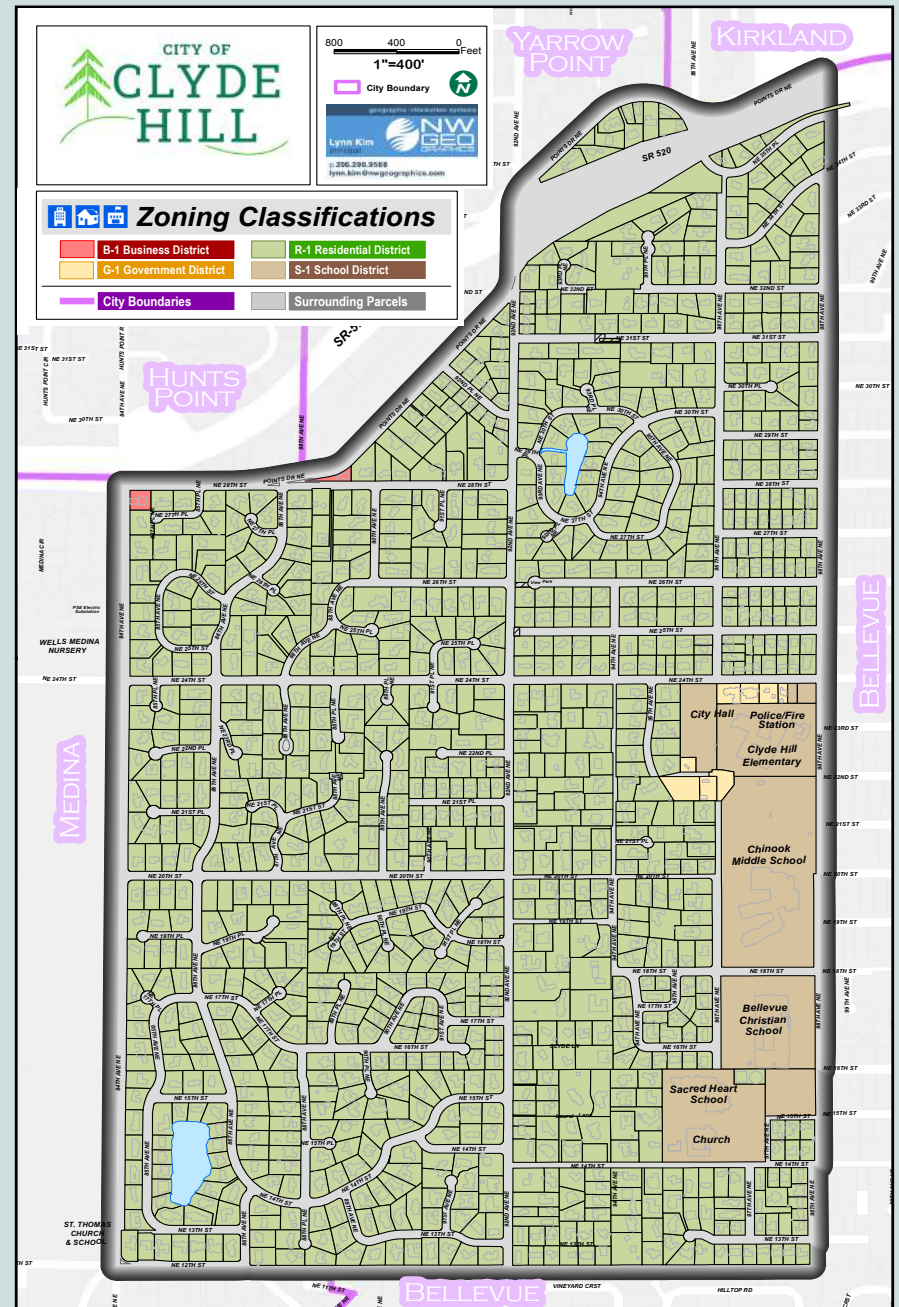
In 2023, Washington State adopted legislation requiring cities to implement new development standards that will increase capacity for residential density by allowing middle housing, such as duplexes and ADUs, in all residentially zoned areas. The City anticipates implementing these new Middle Housing and ADU standards in 2025, following completion of the 2024 Comprehensive Plan update. Clyde Hill will ensure continued compliance with state and county regulations and adopt any required land use changes.

Currently, Clyde Hill is mostly zoned for residential use, apart from the following exceptions:

- A gas station and convenience store on the corner of 84th Avenue NE and Points Drive
- A coffee shop located on Points Drive and NE 28th Street

Figure LU-4 ZONING AND FUTURE LAND USE MAP

ZONING AND FUTURE LAND USE MAP



- Clyde Hill Elementary on NE 24th Street and Chinook Middle School 98th Avenue NE
- Bellevue Christian Middle School on 98th Avenue NE
- Sacred Heart Elementary School on NE 14th Street
- City Hall, Police, & Fire Station on NE 24th Street
- City Park located east of 95th Avenue NE

Clyde Hill occupies 632 acres, of which 69.3% are developed as single-family residential, 20% as street right-of-way, 7.8% as public and private schools, and 2.2% as City governmental buildings. The minimum lot size allowed in the zoning code is 20,000 square feet, although many smaller lots exist from before incorporation⁶.

RESIDENTIAL LAND CAPACITY

In 2021, King County assigned Clyde Hill a target of 10 net new housing units by 2044 . Clyde Hill must demonstrate its ability to accommodate these new housing units, which would increase the total number of homes in Clyde Hill from 1,091 in 2021 to 1,101 in 2044. According to the latest household demographic data from the 2022 American Community Survey, two homes have been constructed since the 2021 estimate, resulting in a current need for eight additional units.

Combining redevelopable and vacant parcels, Clyde Hill has a total of 2.59 acres of land available for the construction of new housing units. Given current zoning regulations, Clyde Hill has the capacity to accommodate five additional residential units on that available land.⁸

⁶ Clyde Hill Municipal Code

⁷ 2021 King County Countywide Planning Policies, 2019-2044 Housing Target

⁸ King County 2021 Urban Growth Capacity Report



Figure LU-5 TOTAL AND VACANT ACERAGE BY LAND USE TYPE

TOTAL AND VACANT ACERAGE BY LAND USE TYPE

LAND USE	ACRES TOTAL	PERCENT
Single Family Residential	430.18	69.3%
Schools	49.6	7.8%
City Government	13.8	2.2%
Parks	0.92	0.1%
Commercial/Business	0.73	0.1%
Utilities	0.33	0.1%
Street Right-of-Way	126.60	20%
Vacant	6.04	1%
Not Developable	3.80	0.6%
TOTAL	632 ac	100%

COMMERCIAL LAND AND JOB CAPACITY

Clyde Hill’s major employers provide a total of 664¹² jobs, with about half employed by public and private schools. Most of the remaining employees work in city government, at the local gas station or coffee shop, or from home offices and businesses.

About 0.73 acres (0.1%) of Clyde Hill is zoned for commercial use, requiring a minimum lot area of 35,000 square feet.¹³ There is no need to allocate more land for employment-related use since the city is built out with a stable population. There is limited capacity for additional non-residential land use, as these areas are also built-out.

According to the 2021 King County Countywide Planning Policies, Clyde Hill must accommodate ten net new jobs by 2044, which is less than .001% of the county’s overall job growth target of 490,408 jobs¹⁴. Clyde Hill residents will likely continue to work remotely or telecommute from their homes, thus accommodating the anticipated growth over the next 20 years.

NATURAL FEATURES

Clyde Hill is dedicated to preserving its unique identity as a spacious, wooded, and serene residential community. The city’s commitment to maintaining its quality residential areas, lush parks and vegetation, stunning views, and natural

landscapes is a testament to the values that define its character. This dedication ensures that Clyde Hill remains a desirable place to live, reflecting the community’s pride and vision for the future.

Protecting groundwater for public water supply

Clyde Hill receives water services from the City of Bellevue, sourced from the Tolt and Cedar River Watersheds. Two wellheads exist within the city, but they are not considered a source for domestic, reserved, or emergency water as described in the 2016 Bellevue Water System Plan.

There are no other local aquifers or groundwater sources that exist in Clyde Hill. The Cascade Water Alliance serves as the regional water supply agency, providing 36,676 gallons of water per person per year, which amounts to approximately 114 million gallons for the city annually.

Because Clyde Hill does not have its own water system, the City of Bellevue is responsible for planning for the anticipated future water needs of the residents and jurisdictions it serves. Due to Clyde Hill’s modest 2044 population growth target, the city’s water consumption is anticipated to increase by a relative small amount. The City of Bellevue has evaluated its water system plan and has determined that it can meet this future anticipated water demand.



Figure LU-6 AVAILABILITY OF RESIDENTIALLY ZONED PARCELS

AVAILABILITY OF RESIDENTIALLY ZONED PARCELS

ZONING	RESIDENTIAL PARCELS	ACRES IN USE	PUBLIC ROW LANDS	REDEVELOPABLE ACRES	VACANT ACRES	TOTAL ACRES IN ZONE
Single-Family Residential	430.18 ⁹	427.59 ac	49.3 ac	1.83 ¹⁰	0.76 ¹¹	479.48 ac

Drainage, Flooding, and Stormwater

Clyde Hill is located in the Lake Washington-Cedar River Watershed within the East Lake Washington Basin.¹⁵ Since the 1980s, increased development and impervious surfaces, combined with underdeveloped drainage facilities, caused periodic street flooding in lower Clyde Hill. However, major upgrades to the storm drain system have mitigated the impact of development, decreasing run-off. Current storm drainage improvements manage existing flooding rates and, with little to no change anticipated from new development, will likely meet the needs of future residents. Some homes in Clyde Hill with private storm drainage systems remain unserved by the City system; the location of these private systems may not be known by the City. Since the early 1990s, all new developments have been required to detain stormwater onsite, further alleviating the amount of run-off and flooding.

The City’s stormwater system includes catch basins, 16 miles of conveyance pipes, and detention ponds that service most streets in Clyde Hill. Two detention ponds are located in the

Overlake Golf and Country Club in Medina, storing the majority of run-off. The city’s run-off drains into four basins: Yarrow Creek, Fairweather Creek, Cozy Cove Basin, and the Medina Coastline. To ensure alignment with regulations and guidelines provided by the Department of Ecology and King County, Clyde Hill adopted the Stormwater Management Program (SWMP) Plan in 2022. Additionally, the Illicit Discharge Detection and Elimination Program was developed to protect groundwater and surface water by detecting and removing contaminants, educating the public, requiring inspections of the stormwater system, and monitoring a public contamination reporting system. More information and guidance on the City’s storm drainage system can be found in the *Utilities and Capital Facilities Elements* of this plan.

Clyde Hill is a landlocked community with minimal flood risks outside of periodic stormwater flooding. Bodies of water within the city limits include two man-made stormwater detention ponds and several small seasonal streams and associate wetlands.

Critical Areas

Within Clyde Hill city limits, there are several critical areas, or environmentally sensitive locations, as defined by the Growth Management Act. These include six seasonal stream channels and four wetlands that are accessible from public right-of-way. Additional critical areas may exist on adjacent private property.

⁹ City of Clyde Hill

¹⁰ King County 2021 Urban Growth Capacity Report

¹¹ King County 2021 Urban Growth Capacity Report

¹² The Census Bureau, *OntheMap* (2019)

¹³ Clyde Hill Municipal Code

¹⁴ 2021 King County Countywide Planning Policies, 2019-2044 Job Target

¹⁵ Department of Natural Resources and Parks Water and Land Resources Division. (2012) *The Lake Washington/ Cedar River Watershed*. kingcounty.gov. <https://your.kingcounty.gov/dnrp/library/water-and-land/watersheds/cedar-river-lake-wa/watershed-map.pdf>



Clyde Hill will protect its critical areas through adoption of a Critical Areas Ordinance, and complete additional evaluation of private property as new development activity is proposed.

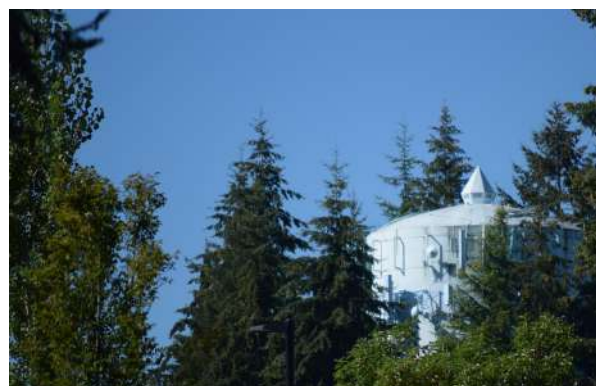
PHYSICAL ACTIVITY AND WELL-BEING

The Growth Management Act requires the Land Use Element to identify opportunities for encouraging physical activity and well-being. With its sloping hillside, beautiful landscapes, quiet residential roads, and a simple system of trails, sidewalks, and bike paths, Clyde Hill’s urban landscape supports physical activity and wellbeing through investment in multimodal transportation and recreational opportunities, including park and trail development.

Clyde Hill offers a numbers of recreation amenities at Clyde Hill City Park. This 0.81-acre park features two tennis courts, benches, and a grassy lawn. The City also owns and maintains Toffee Lookout, a pocket park east of NE 26th Street that provides pedestrian access to 92nd Avenue NE as well as a view of Lake Washington and the Olympic Mountain Range vista. Two additional pocket parks are located along the City’s Points Loop Trail with views of Bellevue and Mount Rainier. Additional nearby parks and open spaces that contribute to physical activity and well-being can be found in Kirkland, Yarrow Point, Hunts Point, and Medina, all accessible through the Points Loop Trail system.

The Points Loop Trail, designed for both pedestrian and cyclist use, connects Clyde Hill to neighboring cities, recreation amenities, and general points of interest. The entire Points Loop Trail spans eight miles, of which 2.9 miles run through Clyde Hill. Points Loop Trail connections include transit stations, the SR-520 Regional Trail, Overlake Golf and Country Club, Wetherill Nature Preserve, and several public and private K-12 schools. Additional connected walking trails provide access to the Wetherill Nature Preserve, Morningdale Park, downtown Bellevue, and other regional trail systems.

Clyde Hill has co-located amenities and encouraged the use of multi-modal transportation to support physical well-being for city residents. Co-location of complimentary uses such as City Hall, the Fire Department, the Police Station, City Park, and several schools provides an opportunity



Water Tower

for community members to take transit to and walk between nearby services. Existing trails, sidewalks, and bicycle pathways connect pedestrians and cyclists with two bus stops located within city limits. King County Metro Route 246 stops at the Clyde Hill/ Yarrow Point Transit Station at the intersection of 92nd Ave NE and SR-520, and Metro Route 271 stops on the western edge of Clyde Hill at the intersection of 84th Avenue NE and NE 24th Street.

The City will continue to propose improvements in these areas to further expand opportunities for physical activity and wellbeing.

ESSENTIAL PUBLIC FACILITIES

The Growth Management Act requires Comprehensive Plans to include a review and permitting process for essential public facilities that are regional in nature, as referenced in RCW 36.70A.200. Essential public facilities are defined as difficult-to-place uses that are crucial to a functional regional community, such as airports, educational facilities, wastewater processing or utility plants, inpatient facilities, transportation facilities, landfills, and more.

Clyde Hill and King County will collaborate to identify and prioritize areas of shared need for public facilities should the need arise. Lands that are useful for public purposes include utility corridors, transportation corridors, stormwater



management facilities, recreation areas, and more. Currently, Clyde Hill's only public facility is a limited portion of SR-520 that cuts through the north portion of the city. While Clyde Hill has limited capacity to influence the future development of the SR-520 corridor within its boundaries, the City commits to cooperating with regional agencies and avoiding any unreasonable withholding of necessary development permits.

Although Clyde Hill's land use pattern precludes the development of regional essential public facilities, siting of such facilities is permitted in the Government District (G-1) and School District (S-1), subject to the Conditional Use Permit process. Applications to develop essential public facilities must demonstrate the following to be approved for construction:

- A The use should not be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located;
- B The use is designed and built in a manner that is compatible with the character and appearance of existing structures in the vicinity;
- C Any adverse environmental impacts of the use can be adequately mitigated; and
- D The use will be supported by adequate public facilities and services.

CONCURRENT DEVELOPMENT

The Growth Management Act defines the term "concurrent with the development" to mean that any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."¹⁶ Concurrent development addresses the need to meet service levels required by development, such as changes to a utility or roadway demands. Level of service standards are demonstrated in the *Transportation, Utilities, Parks and Recreation, and Capital Facilities Elements* of the Comprehensive Plan.

Clyde Hill will ensure that improvements are made concurrent with development within the city. Additionally, the City will continue to monitor land use decisions in adjacent communities that may impact residents, businesses, and public uses in Clyde Hill. The City will continue to work with adjacent jurisdictions on mutual land use, traffic, community facility, and service decisions that are compatible with the city and do not place an undue burden on the city's infrastructure, financial burden on residents, or adversely affect existing and planned uses.

¹⁶ RCW 36.70A.070(6)(b).

Level of Service: A quantitative metric used to represent the quality of a service.





COMMUNITY DESIGN AND AESTHETICS

Community design involves the thoughtful planning and design of buildings, public spaces, road networks, and natural landscapes to create a cohesive and visually appealing environment. While the primary purpose of the *Land Use Element* is to shape what gets built in Clyde Hill, focusing on community design provides an opportunity to influence how community members experience and interact with their physical surroundings. A community design focus draws upon the community’s vision to balance individual property rights, neighborhood aesthetics, property value maintenance, and natural resource preservation in a suburban setting.

Clyde Hill has not adopted formal residential design standards to mandate specific site designs or architectural elements for new development. The City’s approach defers to homeowners association rules, where applicable, and provides greater flexibility for residents to make aesthetic decisions about their homes and properties. Consequently, an eclectic variety of architectural styles, colors, materials, home sizes, and site layouts can be found throughout Clyde Hill. Certain community design elements have been addressed on an ad hoc basis by the City’s municipal code, which sets standards for residential fencing, protection of private property views and sunlight, streets and sidewalks design, and more.

While the Growth Management Act, Puget Sound Regional Council, and King County do not require planning for community design as part of the comprehensive planning process, Clyde Hill recognizes the importance of proactive community design measures, regulations, and programs to manage future land uses and anticipated growth. These efforts ensure that future development maintains visual quality and contributes positively to surround property values, addressing community concerns. The following sections describe existing community characteristics and recommended regulations and programs to enhance community aesthetics over the next twenty years.

Trees and Urban Canopy

Clyde Hill is proud to have been recognized by the national Arbor Day Foundation as a “Tree City USA” for more than thirty years. The City regulates trees under two different sections of the Clyde Hill Municipal Code (CHMC), each addressing different aspects of tree planting and maintenance.

CHMC 8.21 Street Trees describes and regulates street trees, or trees and shrubs along public rights-of-way. The code outlines how street trees should be planted, maintained, and, if necessary, removed. Additionally, a Tree Board exists to maintain policies on street trees.

CHMC 17.38 Trees – View and Sunlight Obstruction

addresses the relationship between trees on private properties and viewsheds, as described in the following subsection. While this section of the code pertains to trees on private property, it does not include standards for tree removal, replacement, or mitigation processes for instances in which trees must be removed as a result of construction, redevelopment, or obstruction disputes.

With respect to the relationship between trees and views, the City acknowledges the following points:

1. Vistas and viewsheds are not devoid of trees; every tree impacts someone’s view to some degree.
2. Removing trees to protect a view may impact or alter another resident’s view.

City Street





Additional tree planting and maintenance information, as well as a list of recommended tree species, is provided in the Clyde Hill Citizen’s Guide to Urban Forestry. This document offers guidance on selecting appropriate native species for both the City’s right-of-way and private property. The City will update the Citizens Guide to incorporate modern best practices and enhance tree education for residents and developers. The City will also consider opportunities to enhance existing tree regulations to preserve Clyde Hill’s tree canopy and reduce the impact of new development.

Maintaining Viewsheds

Clyde Hill places high regard on both the urban tree canopy and viewsheds. These priorities often conflict with one another, leading to disputes between property owners. Trees provide numerous benefits to the Clyde Hill community, including enhancing the beauty and natural environment, providing relief from urban heat, stabilizing soil, and providing wildlife habitats. Additionally, trees offer a visually attractive method of privacy screening.

Viewsheds are considered a defining feature of Clyde Hill. The city’s highest point of elevation is 375 feet above sea level at the eastern center, and its lowest point is 75 feet above sea level, resulting in accessible viewsheds across the city. Community members highly value their viewsheds

on both public and private property. Residents and visitors appreciate opportunities to enjoy views from public trails, sidewalks, and streets, while homeowners seek to preserve viewsheds for personal enjoyment and property value retention.

Clyde Hill recognizes that retaining the tree canopy and ensuring access to viewsheds are competing public priorities. The City acknowledges the following critical points on these competing interests:

1. The City does not encourage tree removal to create new views from a property.
2. ‘View preservation’ is essential, while ‘view creation’ at the cost of residents’ rights to enjoy the trees on their properties is disfavored.
3. The community supports the retention of both trees and viewsheds.
4. With the prevalence of annual heatwaves, it is crucial to recognize that removing a substantial number of significant trees will disrupt the cooling effect that large trees currently offer to our residents.

Viewsheds are regulated under CHMC Chapter 17.38 *Trees—Views and Sunlight Obstructions*. This code outlines how property owner obstruction complaints should be mediated, how the City evaluates the validity of the complaint,

and potential mitigation. The City upholds the regulations of the Municipal Code and the *Citizens Guide to Urban Forest Management* as resources for residents and tools to balance conflicting interests. The City will continue recognizing these competing values and aims to strengthen the municipal code where necessary to promote both private property rights and tree longevity.

Neighborhood Street



Streetscapes

Streets are an essential component of community design, establishing a uniform sense of place in the public realm and bringing visual cohesion to a community. “Streetscapes” are defined as a combination of the natural and built elements of a street and are shaped by street design and visual effect. This concept recognizes that the public rights-of-way are a public places where people can interact with their neighbors, engage with the community, and create a community sense of place.



The City develops and maintains public rights-of-way under CHMC Chapter 12.04 *Street Improvement and Construction Specifications* to regulate engineered designs, materials, and specifications, ensuring proposed projects are appropriately designed for the safe movement of traffic and stormwater. Clyde Hill’s streets vary in their visual or functional appearance, with limited areas featuring street trees and landscaping, sidewalks, bicycle paths, amenities and furnishings, and identification or wayfinding signage.

Currently, there are no regulating standards that describe how streets in Clyde Hill should appear visually or what public amenities they should include. Streetscape standards create a net benefit for the community by acknowledging the concept of “complete streets,” or streets that accommodate all ages, abilities, and methods of transportation, enhancing accessibility, physical well-being, and multimodal transportation opportunities.

In addition to the policies and standards governing streets, sidewalks, and bicycle paths described in the *Transportation Element*, the City will explore options for creating a visually pleasing aesthetic for public areas that enhances community enjoyment and placemaking. These considerations can be addressed by developing new code regulations and implementing programs related to streetscape character, street trees, wayfinding and identification signage, and public art.

Figure LU-8 STREETSCLAPING ELEMENTS

STREETSCLAPING ELEMENTS

STREETSCLAPING ELEMENTS
Help to “furnish” a street with functional and aesthetic items that provide amenities and utility to pedestrians.

- SIDEWALKS**
foster pedestrian-friendly street systems where pedestrians can experience safety, comfort, accessibility, and efficient mobility.
- CURB EXTENSIONS**
extend the sidewalk, provide an opportunity for social interaction, and offer a safe refuge for pedestrians crossing streets.
- LANDSCAPED BUFFERS**
use trees and plantings to create a visual and noise buffer between pedestrians and vehicles.
- PLANTERS**
add color, texture, and interest to a streetscape.
- SEATING**
provides places to rest, wait for transit, and socialize with others.
- PUBLIC ART**
enhances a sense of place, civic pride, and visual appeal to a public space.
- LIGHTING**
increases a sense of pedestrian safety, security, and comfort.
- BIKE PARKING**
can be both functional and serve as public art.

Acknowledgements: Katherine Freitag, Marcia Scott, Sarah Pragg
Institute for Public Administration | IPA
UNIVERSITY OF DELAWARE
BETTER SCHOOL OF PUBLIC POLICY & ADMINISTRATION
DelDOT
Complete Communities
www.completecommunities.org

Source: University of Delaware, “Complete Communities Toolbox”.

Living Fences

Living fences are natural privacy screens made of shrubbery, trees, or flowering bushes, which are more attractive and environmentally friendly than man-made fenced or walls. Living fences offer numerous benefits to communities like Clyde Hill that allow and embrace them. These benefits include:

- **Sustainability:** Living fences, made of plants, require minimal upkeep compared to manufactured fences. When maintained, they can last up to 50 years or more and require only pruning. In contrast, manufactured fences break easily, are difficult to recycle, and have an average lifespan of 20 years.
- **Economic Benefits:** Living fences require less maintenance than manufactured fences. They last as long as the plants themselves, which needs occasional pruning to support new growth. Manufactured fences, on the other hand, require painting, repairs, and replacement.
- **Biodiversity:** Natural fences support preservation of local flora and fauna since they are made of native species suited to the local ecosystem. They provide food or shelter for small birds, mammals, and insects, and can serve as a bee-friendly pollinator habitat, boosting local flowering plants and gardens.



- **Community Aesthetic:** Living fences are vibrant and visually interesting, with the potential for fruit, flowers, and seasonal color changes. They enhance property boundaries in a way that manufactured fences cannot, contributing to the overall beauty of the community.
- **Homeowner Benefits:** Living fences align with the city’s value of prioritizing community safety. They are difficult to climb over or cut through, and may have thorns to deter intruders. Additionally, living fences can create shade and provide urban heat relief, act as natural wind barriers, and help retain water in residential yards, reducing overall irrigation needs.

Living fences are permitted within Clyde Hill and can be found throughout the city, especially near recently redeveloped residential lots or properties with larger single-family homes.



Neighborhood Park



LAND USE GOALS AND POLICIES

LAND USE PLANNING

Goal 1:

Plan for current and future land uses consistent with the vision and values of Clyde Hill residents as well as the King County Countywide Planning Policies, Puget Sound Regional Council (PSRC) Vision 2050 and the Washington State Growth Management Act.

LAND USE Policy 1.1 Establish and maintain relationships with surrounding jurisdictions, county, state, and federal agencies, and federally recognized tribes to coordinate planning efforts.

LAND USE Policy 1.2 Conduct inclusive engagement by involving all community stakeholders, including historically disadvantaged groups, in planning processes.

LAND USE Policy 1.3 Ensure internal consistency between elements of the Comprehensive Plan and City adopted land use policies, code regulations, and other locally adopted plans.

LAND USE Policy 1.4 Provide for the siting of essential public facilities include those facilities considered difficult to site because of potential adverse impacts.

LAND USE Policy 1.5 Promote physical activity and well-being of all community residents by creating more convenient, equitable, healthful,

efficient, and attractive places now and for the future.

LAND USE Policy 1.6 Promote land use improvements and community investment strategies that address existing health disparities and improve health outcomes in all communities.

LAND USE Policy 1.7 Encourage the preservation and conservation of historical and archaeological resources while allowing for development.

NEIGHBORHOOD CHARACTER

Goal 2:

Support and promote the predominant aesthetic of single-family homes in an open and natural setting and protect the neighborhood character and function of the city.

LAND USE Policy 2.1 Control new commercial land use zoning within the city.

LAND USE Policy 2.2 Maintain zoning primarily for single-family residential development to protect the scale and form of existing neighborhoods.

LAND USE Policy 2.3 Minimize changes to existing zoning and land use patterns, except as to meet above goals when deemed necessary by the community.

LAND USE Policy 2.4 Ensure that new

development and redevelopment projects are compatible with the existing neighborhood character.

NATURAL OPEN SPACE & GREENERY

Goal 3:

Preserve and protect land, including natural open spaces and greenery, to enhance beauty and quality of life for Clyde Hill residents.

LAND USE Policy 3.1 Provide policy guidelines that protect views and trees.

LAND USE Policy 3.2 Promote compliance with regulations related to the planting of living fences, trees and bushes adjacent to City rights-of-way to protect public safety and maintain a healthy environment.

LAND USE Policy 3.3 Consider design, aesthetics, and natural environment when making decisions affecting land use and related improvements.

LAND USE Policy 3.4 Preserve the natural features of the community by encouraging the dedication of open space, maintenance of recreational facilities, and preservation of significant trees and vegetation.



HOUSING



INTRODUCTION

Clyde Hill is a small city that is well-connected to regional urban centers, served by excellent schools, and surrounded by trees and beautiful views. Preserving this small-town suburban community character is a matter of great importance for Clyde Hill residents.

The City recognizes that housing plays a crucial role in creating a healthy and vibrant community. Beyond striving to preserve the look and feel of existing neighborhoods, Clyde Hill aims to support and encourage a range of local housing options to meet the diverse needs of residents. This includes accessible housing for seniors to age in place.

LEGISLATIVE OVERVIEW

Recent Washington state legislative bills significantly impact comprehensive plans and community planning strategies for housing. New legislation, such as House Bill 1110, which requires duplexes to be permitted in all single-family residential zones, and State Bill ESSB 1110, which requires cities to allow for ‘middle housing’ in existing residential zones, and ESSHB 1337, which expands the development of accessory dwelling units (ADUs) by reducing regulatory barriers, will be incorporated into future Comprehensive Plan updates consistent with state-mandated implementation deadlines. The most impactful bill for Clyde Hill’s 2024 Comprehensive Plan periodic update is State Bill ESSB 1220, which provides multiple goals to guide the development

and adoption of comprehensive plans and development regulations for counties and cities required or choosing to plan under RCW 36.70A.040.

State Bill ESSB 1220 requires cities to create the capacity for housing units affordable at every income level throughout the city. This policy significantly strengthens the previous goal of encouraging affordable housing. Cities must permit forms of housing that support the lowest income groups in the county, such as emergency housing, transitional housing, and permanent supportive housing, in zones that allow hotels (emergency housing) or single-family housing (transitional and permanent supportive housing).

Under State Bill ESSB 1220, the Growth Management Act (GMA) also requires jurisdictions to address racially disparate impacts, displacement, and exclusion of housing in their comprehensive plans. Housing policies and regulations must be reviewed for evidence of contributing to racially disparate impacts (RDI), exclusion, displacement, and displacement risk per RCW 36.70A.070(2)(e-h). Effective approaches to supporting equitable housing policy and regulatory measures include

1. Performing an evaluation, identification, and removal of exclusionary language.
2. Adopting anti-displacement tools, policies, and regulations.

ANALYSIS

COMMUNITY PROFILE

A detailed comparison of Clyde Hill’s demographic and housing characteristics is provided in the Housing needs Analysis Assessment (Appendix A). The following summary analysis is taken from that report.¹

POPULATION

Clyde Hill’s population in 2023 was approximately 3,115 people. The following factors constrain Clyde Hill’s ability to support significant population growth:

- Clyde Hill is landlocked, with no opportunities for annexation.
- There are limited areas in the city capable of supporting development or redevelopment.

Clyde Hill’s housing stock has remained relatively static, with the same number of housing units in 2023 as in 2010 (Figure H-1). According to the Washington Office of Financial Management, there has been an increase of approximately one or fewer housing units per year since 2010 (Figure H-1).

¹ NOTE: To the greatest extent possible, the latest data sources are used for all Housing Element analysis. As data points become available at different times, there may be discrepancies in some stated numbers. While this may seem inconsistent, it is best practice to use the most up-to-date and available sources, leading to these differences. For example, housing unit totals from 2019 (ACS) and 2021 (OFM) are both used in the preparation of this Housing Element.



As of 2022, the average household in Clyde Hill was 2.7 residents. Household sizes have slightly decreased since 2010 when the average was 3.1 residents. Historically, owner-occupied households have had fewer residents per unit than renter-occupied households. However, as of 2022, owner-occupied households had an average of 2.72 persons, while renter-occupied households had an average of 2.25 persons.

The decrease in household size in Clyde Hill could be attributed to changes in family structure, such as an increase of “empty nesters” (households whose children have grown and left the family home). Clyde Hill has historically had a relatively high proportion of seniors living in single-family homes. While the region forecasts an increase in the senior population and a need for senior-oriented housing, significant changes in the senior population in Clyde Hill are unlikely due to the city’s residential built-out condition.

Similar to neighboring Points Communities, Clyde Hill’s housing stock is 99.9% single-family detached homes, 93% of which are owner-occupied. This high rate of homeownership can be

Figure H-1 HOUSING UNIT GROWTH (2010-2023)

HOUSING UNIT GROWTH (2010-2023)

Source: OFM, Postcensal Estimates of April 1 Housing Units, 1980 to Present (2023)

	2010	2015	2020	2023
CLYDE HILL	1,099	1,102	1,098	1,099
KING COUNTY	851,261	894,045	969,234	1,020,823

attributed to the affluent nature of the area, as well as a desire for stability and long-term investment. Clyde Hill’s median home values are significantly higher than the average values in King County, marking the city as a luxury real estate market. High-priced housing in Clyde Hill results from high demand and limited supply, reflecting the desirability of living in the city.

HOUSEHOLD INCOME AND BURDENS

Median home prices, both locally and nationally, have nearly doubled over the past decade. In June of 2022, the median price of a house in Clyde Hill was \$4,491,292², significantly higher than the King County median of \$791,650³. Additionally, the median rent in Clyde Hill is relatively high at \$6,500 a month.⁴ Over three quarters (80%) of Clyde Hill households earn annual incomes above the area median; 58.6% earned \$200,000 or more and 11% earned between \$150,000 and \$200,000. Less than 2% percent of Clyde Hill households (owners and renters) have incomes below \$25,000.⁵

One of the City’s housing objectives is to reduce and mitigate any policies or legacies

that create disparities for communities of color. Hispanic or Latino community members make up approximately 1% of the population, but 44% of their households are subject to a cost burden, much higher than other race groups. Black and Latino households in King County make less than their white counterparts. High housing costs in the City exclude certain populations from residing or owning homes.

EMPLOYMENT

The U.S. Census Bureau’s OnTheMap data reveals that only 23 residents both work and live in Clyde Hill. While almost all residents with jobs work for an employer located outside of city limits, it should be noted that the COVID-19 pandemic caused significant changes to the number of people who work from home, likely increasing the number of residents who physically stay in the city for work. It is possible the true number of residents who live and work in the city is higher than the 23 residents that OnTheMap estimates.

There are some 664 people employed within the city, in jobs attributed to home-based businesses, the education sector, and a limited few in commercial retail.

^{2,3} Zillow, Home Values Index (ZHVI), 2022

⁴ Zillow, Rental Market, 2024 Website Average Rental Price in Clyde Hill, WA & Market Trends | Zillow Rental Manager

⁵ ACS, Table S1901, Income in the Past 12 months

⁶ U.S. Census Bureau, OnTheMap, 2021

SUBSIDIZED HOUSING

Although Clyde Hill does not currently have specialized low-income housing within its borders, the City’s Municipal Code allows for it. In 2023, an ordinance for “Permanent Supportive Housing and Transitional Housing” was approved, permitting transitional housing facilities and temporary housing within Clyde Hill in accordance with State Bill ESSB 1220. This ordinance has been added to Title 17 of the Clyde Hill Municipal Code and allows permanent supportive and transitional housing facilities as permitted uses in any R-1 district.

SPECIAL NEEDS HOUSING

While it is vital to understand which households are struggling with housing costs across all economic segments of the community, it is also important to analyze how different household types are affected because of their distinct characteristics. Households with residents who live with a disability may have special housing needs or require supportive services. They may be on a limited budget and have higher medical costs than other households. People who need support services or accessible units should be considered in housing policy development.

FUTURE DEMAND

According to Puget Sound Regional Council’s (PSRC) Vision 2050 Regional Forecast and King County’s estimate, Clyde Hill has a 2044 housing growth target of 1,106⁸ and a population target of around 3,151 people support the potential for population growth.⁹ Clyde Hill must plan capacity for an additional 10 units, which translates to developing approximately 0.5 units

Figure H-2 CLYDE HILL HOUSEHOLDS MIX (2022)

CLYDE HILL HOUSEHOLDS MIX (2022)

Source: 2018-2022 ACS 5-year estimates. Table B25009

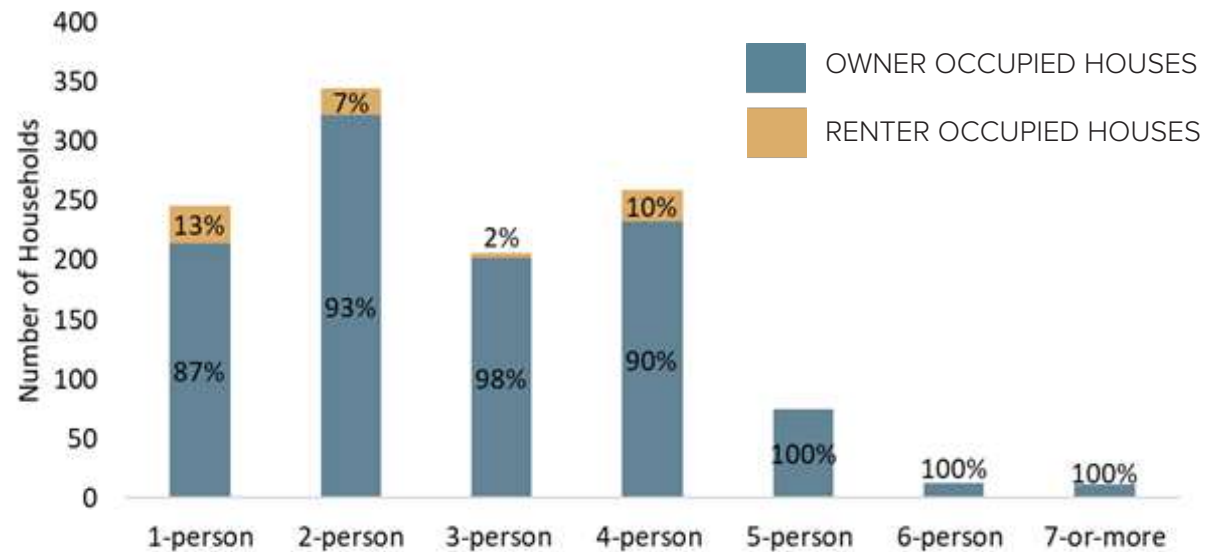
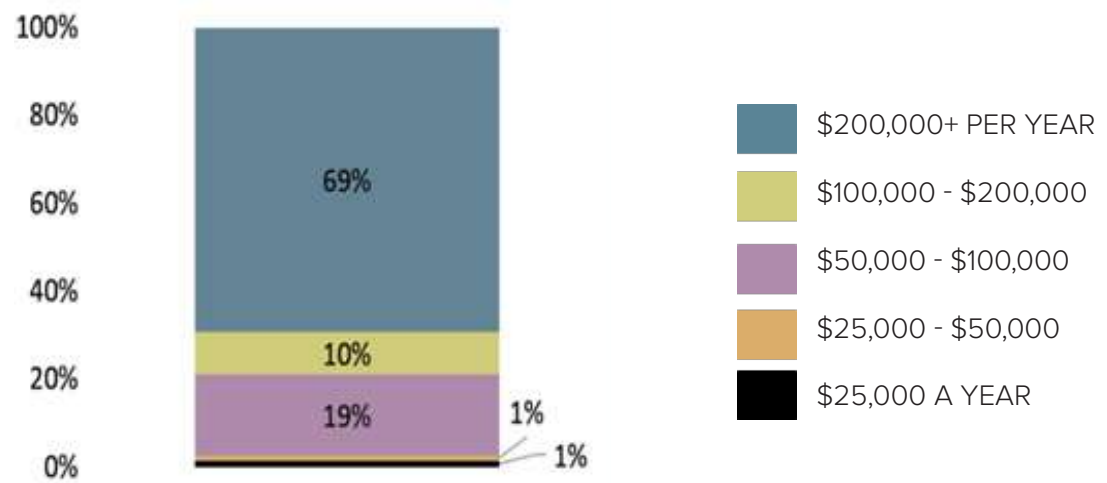


Figure H-3 CLYDE HILL PERCENTAGE OF ALL HOUSEHOLDS BY INCOME BRACKET

CLYDE HILL PERCENTAGE OF ALL HOUSEHOLDS BY INCOME BRACKET

Source: ACS, Table S1901 (2018 – 2021)



per year between 2024 through 2044 to meet this target. Through existing ADU allowances and opportunities to short plan large lots, as well as new measures anticipated in response to recent Middle Housing and ADU state legislation, Clyde Hill has sufficient capacity to meet the 2044 growth target of 10 new housing units.

FUTURE AFFORDABILITY

As previously described, jurisdictions are required under State Bill ESSB 1220 to plan for and accommodate housing affordable to all economic segments of the population of the State. King County is tasked with assigning 2044 housing targets for its cities and unincorporated areas, which includes a specific breakdown of housing units across income levels. The target is based on the Office of Financial Management’s (OFM) population projections for King County and is established by the WA Department of Commerce, including affordable housing needs such as permanent supportive housing.

Clyde Hill currently participates in A Regional Coalition for Housing (ARCH), an organization that is dedicated to providing lower cost housing on a regional basis. By participating in ARCH, Clyde Hill can leverage resources and collaborate with other cities in the region to address affordable housing issues. ARCH plays a crucial role in ensuring that Eastside residents have access to safe and affordable housing options, regardless of income level or special needs. Clyde Hill’s involvement in ARCH demonstrates its commitment to creating a more equal, accessible, and inclusive community for all residents.

Additionally, Clyde Hill will plan for the construction of Missing Middle Housing and ADUs to help address issues of housing affordability and provide more housing options within the city. Missing Middle Housing and ADUs in Clyde Hill can offer numerous benefits, including increasing housing affordability, promoting economic diversity, and supporting environmental sustainability. By pursuing these housing options thoughtfully and collaboratively, the city can ensure that it continues to be a desirable place to live for residents of all backgrounds.

Figure H-4 DISABILITY CHARACTERISTICS⁷

DISABILITY CHARACTERISTICS⁷

Source: ACS 2018-2022, Table S1810.

CLYDE HILL RESIDENTS WHO LIVE WITH A DISABILITY	NUMBER	PERCENT
HEARING DIFFICULTY	129	4%
VISION DIFFICULTY	12	0%
COGNITIVE DIFFICULTY	63	2%
AMBULATORY DIFFICULTY	105	3%
SELF-CARE DIFFICULTY	44	1%
INDEPENDENT LIVING DIFFICULTY	93	3%



Residential Neighborhood

⁷ American Community Survey 2018-2022, Table S1810.

⁸ King County Ordinance 19960 guidance (Page 24).

⁹ 3,151 total population interpolated from Clyde Hill Housing Needs Assessment.



HOUSING GOALS AND POLICIES

NEIGHBORHOOD QUALITY

Goal 1:

Preserve, protect, and strengthen the vitality and stability of existing neighborhoods.

HOUSING Policy 1.1 Support the stability of established residential neighborhoods.

HOUSING Policy 1.2 Create and maintain attractive public spaces in residential areas.

HOUSING Policy 1.3 Support inclusive community involvement to achieve civic and neighborhood enhancement. Address needs and strategies identified by disproportionately impacted communities.

HOUSING Policy 1.4 Preserve equitable neighborhood access to parks, open space, sidewalks, and trails.

HOUSING Policy 1.5 Protect residential areas through consistent enforcement of adopted City codes.

NEIGHBORHOOD DESIGN

Goal 2:

Preserve the existing variety of lot sizes to maintain housing opportunities for all economic segments of the Clyde Hill community.

HOUSING Policy 2.1 Support the retention and redevelopment of smaller legal lots in the older, original plats as a means of preserving the neighborhood’s original scale and reducing housing land costs.

HOUSING Policy 2.2 Support the development of accessory dwelling units (ADUs) as compatible with surrounding single-family development.

HOUSING Policy 2.3 Support the use of environmentally sensitive building and development practices.

HOUSING Policy 2.4 Support a broad range of housing options that provide households of varying income levels with access to existing infrastructure, public services, employment areas, and transportation facilities.

AFFORDABLE HOUSING

Goal 3:

Preserve access to housing for all segments of the community including all income levels, seniors, and special needs populations.

HOUSING Policy 3.1 Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations.

HOUSING Policy 3.2 Support housing options,

programs, and services that allow seniors to stay in their homes or neighborhoods.

HOUSING Policy 3.3 Support awareness of Universal Design improvements that increase housing accessibility.

HOUSING Policy 3.4 Accommodate and plan for the development of more affordable housing options as consistent with recent state legislation.

HOUSING Policy 3.5 Ensure that any higher density residential development compliments and enhances the character of the surrounding residential neighborhoods.

HOUSING Policy 3.6 Support and provide affordable and special needs housing opportunities throughout the region for for all-income households, by participating in ARCH or through other means, as appropriate.

HOUSING Policy 3.7 Monitor housing supply, type, and affordability by considering continued coordination with ARCH or its equivalents, and King County.

HOUSING Policy 3.8 Reduce barriers to permitting affordable housing through improved coordination among landowners, developers, and housing service providers.

HOUSING Policy 3.9 Support opportunities to reduce cost burdens on households by helping



HOUSING GOALS AND POLICIES

relevant agencies to identify community concerns and barriers to housing.

EQUITY

Goal 4:

Support local and regional planning efforts to provide for a range of housing types to reduce and mitigate displacement risk for current and future residents of Clyde Hill.

HOUSING Policy 4.1 Maintain zoning and development regulations for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income, or disability, including group homes, consistent with the Federal Fair Housing Act.

HOUSING Policy 4.2 Encourage private sector and non-profit developers to the use federal, state, and county funding programs and development incentives for providing accessible housing opportunities for low-income, elderly, and disabled persons throughout the city and region.

HOUSING Policy 4.3 Maintain the City's current allowance for emergency, transitional, and permanent supportive housing with services for people with special needs, such as those fleeing domestic violence or households experiencing displacement.



Residential Neighborhood



TRANSPORTATION



Figure T-1 TRANSPORTATION GLOSSARY

TRANSPORTATION GLOSSARY

TRANSPORTATION GLOSSARY

Concurrency: a state required planning process that ensures necessary services and facilities are available when a development is completed and occupied, or that funding is committed to provide these services within six years.

Mode: a specific type of travel, such as walking, bicycling, driving alone, carpooling, bus, train, ferry, or airplane.

Multimodal — involving or utilizing multiple modes of transportation. This can include connections, choices, cooperation, and coordination of various forms of travel.

Multimodal concurrency: a program that focuses on transportation system performance and the people-moving capacity of the system by considering alternatives to driving alone.

Non-motorized: modes of transportation not involving a motor vehicle, such as bicycling and walking.

Transportation demand management: strategies and policies designed to optimize the efficiency of the transportation system by encouraging the use of alternative modes of travel, reducing peak demand, and promoting sustainable transportation options such as public transit, carpooling, walking, biking, and telecommuting.

INTRODUCTION

The Growth Management Act (GMA) under RCW 36.70A.070 requires local jurisdictions to prepare a transportation plan as part of the overall Comprehensive Plan. The Transportation Plan must be consistent with state and regional policies and help implement the City’s *Land Use Element* by identifying and planning for transportation infrastructure needs. Specific requirements include the following:

- An inventory of applicable transportation facilities and services
- Level-of-service standards for all locally owned arterials and state-owned highways
- Identification of state and local system needs to meet current and future demands
- Specific actions and requirements for bringing locally-owned transportation facilities into compliance
- Ten-year traffic forecasts based on the adopted land use plan
- Identification and designation of improvements for pedestrian and bicycle facilities and corridors to enhance community access and promote healthy lifestyles
- Transportation demand management strategies



- A multiyear financing plan based on the needs identified in the Comprehensive Plan

This *Transportation Element* provides an overview of Clyde Hill’s transportation system, describing both the existing conditions and potential future opportunities and constraints. This document serves as a long-range planning roadmap to aid the community in achieving its overall transportation vision for the future. The Transportation Element is designed to provide insight into the City’s intentions and commitments, so that public agencies and private entities can make decisions, coordinate development, and participate in achieving the goals of this plan.

TRANSPORTATION PLANNING CONCURRENCY

Washington state law encourages addressing transportation-related concurrency issues by focusing on solutions such as transit, walking, biking, system efficiencies, and transportation demand management. Improved coordination among concurrency programs established by neighboring jurisdictions helps manage the cross-jurisdictional impacts of development and facility needs. Multimodal approaches to concurrency also support reducing greenhouse gas emissions by encouraging a variety of mobility options.

As regional centers and compact communities grow and evolve, future mobility solutions

will require integrating multimodal forms of transportation into communities, including transit improvements and more complete bicycle and pedestrian facilities. Puget Sound Regional Council’s (PSRC) VISION 2050 calls for addressing multimodal transportation options in concurrency programs and tailoring requirements to support transit.

PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards, as well as regional and local implementation strategies for multimodal concurrency. In coordination with member jurisdictions and the Washington State Department of Transportation (WSDOT), PSRC will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will also communicate to the Washington State Legislature the need for state highways to be addressed by local concurrency programs.

ANALYSIS

PLANNING CONTEXT

Summary

With the majority of its primary routes already established at the time of incorporation in 1953, Clyde Hill’s internal streets were constructed concurrent with development of residential subdivisions. The older, original plats on the northeastern hilltop were aligned in simple grids while the newer subdivisions along the lower ridgelines were laid out in curvilinear patterns with numerous culs-de-sacs. The roadway system generally features wide paved roadways with limited channelization and pedestrian or bicycle facilities. Many of these streets have remained largely unchanged over time except for routine surface improvements, widening, and similar minor alterations.

Established Traffic Patterns

Commuter Routes

The continued growth of Bellevue’s downtown business district has generated traffic in Clyde Hill due to non-resident use of city arterial roads as through routes to access State Route 520 (SR-520)’s west and east bound on-ramps. SR-520 bound traffic has affected volumes on 84th Avenue NE and NE 12th Street, and to a lesser degree on NE 24th Street, 92nd Avenue, and Points Drive. When SR-520 is congested during peak hours,



neighborhood streets experience an increased vehicle volume due to cut through traffic.

The redevelopment of the SR-520 Lake Washington bridge for high-occupancy vehicle (HOV) lanes, transit, and bicycle lanes has resulted in improved traffic flow and reduced much of the local traffic backups experienced historically in the Points Communities. Clyde Hill along with Hunts Point, Yarrow Point, Medina, and Bellevue continue to work with WSDOT to ensure proper maintenance and planning for transportation facilities located directly above SR-520.

School Zones

As a small residential community Clyde Hill is unique in that it is home to four school campuses, two public and two private, all of which are located along the east border and southeast quadrant of the city’s limits. Clyde Hill Elementary, Chinook Middle School, Bellevue Christian, and Sacred Heart School are the largest generators of nonresidential vehicular traffic within Clyde Hill. Consolidation within the Bellevue School District has increased attendance to Clyde Hill public schools and brought additional pressure from bus and parent transportation to and from campus. With additional vehicular trips associated with increased attendance, mitigating traffic congestion and delays on the streets surrounding school campuses continues to be an area of focus for the City.

Roadway Network

A four-tiered classification system defined by Clyde Hill Municipal Code Chapter 12.04.020 *Street Classifications* categorizes the functional

characteristics of Clyde Hill’s street system. This classification system is shown in *Figure T-2 Street Classifications Table* and represented visually in *Figure T-3 Road Classifications Map*.

Figure T-2 STREET CLASSIFICATIONS TABLE

STREET CLASSIFICATIONS TABLE

CLASSIFICATION	DESCRIPTION	STREETS
Principal Arterial and State Routes	The highest functional classification, providing connections between cities and carry high volumes of traffic.	SR-520
Minor Arterials	Provide inter-neighborhood connections. Designed for higher volumes but tend not to be major regional travel routes.	NE 12th Street 84th Ave NE to 86th Ave NE 84th Avenue NE NE 12th Street to SR-520
Collector Arterials	Distribute trips between local streets and arterials, serving as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials and must balance the needs of all travel modes.	NE 24th Street 84th Ave NE to 98th Ave NE 92nd Avenue NE 12th Street to SR-520 Points Drive 84th Ave NE to 92nd Ave NE
Local Roads	The lowest functional classification., providing circulation and access within residential neighborhoods. All roadways that have not been designated arterials or collectors are considered local roads.	Includes all other city streets not otherwise identified above



Figure T-3 ROAD CLASSIFICATIONS MAP
ROAD CLASSIFICATIONS MAP

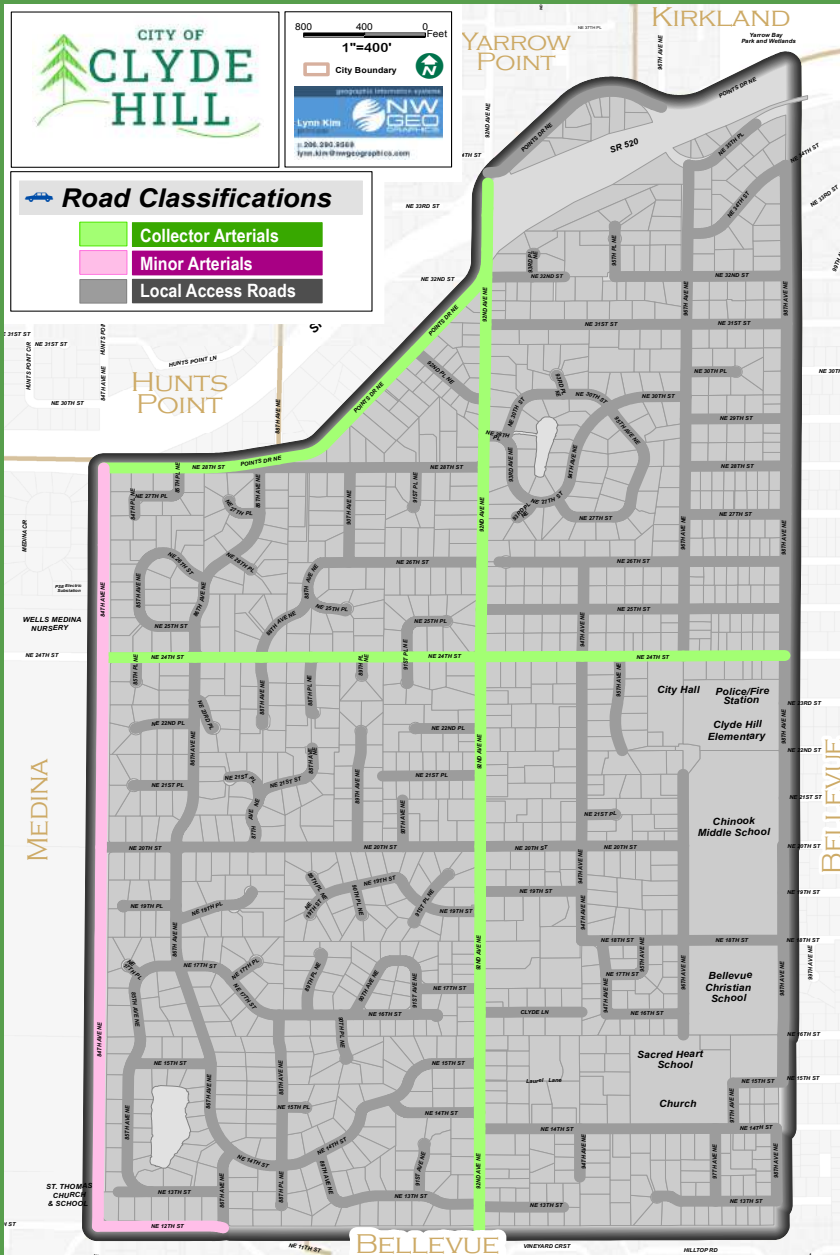


Figure T-4 LEVELS OF SERVICE DEFINITIONS

LEVELS OF SERVICE DEFINITIONS

Source: State of Michigan Transportation Economic Development Fund Applicant Guide (2024)

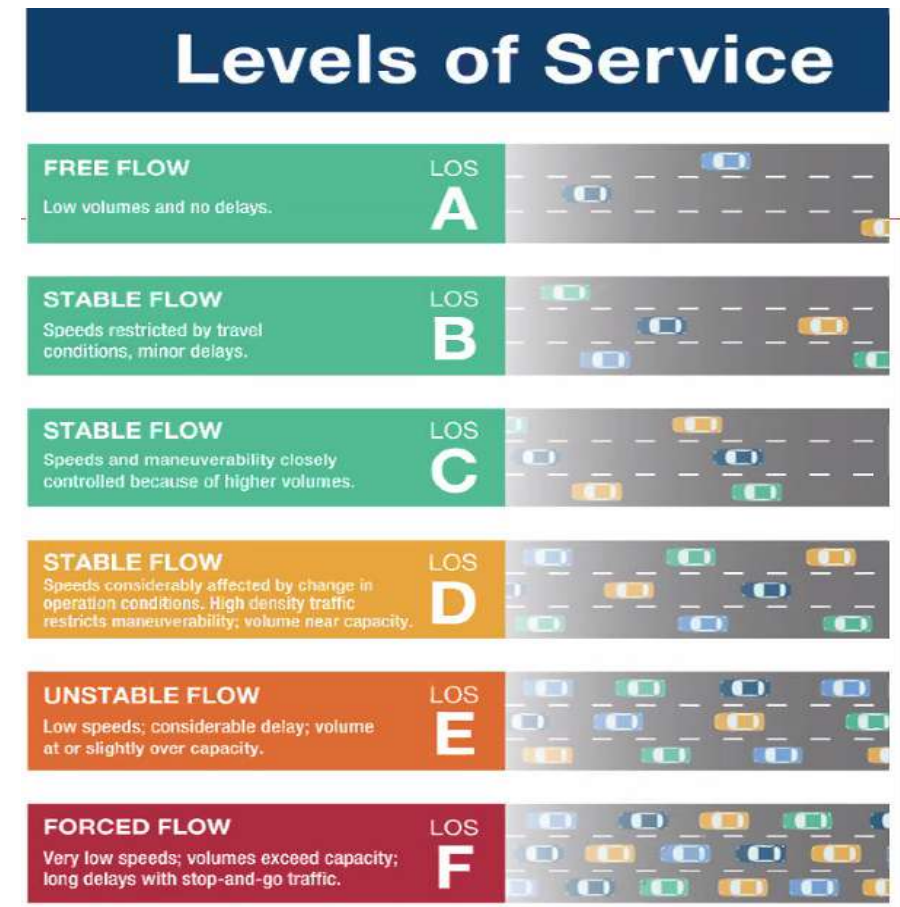




Figure T-5 LEVEL OF SERVICE THRESHOLDS

LEVEL OF SERVICE THRESHOLDS

TABLE 2: LEVEL OF SERVICE THRESHOLDS

LOS	DELAY THRESHOLD - SIGNALIZED INTERSECTION	DELAY THRESHOLD - UNSIGNALIZED INTERSECTION
A	≤10s	≤10s
B	10-20s	10-15s
C	20-35s	15-25s
D	35-55s	25-35s
E	55-80s	35-50s
F	>80s	>50s

TRAFFIC OPERATIONS & LEVEL OF SERVICE

The City evaluates the performance of roadway segments and intersections based on their functional classification and demonstrated level-of-service.

Level-of-service (LOS) policies set targets for acceptable intersection delay time, or thresholds, and differ for signalized and signalized intersections. As shown in *Figure T-5 Levels of Service Definitions*, LOS A is the highest possible level of service, indicating free-flowing traffic with low volume and no delays, while LOS F is the lowest possible level of service, indicating forced flow characterized by very high volume and long delays. The delay in seconds for each LOS standard by intersection type is provided in *Figure T-5 Level of Service Thresholds*.

Clyde Hill has adopted LOS standards for city intersections as follows:

- Minor arterial/minor arterial (includes 84th Avenue NE at SR-520): **LOS D**
- Minor arterial/collector arterial: **LOS C**
- Arterial/local access: **LOS C**

No changes have been made to these standards as part of the City’s 2024 Comprehensive Plan update.

STREET NETWORK & INTERSECTION ANALYSIS

In 2023, the City conducted an analysis of Clyde Hill’s street network. The analysis measured traffic counts at key intersections, shown in *Figure T-6 Transportation Network Study Map*, during weekday morning and evening commutes (AM and PM peak hours). The City also modeled future road network performance by including assumptions related to City land use changes and regional population projections.

The findings of these analyses are summarized below, as well as provided in full in *Appendix G*.

Existing 2023 Conditions Analysis

Clyde Hill intersections currently operate at or above the City’s adopted level-of-service (LOS)

standard, with one exception. The intersection of 92nd Avenue NE and Points Drive NE/NE 32nd Street operates at LOS F on the minor-street

Figure T-6 TRANSPORTATION NETWORK STUDY MAP

TRANSPORTATION NETWORK STUDY MAP



Study included additional road segments not currently classified in the Clyde Hill Municipal Code. The map Legend assigns a proposed (re)classification to included road segments based on 2023 observed traffic volumes.



approach in the AM peak hour and LOS D in the PM peak hour, which is below the adopted standard of LOS C for that intersection.

Figure T-7 Existing 2023 Conditions Analysis Summary shows the measured LOS for all evaluated intersections, with below-standard LOS indicated in red.

Figure T-7 EXISTING 2023 CONDITIONS ANALYSIS SUMMARY

EXISTING 2023 CONDITIONS ANALYSIS SUMMARY

The intersection of 92nd Ave NE and Points Dr NE/NE 32nd St operates at LOS F on the minor street approach in the AM peak hour and LOS D in the PM peak hour, which is below its LOS C standard. This is the only intersection with actual LOS below the adopted LOS, as highlighted in red.

Intersection	Control Type	AM Peak			PM Peak		
		LOS	V/C Ratio	Delay (s)	LOS	V/C Ratio	Delay (s)
84th Ave NE & NE 24th St	Signal	B	0.68	14.1	B	0.70	14.0
84th Ave NE & NE 20th St	Two-Way Stop ^a	B	0.22	14.4	B	0.05	10.8
84th Ave NE & NE 12th St	All-Way Stop	D	0.91	27.9	C	0.58	15.5
86th Ave NE & Points Dr NE	Two-Way Stop ^{a,b}	B	0.07	11.6	B	0.02	10.6
Points Dr & SR 520	Roundabout	B	0.75	11.8	B	0.63	10.2
92nd Ave NE & Points Dr NE/NE 32nd St	Two-Way Stop ^a	F	0.88	81.6	D	0.57	26.2
92nd Ave NE & NE 28th Pl	Two-Way Stop ^a	B	0.13	12.6	B	0.08	11.3
92nd Ave NE & NE 24th St	All-Way Stop	C	0.60	17.0	B	0.48	11.5
92nd Ave NE & NE 20th St	Two-Way Stop ^a	B	0.16	14.4	B	0.07	11.7
92nd Ave NE & NE 14th St	Two-Way Stop ^a	B	0.25	12.8	A	0.10	9.8
NE 30th St & 94th Ave NE	All-Way Stop	A	0.06	7.0	A	0.05	7.1
96th Ave NE & NE 24th St	All-Way Stop	B	0.54	12.6	A	0.23	8.3
98th Ave NE & NE 24th St	All-Way Stop	C	0.61	15.5	A	0.35	9.3
98th Ave NE & NE 18th St	All-Way Stop	B	0.40	10.8	A	0.10	7.7
86th Ave NE & NE 28th St	All-Way Stop ^b	A	0.03	7.1	A	0.03	7.0

^a Results for two-way stop controlled intersections are reported for the worst movement only, as the main traffic stream is uncontrolled and does not face delay in HCM methodologies.

^b Intersection of 86th Ave NE & Points Dr NE/NE 28th St was modeled as two intersections, see last row for results for the eastern leg of NE 28th St.

Future 2024 Analysis Results

For the most part, Clyde Hill intersections are projected to continue operating within adopted LOS Standards through the year 2044. Exceptions include the intersection of 84th Avenue NE & NE 12th Street, which is projected to operate at LOS E in the 2044 AM peak hour, slightly below the LOS D standard for that intersection.

The intersection of 92nd Avenue NE & Points Drive NE/NE 32nd Street is projected to continue operating below LOS C standard, remaining at LOS F and dropping to LOS E on the minor-street approach in the 2044 AM and PM peak hours, respectively.

Figure T-8 Future 2044 Conditions Analysis Summary shows the projected LOS for all evaluated intersections, with below-standard LOS indicated in red.

Figure T-8 Future 2044 Conditions Analysis Summary shows the projected LOS for all evaluated intersections, with below-standard LOS indicated in red.

Proposed Mitigation

As mentioned in the above section, the intersection of 84th Avenue NE & NE 12th Street is projected to operate slightly below the intersection’s LOS D standard in 2044. Further analysis cautions against consolidating this five-leg intersection into four legs, as it is projected to result in higher vehicle volume per lane and thus more significant delays for the eastbound approach. Given these circumstances, it is assumed that no mitigations would be required for this intersection.



Figure T-8 FUTURE 2044 CONDITIONS ANALYSIS SUMMARY

FUTURE 2044 CONDITIONS ANALYSIS SUMMARY

Intersection	Control Type	AM Peak			PM Peak		
		LOS	V/C Ratio	Delay (s)	LOS	V/C Ratio	Delay (s)
84th Ave NE & NE 24th St	Signal	B	0.71	14.7	B	0.73	14.5
84th Ave NE & NE 20th St	Two-Way Stop ^a	C	0.27	16.2	B	0.07	11.3
84th Ave NE & NE 12th St	All-Way Stop	E	1.10	47.3	C	0.65	17.1
86th Ave NE & Points Dr NE	Two-Way Stop ^{a,b}	B	0.09	12.3	B	0.02	10.9
Points Dr & SR 520	Roundabout	B	0.85	13.8	B	0.71	10.8
92nd Ave NE & Points Dr NE/NE 32nd St	Two-Way Stop ^a	F	1.21	187	E	0.72	38.7
92nd Ave NE & NE 28th Pl	Two-Way Stop ^a	B	0.16	13.5	B	0.10	11.9
92nd Ave NE & NE 24th St	All-Way Stop	C	0.75	24.2	B	0.57	13.0
92nd Ave NE & NE 20th St	Two-Way Stop ^a	C	0.20	15.9	B	0.09	12.3
92nd Ave NE & NE 14th St	Two-Way Stop ^a	B	0.30	14.1	B	0.12	10.1
NE 30th St & 94th Ave NE	All-Way Stop	A	0.07	7.1	A	0.06	7.2
96th Ave NE & NE 24th St	All-Way Stop	B	0.62	14.5	A	0.26	8.6
98th Ave NE & NE 24th St	All-Way Stop	C	0.72	20.0	A	0.40	9.8
98th Ave NE & NE 18th St	All-Way Stop	B	0.46	11.9	A	0.11	7.8
86th Ave NE & NE 28th St	All-Way Stop ^b	A	0.04	7.2	A	0.03	7.0

^a Results for two-way stop controlled intersections are reported for the worst movement only, as the main traffic stream is uncontrolled and does not face delay in HCM methodologies.

^b Intersection of 86th Ave NE & Points Dr NE/NE 28th St was modeled as two intersections, see last row for results for the eastern leg of NE 28th St.

Note: LOS values shown in red fall below the City's adopted LOS standard.

For the intersection of 92nd Avenue NE & Points Drive NE/NE 32nd Street, which currently operates below the adopted LOS standard and is expected to become even more congested by 2044, the City will explore appropriate mitigation strategies

to maintain a satisfactory LOS. The City modeled future conditions at this intersection by testing changes to traffic control and lane channelization. The best mitigation solution was found to be a two-phase traffic signal, with no changes to



lane geometry. This improvement would result in LOS A for both the AM and PM peak hours. Channelization changes alone, without a traffic signal, were found to be insufficient for achieving the required LOS standard.

NON-MOTORIZED & MULTIMODAL TRANSPORTATION

Goals and policies for non-motorized and multimodal transportation aim to create an environment that supports and encourages safe, comfortable, and convenient ways for a diverse population of pedestrians, bicyclists, and transit users to travel throughout Clyde Hill and into the surrounding communities.

A well-planned non-motorized and multimodal transportation network results in safe and efficient connections between residential neighborhoods and nearby commercial areas, employment centers, recreation areas, and transit routes. Emphasis should be placed on filling any gaps

in existing facilities and expanding the city’s network to areas not served or are underserved with bicycle lanes, sidewalks or other pedestrian pathways, and bus stops.

A complete inventory of Clyde Hill sidewalks, bicycle routes, trails, and transit routes is provided in *Figure T-9 Multi-Modal Transportation Network Map*.

Level of Service for Transit & Non-Motorized Facilities

The Growth Management Act requires jurisdictions to establish LOS standards for roadways, transit service, and non-motorized facilities, such as sidewalks and bike routes. Once LOS standards are established, they are used to determine whether the demand from proposed new development on surrounding transportation facilities can be met through existing capacity or if additional facilities will be required. In addition to providing a facility overview and inventory, the following sections describe how Clyde Hill measures LOS for cycling, walking, and transit.

Bicycles

Clyde Hill completed a Pedestrian Transportation Plan in 2011 that assessed bicycle and sidewalk needs and opportunities within the city. *Figure T-10 Bicycle Lane & Trail Inventory* shows the total inventory of dedicated bicycle lanes and trails.

The SR-520 Regional Trail connects Clyde Hill to Seattle, Montlake, and the University of Washington across Lake Washington to the west, and to Kirkland and Bellevue to the east. Local bicycle access to the SR-520 Trail network is provided via bicycle lane designations and multimodal enhancements to Points Drive NE, 92nd Avenue NE, and NE 12th Street within Clyde Hill.

Bike-to-school routes will be provided by existing and proposed designations and enhancements to 98th Avenue NE, NE 14th Street, NE 24th Street, and 92nd Avenue NE.

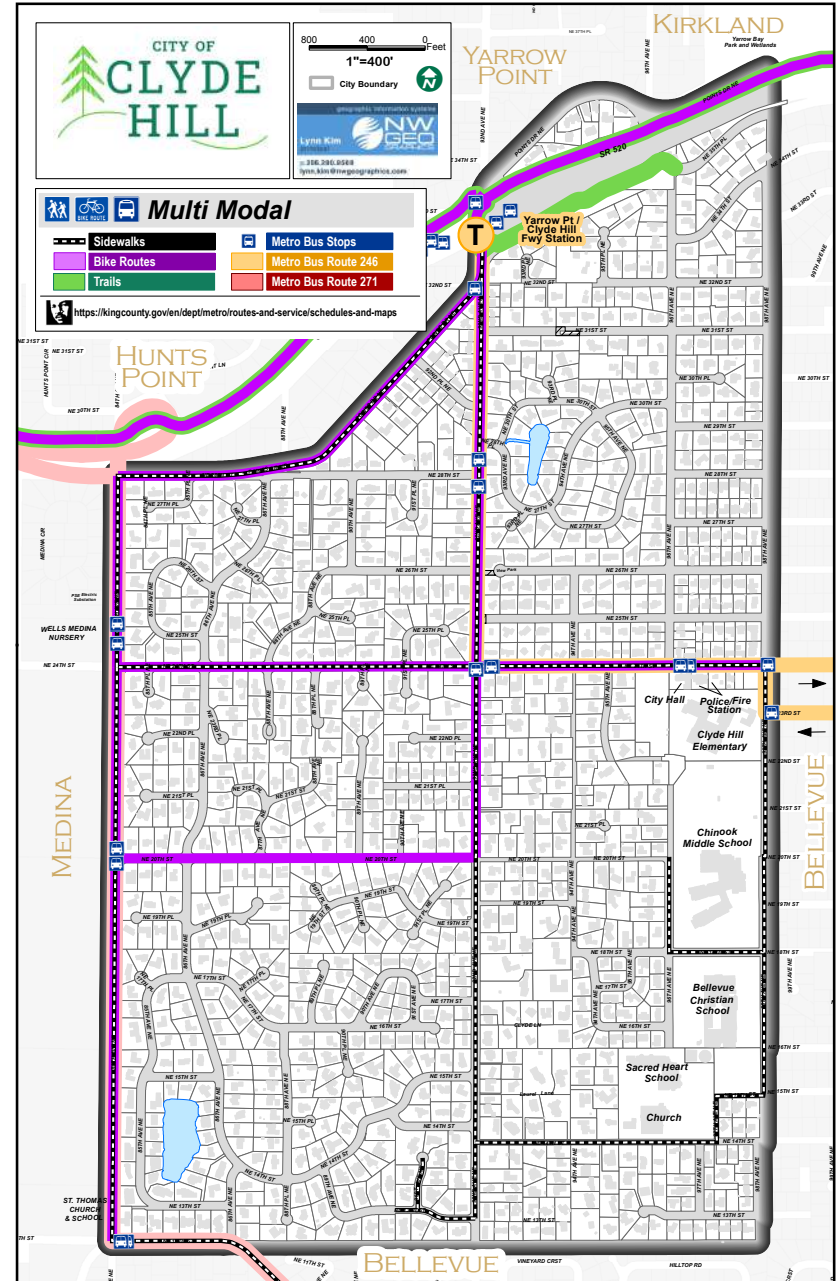
Figure T-10 BICYCLE LANE & TRAIL INVENTORY

BICYCLE LANE & TRAIL INVENTORY

EXISTING	LINEAR FEET	MILES
BICYCLE LANES	3,800	.07
PATHS AND TRAILS	500	.01
TOTAL	4,300	.08

Figure T-9 MULTI-MODAL TRANSPORTATION NETWORK MAP

MULTI-MODAL TRANSPORTATION NETWORK MAP



Biking Level of Service

Clyde Hill Municipal Code Chapter 12.04.020 Street Improvement and Construction Specifications contains three classifications of local streets: Minor Arterials, Collector Arterials, and Local Access Roads. These classifications assist in determining the appropriate level of design and improvement warranted for the roadway based on a variety of factors.

The City prioritizes roadway corridors with Minor and Collector Arterial classifications for accommodations to support bicyclist safety and comfort. Local Access Roads typically feature low speeds and traffic volumes, making them suitable for bicyclists to share the roadway with vehicle traffic.

Figure T-11 Biking Level of Service & Facility Requirements establishes level-of-service (LOS) standards for city bicycling facilities with respect to the priority corridors described above. The ideal LOS for priority corridors (indicated in green below) provides biking accommodations deemed appropriate by the City, such as marked bike lanes or a multi-use trail.

Pedestrians

Clyde Hill completed a Pedestrian Transportation Plan in 2011 that assessed bicycle and sidewalk needs and opportunities within the city. Figure T-12 Pedestrian Sidewalk, Trail, and Walkway Inventory shows the total inventory of pedestrian facilities.

Figure T-11 BIKING LEVEL OF SERVICE & FACILITY REQUIREMENTS

BIKING LEVEL OF SERVICE & FACILITY REQUIREMENTS

LOS	ALONG PRIORITY CORRIDORS (MINOR & COLLECTOR ARTERIALS)
IDEAL	Provides additional formal biking accommodations (e.g., marked bike lanes or a multi-use trail)
ADOPTED STANDARD	Preserve existing bicycle-friendly roadway conditions, including widened shoulders
BELOW STANDARD	No biking accommodations or reduction in bicycle-friendly roadway condition infrastructure



Source: Washington Rails to Trails Conservancy

Washington State Department of Transportation’s improvements to SR-520 provided enhanced pedestrian trails on the north side of the highway. These enhanced trails link Clyde Hill with Medina and Fairweather Park to the west, Hunts Point, Wetherill Nature Preserve, and Yarrow Point to the north, and Yarrow Bay Wetlands and Kirkland to the east, as part of the Points Loop Trail.

Local pedestrian access to the Points Loop Trail will be provided by existing and proposed multi-modal enhancements to 84th Avenue NE, Points Drive NE, 92nd Avenue NE, and NE 12th Street within Clyde Hill.

Walk-to-school route portions of the Points Loop Trail will be provided by proposed multimodal enhancements to 98th Avenue NE, NE 14th Street, NE 24th Street, and 92nd Avenue NE.

The City aims to promote community wellness by providing Clyde Hill residents with enhanced bicycle and pedestrian routes for exercise, recreation, and travel within the city and the larger region.

Walking Level of Service

To determine appropriate level-of-service standards for pedestrian facilities, the City refers to its roadway classifications. Typical neighborhood streets classified as Local Access Roads tend not to need fully separated sidewalks or paths due to their low traffic volumes and slow speeds, however the city’s arterials warrant a higher level of

Figure T-12 PEDESTRIAN SIDEWALK, TRAIL, AND WALKWAY INVENTORY

PEDESTRIAN SIDEWALK, TRAIL, AND WALKWAY INVENTORY

EXISTING	LINEAR FEET	MILES
SIDEWALKS	18,900	3.6
PATHS AND TRAILS	500	.01
STREETS & WALKWAYS	32,000	6.1
TOTAL	51,400	9.8

Figure T-13 WALKING LEVEL OF SERVICE & SIDEWALK REQUIREMENTS

WALKING LEVEL OF SERVICE & SIDEWALK REQUIREMENTS

LOS	Minor Arterials	Collector Arterials	Local Access Roads
IDEAL	Sidewalks with physical buffers on both sides of street	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street
ADOPTED STANDARD	Sidewalk with physical buffer on at least one side of street	Sidewalk present on at least one side of street	Widened shoulders
BELOW STANDARD	No sidewalk	No sidewalk	No sidewalk

Note: Physical buffer may include vertical curb & gutter, landscape strip or swale, or similar delineation

pedestrian infrastructure. Pedestrian infrastructure is particularly important for dense areas, non-residential land uses, and streets that serve schools, as they support higher levels of activity and may have a larger proportion of vulnerable users than other streets.

Figure T-13 Walking Level of Service & Sidewalk Requirements establishes LOS standards for various pedestrian facilities around the city. These

standards recognizes that pedestrian infrastructure needs differ depending on roadway classifications, providing varying standards for Minor Arterials, Collector Arterials, and Local Access Roads. There are no walking standards established for roadway facilities outside of these classifications.

The ideal walking LOS for a Collector Arterial, indicated in Figure T-13, provides a sidewalk with a physical buffer on at least one side of the street. In



contrast, the ideal LOS for a Minor Arterial provides sidewalks with buffers on both sides of the street, since destinations and transit stops may line both sides of the corridor. For Local Access Roads, the ideal walking LOS provides a sidewalk on at least one side of the street; however, physical separation from the roadway would not be necessary.

PUBLIC TRANSIT

Public Transportation

Clyde Hill is served directly by King County Metro Route 246, which connects 92nd Avenue NE and other locations in the city to Bellevue and Ffactoria, and King County Metro Route 271, which connects 84th Avenue NE to Seattle, Bellevue, and Issaquah. Additional Sound Transit bus routes stop along SR-520 with connections to Seattle and the Eastside.

While transit ridership in Clyde Hill has historically been low, there is and will continue to be sufficient

capacity and opportunities for residents who choose to ride transit. Increasing local ridership could be achieved through improvements in how transit service is provided both within the city and between the city and surrounding destinations. Clyde Hill, along with other Points Communities and Bellevue, will continue working with Metro and Sound Transit to improve transit routes, schedules, stations, stops, and other services. Encouraging residents to use transit as an alternative mode of travel can help reduce energy consumption, air pollution, traffic congestion, and noise levels.

Regular users of public transit often include the elderly and persons with impaired mobility. The city’s topography makes accessing transit facilities difficult for these populations, particularly when some of the closest bus stops for Clyde Hill residents are located along 84th Avenue NE, at the bottom of a long hill.

Transit Level of Service

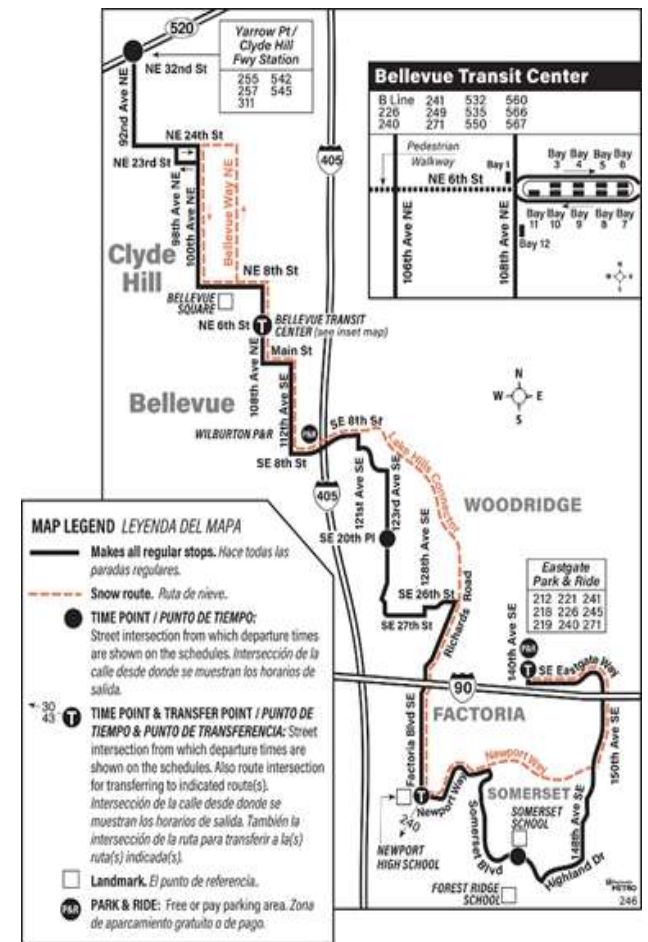
Figure T-15 Transit Level of Service establishes transit LOS for routes operated by King County Metro and Sound Transit. The City of Clyde Hill does not operate transit routes.

The City can reach its ideal transit LOS standard by working with external agencies to attract new fixed route transit services, increase service frequencies on existing routes, and/or provide additional paratransit services. The adopted standard, which

serves as the City’s minimum target, requires coordination with transit service providers to maintain existing transit service.

Figure T-14 METRO ROUTE 246 MAP

METRO ROUTE 246 MAP





TRANSPORTATION DEMAND MANAGEMENT

Consistent with the Growth Management Act and the Puget Sound Regional Council’s Vision 2050, the City is responsible for establishing strategies and policies to manage and reduce the impacts of increasing transportation activity. To develop and implement effective transportation demand management strategies, the City must rely on regional cooperation with Puget Sound Regional Council, King County, and other nearby jurisdictions. Additionally, the City must utilize local strategies to manage transportation demand both within and outside Clyde Hill.

The following strategies, recommended by PSRC, are either currently employed locally or may be further developed and supported by the City during the planning period:

- Commuter Trip Reduction (CTR) programs:** These employer-supported programs help reduce drive-alone trips by encouraging employees to commute via ride sharing, transit, walking, and biking. The City may establish a CTR program by adopting a Commute Trip Reduction (CTR) Ordinance, which would set trip reduction goals and guidelines to improve air quality, reduce traffic congestion, and decrease petroleum fuel consumption. Although not specifically required for the City of Clyde Hill or employers with the community,

many employers throughout region offer their own trip reduction programs, including private transportation opportunities for their employees. Clyde Hill, along with the region, benefits from this practice and should actively encourage employer-sponsored commute trip reduction programs.

- Employer policies such teleworking, flex-time, or compressed workweeks:** These policies can significantly reduce the number of commuters on the road each day. Since the COVID-19 pandemic began in 2020, many employers in the region have greatly expanded alternative schedules and teleworking options for their employees. Although the pandemic has since receded, flexible work policies are anticipated to remain popular. Clyde Hill should support local employers interested in developing or maintaining such policies and continually evaluate opportunities for establishing

flexible work policies for the City’s municipal workforce.

- Development and use of transit and non-motorized transportation options:** Clyde Hill should continue to work with regional partners to support the expansion of local transit, bicycling, and pedestrian facilities. Information about transit and non-motorized transportation options should be regularly shared and promoted within the community.
- Parking options for rideshare and carpool activity:** Clyde Hill should encourage development and ongoing management of regional parking facilities to meet the demand of transit users.

Figure T-15 TRANSIT LEVEL OF SERVICE

TRANSIT LEVEL OF SERVICE

LOS	DESCRIPTIONS
IDEAL	Establish additional local transit services and explore innovative, non-traditional, non-fixed route services, such as van-share programs and on-demand shuttle services.
ADOPTED STANDARD	Work with transit agencies to maintain existing transit service.
BELOW STANDARD	Reduction of the current transit service.



TRANSPORTATION GOALS AND POLICIES

TRANSPORTATION NETWORK

Goal 1:

Develop and maintain a multi-modal transportation system that is consistent with the land use policy, established Level of Service standards, and that preserves and enhances the livability and small city character of Clyde Hill.

TRANSPORTATION Policy 1.1 Minimize through traffic on the City’s streets by supporting local and regional transportation strategies in coordination with adjacent communities and WSDOT.

TRANSPORTATION Policy 1.2 Maintain the efficiency of traffic flow by keeping regular traffic counts, monitoring traffic patterns, upgrading traffic control devices as appropriate, and developing traffic management techniques based on industry best practices.

TRANSPORTATION Policy 1.3 Ensure that streets are designed and constructed to City standards to efficiently and effectively meet the needs of the community.

TRANSPORTATION Policy 1.4 Maintain the physical condition of the street system and identify and improve those sections that are in need of repair and upgrading.

TRANSPORTATION Policy 1.5 Provide sufficient illumination at targeted intersections to mitigate potential safety hazards.

TRANSPORTATION Policy 1.6 Integrate multi-modal traffic calming features into the repair and upgrade of City streets where appropriate.

NON-MOTORIZED TRANSPORTATION

Goal 2:

Enhance and expand pedestrian, bicycle, and other non-motorized transportation opportunities for city residents.

TRANSPORTATION Policy 2.1 Maintain and improve the street system and adopt policies to encourage safe and efficient use by pedestrians and bicyclists.

TRANSPORTATION Policy 2.2 Expand, connect, and improve existing intra-city pathways and trail networks to encourage use of non-motorized transportation options.

TRANSPORTATION Policy 2.3 Promote development and improvement of the Points Loop Trail, the SR-520 Trail, and other trails connecting the city to neighboring jurisdictions.

PUBLIC TRANSPORTATION & RIDESHARING

Goal 3:

Encourage and support the development of a fully accessible public transportation system that

will accommodate the present and future travel demands of the community.

TRANSPORTATION Policy 3.1 Work with regional transit agencies to evaluate and provide improved transit services for city residents.

TRANSPORTATION Policy 3.2 Coordinate public transportation plans with adjacent communities, schools, and regional transportation systems.

TRANSPORTATION Policy 3.3 Encourage the use of non-motorized, high occupancy and environmentally sustainable transportation alternatives.

TRANSPORTATION Policy 3.4 Encourage rideshare, ride hailing and other forms of carpooling for commuters.

TRANSPORTATION Policy 3.5 Encourage the development of efficient multi-modal transportation systems consistent with regional priorities and local jurisdiction comprehensive planning.

TRANSPORTATION DEMAND MANAGEMENT

GOAL 4:

Support regional development of Transportation Demand Management (TDM) programs and pursue local strategies to reduce vehicle trips, mitigate transportation-related environmental impacts, and



TRANSPORTATION GOALS AND POLICIES

improve alternative transportation infrastructure.

TRANSPORTATION Policy 4.1 Encourage the development and adoption of local ‘Complete Street’ design standards that enables safe access for all forms of travel.

TRANSPORTATION Policy 4.2 Support private and public sector employer efforts to reduce overall commute trips and the number of employees driving alone to work.

TRANSPORTATION Policy 4.3 Promote technologies that enable people to meet their daily needs while reducing overall vehicle trips.

TRANSPORTATION Policy 4.4 Encourage infrastructure investments and manage parking to improve consistency with transportation demand management objectives.



CAPITAL FACILITIES



INTRODUCTION

Capital facilities provide a network of soft and hard infrastructure that support the livelihood of a city. When balanced with the current and projected needs of Clyde Hill, as indicated by the Land Use Element, capital facilities provide services and infrastructure vital to the city’s function, well-being, and quality of life.

Capital facilities, otherwise known as public facilities, are structures, improvements, equipment, or other major assets, including land, that typically have useful lifespans of at least 10 years, require significant expenditures to construct or maintain, and are provided by or serve public purposes and services. Examples include streets, sidewalks, water, street lighting, sewer, stormwater systems, educational institutions, police and fire emergency services, public or government buildings, and parks.

Proper planning for capital facilities ensures the ability to meet current and projected demands on infrastructure. Capital facility planning is also

necessary for concurrent development, where multiple related development processes are carried out simultaneously or within a short period of time. Lastly, capital facility planning provides a mechanism to ensure that established infrastructure levels of service are met and maintained.

PURPOSE

The Capital Facilities Element outlines goals and policies to ensure that adequate public facilities are available to serve both existing and projected developments. In accordance with Growth Management Act requirements, the Capital Facilities Element includes:

- An inventory of existing capital facilities owned by public entities, also referred to as “public facilities,” showing their locations and capacities.
- A forecast of future needs for such capital facilities based on the land use element

- Proposed locations and capacities of expanded or new capital facilities.
- A six-year plan that identifies needs, financial strategies, and public funding sources for capital facility improvements.

The Land Use Element serves as a foundation that guides the future development pattern, character, and aesthetic of Clyde Hill serving as a critical focal point of the Comprehensive Plan’s elemental chapters. Land use decisions, the municipal code, and infrastructural improvements are guided by community preferences and the Land Use Element.

While community feedback informs City staff on local needs and preferred approaches to responding to and managing growth, the Land Use Element documents the capacity of the City to meet legislative mandates. The Comprehensive Plan process brings together the disparate needs of the community and the City’s ability to meet regional mandates to adapt and address growth.

Figure CF-1 CAPITAL FACILITIES ELEMENT COMPONENTS

CAPITAL FACILITIES ELEMENT COMPONENTS





CITY MANAGED CAPITAL FACILITIES

MUNICIPAL BUILDINGS

Inventory

Clyde Hill currently owns and operates two primary facilities or properties, with ownership of a third as described below:

1. City Hall | 9605 NE 24th Street

- 1.1. The property for this facility was originally purchased in 1983 with the construction of the first City Hall commencing soon thereafter. The building was expanded in 1995 to accommodate additional staff and to construct the eastern portion of the building for the Police Department. Over the years, minor remodels, improvements, and repairs continued, culminating in a large renovation completed in 2023. The 2023 improvements renovated common spaces, added additional offices for staff, and made technological enhancements to the Council Chambers to facilitate video conferencing and remote meetings.

The administrative side of City Hall now includes seven private offices, reception, IT room, City council chambers, executive meeting room, and a kitchen.

The police side of City Hall includes two private offices for command staff, a shared

patrol room, reception, and records area, along with associated booking room, holding cells, and sally port.

2. Public Works Shop | 2115 96th Ave NE

- 2.1. The City's Public Works shop is a single-story brick masonry building constructed in 1975, located on a 60-foot by 40-foot parcel adjacent to the 0.81-acre City Park property. The parcel was deeded to Clyde Hill by the City of Bellevue, and the building includes public restrooms for City Park. Original construction funding for the building is believed to have been provided by the State Recreation and Conservation Office. The building consists primarily of a west-facing roll-up door and open shop space with a small staff office and private restroom in the rear. The park restrooms are accessed separately from the west side of the building.

3. Rental Property | 9629 NE 24th Street

- 3.1. This property was originally purchased to house staff during a City Hall expansion performed in 1995. Once staff relocated back to the City Hall facility, the property was maintained as a rental property, helping the City provide a small amount of affordable housing.



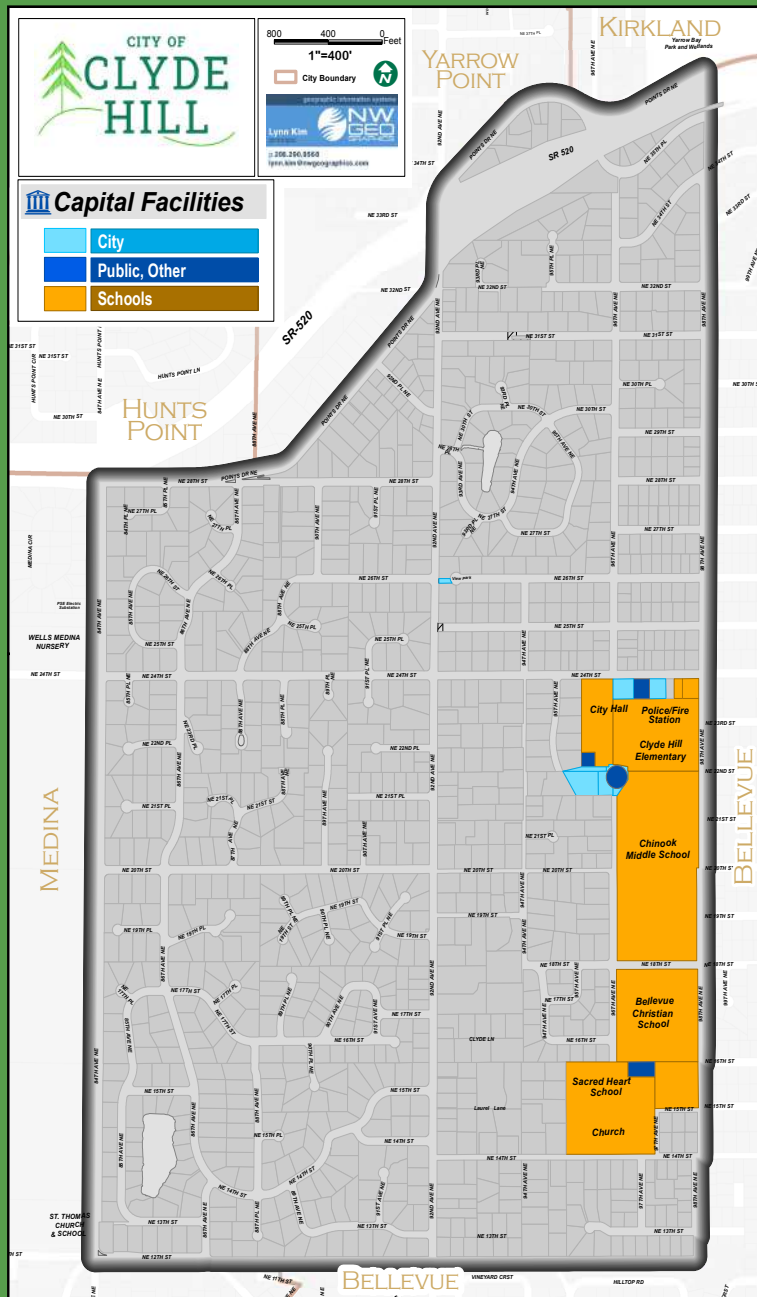
CITY HALL



PUBLIC WORKS

Figure CF-2 CAPITAL FACILITIES MAP

CAPITAL FACILITIES MAP (2024)



Level of Service

Currently, general government functions are performed out of the City Hall facility, while Public Works operates from the shop. Each of these facilities have aged and will continue to require significant capital reinvestment to prevent deterioration, as identified in the Facilities Master Plan analyses. While City Hall is generally sufficient to support ongoing operations, the shop facility will need significant investment or planning to maintain operations at the current location. As configured, the shop is not capable of housing vital Public Works equipment, such as the backhoe and vehicles, due to its size and space constraints. The City relies on informal agreements with the City of Bellevue to house its vehicles, equipment, and operating materials.

Future Needs

Planning for the replacement of the City’s structures is not only a best management practice but also an important element of proper stewardship of the City’s assets. Space needs for City Hall and the Public Works shop will be affected by several variables, including the economic health of the City and its need for additional staff or services.

Finance

Municipal facilities capital projects are identified as part of the annual budget process and listed in the City’s Capital Facilities Plan (Appendix H).



CITY PARK



VIEW PARK

PARKS

Inventory

Park and recreation facilities and open spaces are essential to a community’s mental and physical well-being. Parks and open spaces help soften development, provide important ecological functions, and offer recreation opportunities for citizens and visitors. Clyde Hill owns and maintains the following parks facilities:

1. **City Park** | 2115 96th Ave NE
 - 1.1. This facility is a 0.81-acre parcel located south of City Hall. City Park improvements include two tennis courts with available lighting, a drinking fountain, benches, and open grassy lawn in a forested setting. Public restrooms are available on the west side of the Public Works shop facility.
2. **View Park** | NE 26th Street
 - 2.1. Clyde Hill also operates and maintains the 0.1-acre View Park, located along a strip easement at the end of NE 26th Street. This park provides pedestrian access to 92nd Avenue NE and features mature landscaping, a bench, and a west-facing viewpoint. The site is also known as “Toffee Lookout” on some mapping services.¹

Level of Service

While limited in capacity and recreational options, the existing City Park has been historically adequate for resident use, especially when considering the proximity of other parks and open space amenities provided by neighboring jurisdictions.

Future Needs

Clyde Hill has developed a six-year Parks Capital Improvement Program (Parks CIP) to guide the selection and implementation of park-related projects. While it cannot forecast all possible needs, it serves as a useful tool for planning purposes. The Parks CIP is updated annually.

Finance

The Parks CIP contains planning-level cost estimates only. While the list recommends a timeline for implementation, projects are selected and approved by the City Council as part of the annual budgeting process. The proposed parks projects are generally eligible for Real Estate Excise Tax (REET) funding, as they include expansion of the asset and its capacity rather than ordinary maintenance activities.

¹ Google Maps: <https://www.google.com/maps/place/Toffee+Lookout/@47.6336093,-122.2175897,19.25z/data=!4m6!3m5!1s0x54906d7fa7e3835b:0x61ef99710e6dbecb!8m2!3d47.637421!4d-122.2175558!16s%2Fg%2F11lqthn9yl?entry=tту>

Figure CF-3 CLYDE HILL PARKS CAPITAL IMPROVEMENT PLAN (PARKS CIP)

CLYDE HILL PARKS CAPITAL IMPROVEMENT PLAN (PARKS CIP)



2024 Parks Capital Improvement Plan

Date Created: 5/25/2022
 Last Updated: 5/6/2024
 Prepared By: Shaun Tozer, Public Works Director

Project ID	Project Name	Location	2015 Comprehensive Plan - Parks Element; Goal / Policy	Description	Planning Level Cost Estimate (2024)	Year**	Status	Comment / Background
P1	Pathway Replacement	City Park	1.3, 1.4, 1.8	Replacement of approximately 550 linear feet of perimeter asphalt walking path at Park.	\$ 375,000.00	2024	Underway Construction expected in 2024	Costs based on construction cost estimate dated 1/2024
P3	Tennis Court LED lighting conversion	City Park	1.3, 1.4, 1.8	Replace existing court light fixtures with new LED heads. Project assumes existing poles will not be replaced. Fixtures on Public Restroom will be replaced if budget allows.	\$ 100,000.00	2024 or 2025	Bid Ready	Costs based on construction cost estimate dated 1/2024
P4	Pathway lighting & security	City Park	1.3, 1.4	Installation of pathway lighting and other security improvements at park and Public Works facility / Public Restroom. Walkway is apx 550lf, w/20' spacing on lights	\$ 115,000.00	2024 or 2025	Bid Ready	Costs based on construction cost estimate dated 1/2024
P5	Bench Installation (Bench Swing), 3 Locations Proposed	City Park & Other	1.3, 1.4	Improve pedestrian furnishings at park and along primary walking routes	\$ 22,500.00	On-going TBD	-	Opportunity based project. Proposes to use non-standard bench swings as a park and walkway amenity.
P6	Tennis Court Resurfacing / Restriping	City Park	1.3, 1.4	Resurfacing or striping as necessary to maintain the courts in a safe condition OR as necessary to accommodate and expand ability for new sports (pickleball, futsal, etc.)	\$ 100,000.00	2028 or Beyond	-	Court restriped in 2021 for two full-size tennis courts. Lower project cost if just restriping. Resurfacing rehab and repair could be more. Combine with P11.
P7	Park Signage (external) - Wayfinding, directional	City Park	1.3, 1.4	Signage installation to improve awareness of the park facilities, access, parking, etc.	\$ 10,000.00	On-going TBD	-	Opportunity based project.
P8	Restroom facility renovation	City Park	1.3, 1.4	Replace fixtures, flooring, lights, and other minor repair to restroom & facility	\$ 150,000.00	Anticipated in 2024-2025	Design in Progress	Capital maintenance of an aging asset. Existing facility suffers from chipped tiles, outdated fixtures & lighting
P9	Park Signage (internal) - Arbor Day Trees	City Park	1.3, 1.4	Arbor Day tree wayfinding signage	\$ 10,000.00	On-going TBD	-	Opportunity based project. Wayfinding signage for the City's 30 Arbor Day trees
P10	View Park Stairs and General Improvement *	View Park	1.3, 1.4	Repair and Replace Stairway and/or railing sections as necessary	\$ 195,000.00	2027 or beyond	-	Repair to lower stairs is needed, reconfiguration of park and existing stairway is desirable in a future project. Could be a more complicated project.
P11	Tennis Court Fence Replacement	City Park	1.3, 1.4	Replacement of fencing and posts around existing tennis courts. Modifications as necessary to improve court use.	\$ 66,852.00	2028 or Beyond	-	Ideally combined with P6
P12	Art Mural on Public Works Building	City Park	1.3, 1.4	Add mural on north wall of PW Building to compliment and enhance park use	\$ 15,000.00	2025 or beyond	-	Possible community involvement project; could be timed with shop remodel.
P13	Trails and Street Connections	Various	1.3, 1.4	Formalize existing pedestrian & bicycle connections between rights of way and street missing links	\$ 25,000.00	On-going TBD	-	Opportunity based project. Placeholder cost.

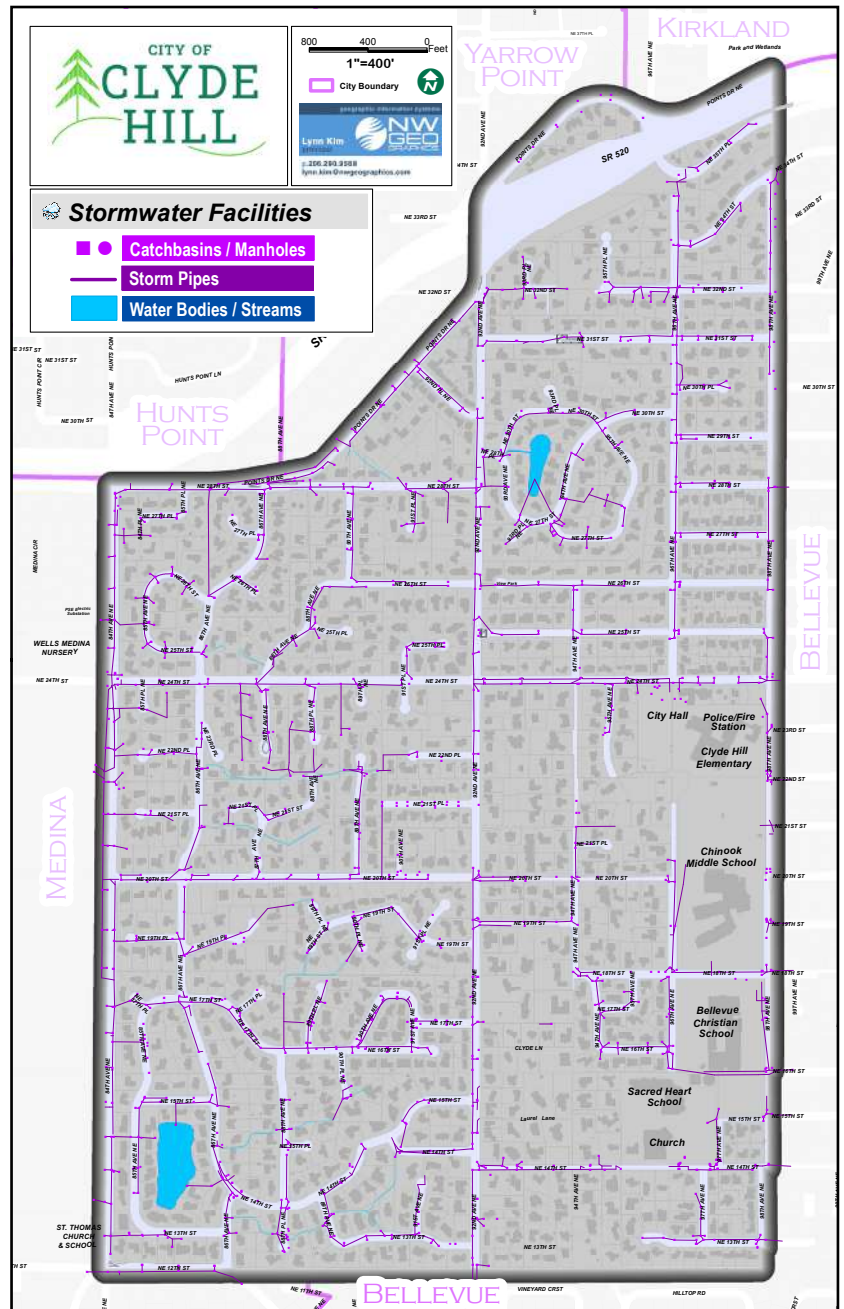
TOTAL Parks CIP (Current): \$ 1,184,352.00

* Estimate includes 30% contingency for related design & construction costs

** Year of implementation is included for planning purposes only. Actual implementation, if it occurs, will be contingent on available funding and priorities of the City as adopted through Comprehensive Plan goals and/or Annual Budgets

Figure CF-4 STORMWATER FACILITIES MAP

STORMWATER FACILITIES MAP



May 2024

STORMWATER

Inventory

The City of Clyde Hill is responsible for maintaining approximately 20 miles of storm lines and over 1000 catch basins and storm structures that collect, convey, and discharge runoff from its streets and homes. All the city’s stormwater ultimately discharges into Lake Washington, with most of it directed into two ponds located on the Overlake Golf Course and Overlake Country Club, before entering Fairweather Creek within the City of Medina.

Level of Service

The city’s existing minimum Level of Service (LOS) standard for surface water drainage management requires that all private and public on-site and off-site storage, conveyance and treatment facilities meet stormwater development standards detailed in the Department of Ecology’s Stormwater Management Manual for Western Washington (SWMWW). These standards ensure little or no impact on downstream water quality and quantity.

Future Needs

Clyde Hill began updating its Stormwater Master Plan in 2023. This effort, which will continue into 2024, will identify the current condition of the system and project ongoing needs.

Future updates to the City’s Comprehensive Plan will include the City’s updated Stormwater Master Plan and associated six-year Stormwater Capital Improvement Plan.

Finance

The Stormwater Capital Improvement Plan (CIP) contains planning-level cost estimates only. While the CIP recommends a timeline for implementation, projects are selected and approved by the City Council as part of the annual budgeting process. All projects are eligible to use City general funds and, in many circumstances, REET funds. The City may choose to establish a Stormwater Utility to provide specific financial support for ongoing system maintenance in accordance with the conditions of the City’s federal stormwater permit.



TRANSPORTATION

Inventory

A description of Clyde Hill’s existing transportation system, its deficiencies, and future needs are identified in the Transportation Element of this Comprehensive Plan.

Level of Service

Established LOS for the existing and planned transportation system are detailed in the Transportation Element of this Comprehensive Plan.

Future Needs

All cities, towns, and counties are required to develop and adopt a six-year transportation improvement program, also known as a Transportation Improvement Plan (TIP).²

The TIP is a short-range planning document that is updated annually. The TIP outlines the anticipated funding sources and amounts for transportation improvement projects planned in Clyde Hill over the next six years. Clyde Hill’s TIP must be consistent with its adopted Comprehensive Plan.

Finance

The TIP contains planning-level cost estimates only. While the project list recommends a timeline

for implementation, projects are selected and approved by the City Council as part of the annual budgeting process. Many of the proposed TIP projects are eligible for REET funding, as they involve the expansion of assets and their capacity rather than ordinary maintenance activities.

² RCW 35.77.010 for cities



Park and Ride Station on the 520 lid.



Figure CF-5 2024 TRANSPORTATION IMPROVEMENT (TIP) PROJECT LIST

2024 TRANSPORTATION IMPROVEMENT (TIP) PROJECT LIST



2025 - 2030 Transportation Improvement Program Summary

Date: 6/4/2024

By: Shaun Tozer, Public Works Director

Project ID	Project Name	Location	2015 Comprehensive Plan - Transportation Element; Goal / Policy	Current Budget Year	6-Year TIP						Comment / Background	
				2024	2025	2026	2027	2028	2029	2030		
NM-1	20th Street Sidewalk	NE 20th Street (84th to 92nd)	1.3, 1.4, 1.5, 1.6, 3.1							\$745,702	Project can be deferred & reprioritized as necessary	
NM-2	Bicycle Lane Expansion / Improvement	Varies	1.3, 1.4, 1.5, 1.6, 3.1		\$10,000		\$10,000		\$10,000		Opportunity based channelization improvements, small scale	
NM-3	86th Ave Streetscape Enhancement - Phase 1	86th Ave NE (20th to 28th)	1.3, 1.4, 1.5, 1.6, 3.1					\$50,000			Connected with Preservation project P-6	
*NM-4	86th Ave Streetscape Enhancement - Phase 2	86th Ave NE (12th to 20th)	1.3, 1.4, 1.5, 1.6, 3.1							\$50,000	Could be connected with Preservation project - unscheduled	
*NM-5	96th Ave Streetscape Enhancement	96th Ave (24th to 35th)	1.3, 1.4, 1.5, 1.6, 3.2				\$50,000				Connected with Preservation project P-7	
*SI-1	NE 84th Street Sidewalk & Drainage Improvements	NE 84th Street (12th to 24th)	1.3, 1.4, 1.5, 1.6, 3.1	\$400,000	\$1,840,000						Based on 2018 Engineer's Estimate plus 40%; asphalt overlay estimated separately (see P-13). Assumes significant grant funding for construction implementation.	
SI-2	Intersection Improvement	TBD	1.3, 1.4, 1.5, 1.6, 3.1			\$50,000					Placeholder for project of opportunity	
SI-3	Intersection Improvement	NE 12th & 84th Ave	1.2							\$250,000	Improvements to complex intersection. Could be incorporated into SI-1; coordination & planning with Medina required	
SI-4	Intersection Improvement	Points Drive and NE 92nd Ave	1.2						\$1,500,000		Improvements to complex intersection to address LOS deficiency. Coordination with Yarrow Point required	
SI-5	Intersection Improvement	NE 24th Street at Clyde Hill Elementary	1.2	\$50,000	\$25,000						May occur in 2024. Coordination with Bellevue Schools is required; concept level cost estimate	
P-#	Annual Overlay & Repair Program (see complete Project List)	Varies	1.4	\$203,377	\$603,614	\$133,349	\$416,049	\$187,288	\$194,330	\$140,279	Estimates included in PCR Data worksheet	
P-1	Cracksealing Program	Varies	1.4	\$20,000		\$20,000		\$20,000			Activity to prevent deterioration of roadway and subgrade	
M-1	Maintenance & Operations	Citywide	1.4, 1.5, 3.1	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000		Capital Asset Maintenance	
<i>Planning Level Cost Estimates only</i>				Annual Totals	\$703,377	\$2,508,614	\$233,349	\$506,049	\$287,288	\$1,734,330	\$1,185,982	

* Year of implementation is included for planning purposes only. Actual implementation, if it occurs, will be contingent on available funding, grant awards, and priorities of the City as adopted through Comprehensive Plan goals and/or Annual Budgets

TOTAL Estimated Costs of All Projects
Annual Average Funding Required for TIP (of above total)

\$6,455,611
\$1,075,935



OTHER CAPITAL FACILITIES

FIRE & EMERGENCY SERVICES (CITY OF BELLEVUE)

Inventory

The City of Bellevue provides fire protection and emergency services (EMS) under contract with Clyde Hill and maintains Fire Station #5 on NE 24th Street, adjacent to City Hall. This station serves Clyde Hill and the surrounding areas.

Level of Service

The Bellevue Fire Department is responsible for analyzing, determining, and maintaining appropriate levels of service for their area of responsibility. Bellevue Fire Department’s “Standards of Cover” document details the operational capabilities and needs of the department.³

Future Needs

The 2014 Bellevue Master Plan included plans for the expansion of Fire Station #5 with an updated, similarly sized station to meet current and projected staffing levels. In 2024, Clyde Hill and Bellevue are actively negotiating the details of a property swap and lease to facilitate the construction of a new Fire Station #5. Construction of the new facility is anticipated to occur between 2024 and 2025, with the facility capable of serving all of the Points Communities for the foreseeable future.

Finance

Financing programs for necessary improvements are as identified in the in the annual Capital Facilities Plan and related long-range planning and strategic documents.⁴

SCHOOLS (BELLEVUE SCHOOL DISTRICT)

Inventory

There are four large schools in Clyde Hill’s southeast quadrant that, land-wise, account for one-eighth of the city’s land area. The two public schools, Clyde Hill Elementary and Chinook Middle School, are owned and operated by Bellevue School District 405 and supported through property taxes collected on behalf of the Bellevue School District.⁵ Clyde Hill Elementary is one of 17 elementary schools in the Bellevue School District. It currently serves approximately 600 students in preschool through fifth grade. Chinook Middle School currently serves almost 800 students.

Level of Service

The City of Clyde Hill is entirely within the boundaries of the Bellevue School District and therefore does not set or control the level of service standards for area schools. The Bellevue School District is responsible for ensuring there is adequate facility space and equipment to

accommodate existing and projected student populations. The City coordinates land use planning with the school district as needed to ensure there is adequate capacity now and in the future.

Future Needs

Future needs are as identified by the Bellevue School District’s long-range planning and strategic documents.

Finance

Financing programs for necessary improvements are as identified in the Bellevue School District’s long-range planning and strategic documents.

³ City of Bellevue. (2021) Fire Department Standards of Cover. https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/2021%20Bellevue%20Fire%20Standard%20of%20Cover.pdf

⁴ City of Bellevue. (2021) Adopted Capital Investment Program Plan. https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/CIP%20%202021-2022%20Adopted%20Budget.pdf

⁵ City of Clyde Hill. (2020) City of Clyde Hill, Washington 2021 Annual Budget. Clyde Hill. <https://www.clydehill.org/docs/0.0-2021%20budget%20book.pdf#:~:text=The%202021%20Budget%20anticipates%20a%20total%20revenue%20of,of%20%244%2C314%2C752%20and%20total%20expenditures%20of%20%24%204%2C453%2C600.>

SEWER & WATER DISTRICT (CITY OF BELLEVUE)

Inventory

Detailed inventories of water and wastewater utility system assets are maintained by Clyde Hill’s service provider, the City of Bellevue. These inventories and system analyses can be found in the City of Bellevue’s Water System Plan and Wastewater System Plan.^{6,7}

Level of Service

The City of Bellevue Utilities Department manages public water and sewer systems within their respective service areas. The City of Bellevue is responsible for ensuring there is adequate utility capacity to accommodate existing and projected populations within their service area. Clyde Hill coordinates stormwater-related land use planning and permit approval processes with the City of Bellevue as needed to ensure there is adequate capacity, whether planned or in place.

Future Needs

The City of Bellevue’s water consumption and wastewater use forecasts do not anticipate significant changes to Clyde Hill land uses or consumer behavior. The existing system, with planned maintenance and improvements, can provide high levels of service to the City of Clyde Hill. Future needs are as identified in the district’s long-range planning and strategic documents.

Finance

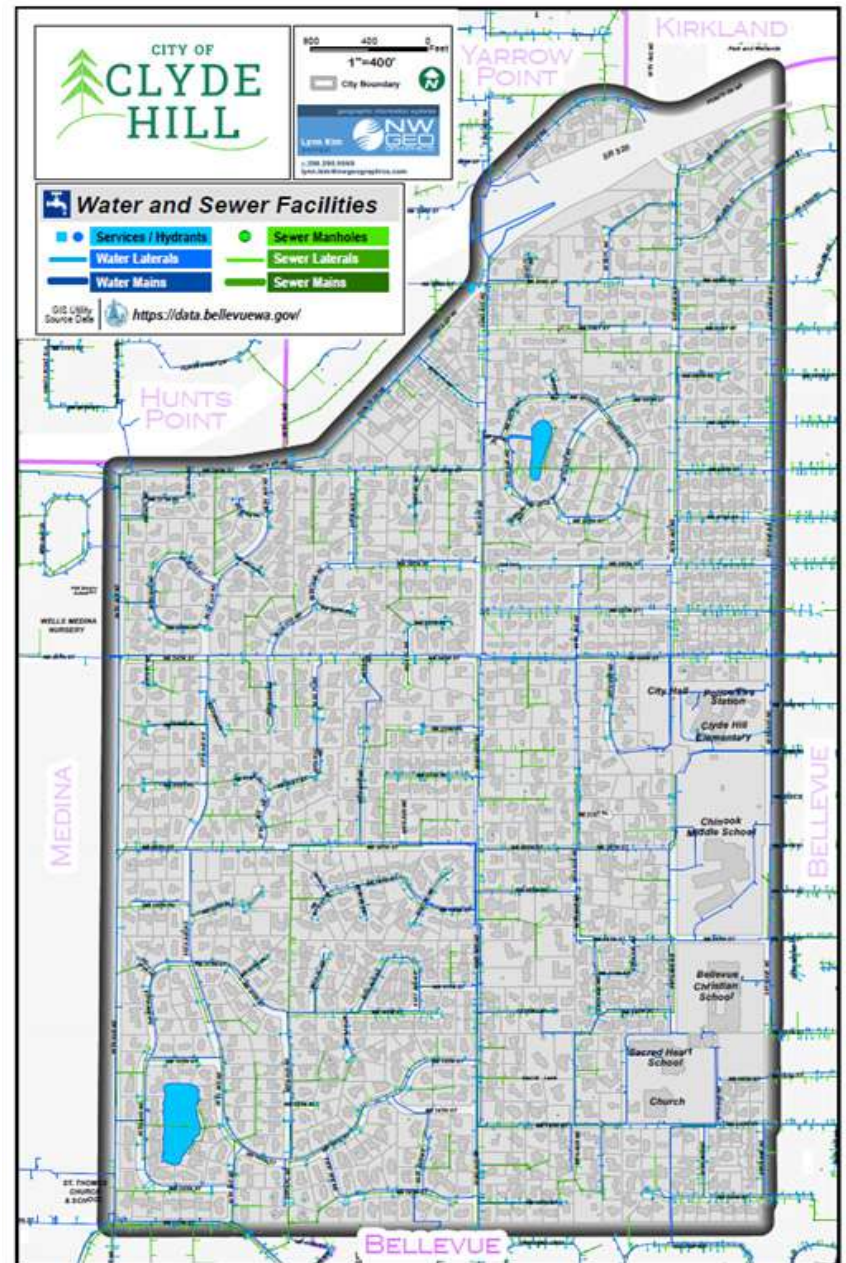
Financing programs for necessary improvements within the utility systems are as identified in the City of Bellevue’s long-range planning and strategic documents, associated Capital Improvement Program, funding plans, and adopted biennial budget.

⁶ City of Bellevue. (2017) Water System Plan. <https://bellevuewa.gov/city-government/departments/utilities/utilities-projects-plans-standards/utilities-plans-and-reports/water-system-plan>

⁷ City of Bellevue. (2013) Wastewater System Plan. <https://bellevuewa.gov/city-government/departments/utilities/utilities-projects-plans-standards/utilities-plans-and-reports/wastewater-system-plan>

Figure CF-6 WATER AND SEWER FACILITIES MAP

WATER AND SEWER FACILITIES MAP





GOALS AND POLICIES

QUALITY SERVICE PROVISION

Goal 1:

Continue to provide quality and responsive municipal services to Clyde Hill residents.

CAPITAL FACILITIES Policy 1.1 Prioritize the environment and public health and safety in the provision of services for all Clyde Hill residents.

CAPITAL FACILITIES Policy 1.2 Ensure that Clyde Hill’s public services are accessible and affordable to everyone, especially the historically underserved.

CAPITAL FACILITIES Policy 1.3 Coordinate efforts with the City’s waste services provider to develop conservation measures to reduce solid waste and increase recycling efforts in the community.

CAPITAL FACILITIES Policy 1.4 Maintain an appropriate agreement with the City of Bellevue to provide water and sewer services.

CAPITAL FACILITIES Policy 1.5 Coordinate efforts with Bellevue Utility District to ensure all residents can access safe, reliable, and sustainable drinking water.

CAPITAL FACILITIES Policy 1.6 Coordinate efforts with Bellevue Utility District to promote improved conservation and more efficient water use by reducing water consumption through water conservation, reuse, and reclamation.

CAPITAL FACILITIES Policy 1.7 Encourage the continued operation of the Bellevue fire station on NE 24th Street and maintain appropriate and cost-effective service agreements with the Bellevue Fire Department.

CAPITAL FACILITIES Policy 1.8 Maintain an appropriate ratio of police officers to population, including contract services with Yarrow Point.

CAPITAL FACILITIES Policy 1.9 Continue to investigate any cost savings or efficiency modifications to City operations and services with adjoining jurisdictions.

CAPITAL FACILITIES Policy 1.10 Continue to develop and expand the City’s website and other communications channels by making available more services, information, and connections to other government agencies.

CAPITAL FACILITIES Policy 1.11 Maintain a long-term fiscal strategy for maintaining City revenues at a level sufficient to continue to provide quality City capital facilities.

CAPITAL FACILITIES Policy 1.12 Ensure capital budget decisions are in conformity to the Comprehensive Plan.

CAPITAL FACILITIES Policy 1.13 Reassess the Land Use Element if probable funding falls short of meeting existing needs.

CAPITAL FACILITIES Policy 1.14 Continue to assess and update potential risks and hazards, and promote better planning, training, and response techniques to safeguard public health and safety for disaster recovery.

STORMWATER MANAGEMENT

Goal 2:

Ensure that surface and stormwater runoff is managed in a safe and environmentally sound manner.

CAPITAL FACILITIES Policy 2.1 Evaluate the need and consider implementing a Stormwater Utility to provide financial support for stormwater operations, maintenance, necessary capital improvements, and compliance with regulatory frameworks.

CAPITAL FACILITIES Policy 2.2 Ensure that system expansions and upgrades are sufficient to meet a 10-year storm event.

CAPITAL FACILITIES Policy 2.3 Complete an assessment of surface and stormwater issues and system deficiencies and recommend appropriate system improvements.

CAPITAL FACILITIES Policy 2.4 Require new development to address individual stormwater issues so they do not become problems to adjoining neighbors or others within the community.



GOALS AND POLICIES

CAPITAL FACILITIES Policy 2.5 Communicate to the community the issues and problems associated with stormwater management and describe the goals and methods used to address these problems.

CAPITAL FACILITIES Policy 2.6 Continue to plan for stormwater improvements in conjunction with street overlays and street improvements.

SCHOOLS

Goal 3:

Support the continued operation of quality local school facilities for city residents.

CAPITAL FACILITIES Policy 3.1 Encourage the schools to maintain and upgrade their Clyde Hill facilities to meet the needs of the community and support safe, walkable access for all students.

CAPITAL FACILITIES Policy 3.2 Encourage the schools to work with the City to cooperatively plan for anticipated growth and demographic change.

CAPITAL FACILITIES Policy 3.3 Encourage communication and cooperation between the schools and the public.

CAPITAL FACILITIES Policy 3.4 Encourage community involvement and support school activities.



Chinook Middle School



UTILITIES



INTRODUCTION

Private utility companies provide a number of services to Clyde Hill, including electricity, natural gas, telecommunications, cable access, and garbage and recycling collection. All major utility facilities associated with these services are located outside of city limits. Most electrical, gas, telephone, and cable lines are located along or within public rights-of-way.

The City of Clyde Hill works closely with utility companies to coordinate and communicate about issues that may affect city services or residents, such as planned power outages or street closures for utility work.

PURPOSE

The Utilities Element outlines goals and policies to ensure utility capacity for current and future development. In accordance with Growth Management Act requirements, the Utilities Element includes:

- An inventory of existing utilities, including electrical lines, telecommunication lines, and natural gas lines, showing their locations and capacities.
- Proposed locations and capacities of expanded or new utilities.

ANALYSIS

PRIVATE SERVICE PROVIDERS

Energy Services – Electrical & Gas

Clyde Hill receives its electric and gas services from Puget Sound Energy (PSE) through a franchise agreement that allows PSE to use the City rights-of-way.

Inventory

Detailed inventories of electrical and gas assets are maintained by PSE. Transmission and distribution lines are primarily located within street rights-of-way. A significant portion of the electrical infrastructure in the city is located underground, which helps reduce the visual and environmental impact of overhead power lines.

Level of Service

The City supports efforts to further underground utility lines. However, undergrounding can be expensive and technically challenging, so it may not always be feasible or cost-effective. The City will prioritize utility undergrounding where it makes the most sense in terms of improving reliability, reducing maintenance costs, and enhancing the aesthetic and environmental quality of the community.



City Power Lines



Clyde Hill City Hall

Future Needs

Puget Sound Energy plans years in advance to ensure it has the infrastructure necessary to produce and deliver clean, safe, and reliable energy. The current climate regarding the transition away from natural gas is rapidly changing. PSE’s Gas Utility and Electric Progress Report provides a 20-plus year view of PSE’s energy resource needs, developed through a planning process that evaluates how a range of potential future outcomes could affect PSE’s ability to meet customers electric and natural gas supply needs.¹

Based on current information and projections, it is assumed that PSE has sufficient local capacity to meet Clyde Hill’s present and future needs for natural gas and electricity. PSE regularly evaluates its system needs and invests in new equipment and infrastructure to ensure reliable service. Additionally, PSE coordinates with local governments and other stakeholders to plan for future growth and development, ensuring that its infrastructure can meet the anticipated demand.

Looking ahead, growth and changes in the energy market and technology could impact PSE’s ability to meet future needs. For example, a significant increase in demand for electric vehicles in Clyde Hill may require PSE to invest in additional charging. Similarly, a shift towards more renewable energy sources may necessitate adaptations in

PSE’s infrastructure and operations.

Finance

Clyde Hill and PSE will continue to monitor energy needs and market trends and work together to ensure that the community’s energy needs are met in a reliable, affordable, and sustainable way.

Communication Services

Communication services refer to the methods and technologies used to receive and send messages between people and devices over a distance. Numerous service providers are available to city residents. The primary types of communication services include:

- Internet / Fiber Optic Cable
- Cellular
- Telephone Services
- Cable

Inventory

Telephone and Cable: These services are generally available throughout the city, with many of the facilities co-located on poles with the electrical power provider.

Fiber Optic Cable: General improvements to

expand service may be necessary to meet the projected regional demand. This could include constructing additional fiber optic or copper cables and switching stations. Between the expansion of fiber networks, technological advancements, and local demand, it is possible that additional service providers may choose to service Clyde Hill in the future.

Cellular Service: Multiple wireless communications companies lease space on the City of Bellevue’s water tower adjacent to City Park and along 84th Avenue NE to provide wireless communications to area residents. Several sets of antennae are located on the tower, and electronic equipment is housed in an enclosure at its base. Installations on 84th Avenue NE are mounted on existing poles with underground equipment cabinets.

¹ PSE Gas Utility and Electric Progress Report (2023). <https://www.pse.com/en/IRP/Past-IRPs/2023-IRP>



Lamp Post



Level of Service

Clyde Hill will continue to monitor changes in communication and internet access technologies to stay up-to-date and ensure that residents have access to the latest technology and services. As technology advances, it is essential to encourage utility providers to upgrade their services and infrastructure to keep pace with these changes.

Future Needs

Clyde Hill works with other local governments, industry associations, and advocacy groups to establish best practices, share knowledge, and encourage better communication and internet access services. By doing so, Clyde Hill can effectively advocate for the needs of its residents and ensure that the city remains competitive in a rapidly changing world.

Finance

To meet the projected regional demand, internet service providers may need to invest in infrastructure improvements such as laying additional fiber optic and constructing more switching stations to increase capacity and improve network performance. As the demand for internet services continues to grow, other service providers may also enter the market, providing competition. This could lead to more options for customers in Clyde Hill, potentially resulting in better pricing and improved service quality.

Solid Waste & Recycling Services

The City has a franchise agreement with Republic Services to provide residential garbage, recycling, and yard waste collection. Clyde Hill also has a cooperative agreement with King County Solid Waste Division, which provides programs and coordination for solid waste management, planning, operation, facilities, and services.

Level of Service

Republic Services offers weekly and bi-weekly pick up service for residents. They also provide a wide range of services designed to reduce waste and improve recycling, including residential and commercial waste collection, recycling programs, and landfill management. Clyde Hill residents receive detailed guidelines on properly sorting

Waste Management





their recyclables into categories for yard waste, paper, and plastic/metal/glass.

Inventory

The King County Solid Waste Division operates several facilities that accept household waste from Clyde Hill residents, including eight regional transfer stations and a roving Wastemobile. The closest facility for residents is the Factoria Transfer Station, located approximately six miles southeast of the city. The Factoria Transfer Station accepts household hazardous waste, bulky items, and yard waste.

Future Needs

Waste management is becoming increasingly tech- and sustainability-driven. With growing concerns about climate change and the environment, sending zero waste to the landfill by 2038 is a top regional sustainability priority.² Other future initiatives may include:

- Investing in renewable energy
- Reducing the carbon footprint of waste collection trucks
- Prioritizing environmentally friendly disposal methods
- Increasing recycling rates.

Finance

Republic Services’ 2023 Annual Report discloses the company’s active management of its capital structure, seeking to maintain a balance between debt and equity to maximize shareholder value. It also outlines the various financing transactions the company has undertaken, including refinancing its debt, issuing bonds and notes, and entering into credit agreements with financial institutions.³

² *Re+ Strategic Plan Reimagining a waste-free King County (2022)*. <https://cdn.kingcounty.gov/-/media/king-county/depts/dnrp/waste-services/garbage-recycling-compost/solid-waste-programs/re-plus/documents/re-plus-plan.f?rev=16d0ca68a12b424daec4923a22c54422&hash=6BEC0F930DAE3E06B0E2ED4326E4F24F>

³ *Republic Services Annual Report (2023)*. <https://investor.republicservices.com/static-files/c6ae65a4-6687-48c8-8803-1f96a35ee4d8>



UTILITIES GOALS AND POLICIES

UTILITY QUALITY & RELIABILITY

Goal 1:

Ensure Clyde Hill residents continue to receive ample, quality and reliable utility services at cost effective rates.

UTILITIES Policy 1.1 Continue to provide technical assistance to those neighborhoods that wish to pursue the undergrounding of electrical, telephone and cable lines.

UTILITIES Policy 1.2 Encourage and educate households to help in waste reduction and recycling of waste materials.

UTILITIES Policy 1.3 Maintain a cost effective and responsive solid waste and recycling collection system.

UTILITIES Policy 1.4 Encourage and actively participate in a uniform regional approach to solid waste management.

UTILITIES Policy 1.5 Participate in regional public education campaigns focused on household hazardous waste, recycling, and waste reduction in support of King County's Re+ initiative.

UTILITIES Policy 1.6 Encourage service providers to improve coverage of wireless communications opportunities within the city.

UTILITIES Policy 1.7 Coordinate with communications utilities to ensure their equipment will support high-speed internet access.

UTILITIES Policy 1.8 Encourage electrical utilities to provide modern and reliable electrical infrastructure.

UTILITIES Policy 1.9 Investigate community-wide or regional efforts to access digital fiber networks throughout the city.



NATURAL ENVIRONMENT





INTRODUCTION

The Growth Management Act mandates that all towns, cities, and counties adopt development regulations to protect critical areas (e.g. aquifer recharge areas, sensitive fish and wildlife habitat, frequently flooded areas, geologically hazardous areas, and wetlands) and resource lands of long-term significance (agricultural, forest, and mineral lands). In Clyde Hill, these areas are valuable assets for the ecological balance, aesthetics, and quality of life they provide to community residents.

ISSUES, GOALS, & POLICIES

Clyde Hill is located within a region characterized by remarkable natural beauty, offering residents easy access to a wide range of outdoor recreational and scenic activities. Sustaining the region’s natural systems is a high priority for the city, necessary for maintaining a productive and supportive environment. Much of Clyde Hill’s allure depends on the health of these regional environmental systems.

Clyde Hill will continue to promote cooperation and coordination with neighboring communities to enhance local quality of life through environmental stewardship by:

- Providing opportunities for recreational activities and interaction with nature
- Adopting measures that improve air and water quality

- Preserving open spaces
- Protecting important wildlife habitat

This Comprehensive Plan recognizes the general goal of environmental protection embodied in the Growth Management Act (GMA), the Puget Sound Regional Council’s Regional Policies, and King County’s Countywide Planning Policies. Clyde Hill supports the intent to preserve, protect, and enhance the region’s aesthetic and functional environmental resources, since these resources are essential ingredients to preserving quality of life.



ANALYSIS

CRITICAL AREAS

Critical areas possess unique, fragile, and valuable environmental and ecological resources that are vulnerable to development and other human influences. Washington State identifies five types of critical areas requiring consideration and protection including:

- Aquifer recharge areas
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas
- Wetlands

Preserving and protecting critical areas from negative impacts of development enhances public health, safety, and welfare and protects private property from natural disasters such as flooding and landslides. Under the GMA, cities must review and revise plans and regulations every ten years, if needed, to ensure compliance with GMA requirements. Recent GMA amendments mandate that cities include the Best Available Science (BAS) when developing policies and development regulations to protect the functions and values of the natural environment. The GMA also directs cities to give “special consideration” to conservation or protection measures necessary to preserve or enhance fisheries.



While Clyde Hill has been essentially built-out since the early 1990s, the city does possess several critical areas as defined under the GMA. In June 2023, a detailed sensitive area inventory and field assessment of Clyde Hill was performed in accordance with BAS practices. This assessment included an investigation of wetlands, streams, sensitive fish and wildlife habitats, and several man-made stormwater ponds (Clyde Loch and Aqua Vista). The assessment information is included in Appendix F, which contains an initial inventory of potential critical areas within the city and recommendations for their further identification and management based on the best available science.

The City's environmental investigation and field reconnaissance identified six stream channels and four wetlands accessible from public rights-of-way. While portions of these critical areas likely to extend onto adjacent private property, the City's sensitive area study did not include field investigations on private property. In the event of proposed land development activity, private property will be evaluated for the presence of critical areas, and if found, the likely impacts of proposed disturbances will be appropriately mitigated.

As a result of these findings, the City is required to adopt a Critical Area Ordinance (CAO) to appropriately protect critical areas within Clyde Hill's boundaries.

Wetlands

Wetlands and streams are protected by federal law as well as by state and local regulations. Federal law (Section 404 of the Clean Water Act) prohibits the discharge of dredged or fill material into "Waters of the United States," including certain wetlands, without a permit from the U.S. Army Corps of Engineers (USACE). USACE makes the final determination as to whether an area meets the definition of a wetland and whether the wetland is under their jurisdiction.

According to the City's 2023 field investigation, four wetlands have been newly identified within city limits. These are primarily slope and/or riverine wetlands directly influenced by surface water flow and shallow groundwater tables supplied by nearby streams. Each of the wetlands is home to various aquatic plant species. The wetlands have wet soils, surface-level ponds, and a shallow water table, likely qualifying them to be formally designated by USACE as Category III wetlands.

Streams

In addition to four newly identified wetlands, the City has identified six perennial or seasonal non-fish bearing streams that are likely to meet regulatory criteria for critical area designation and protection. Four of these streams have an average channel width of 0.5 and 1.5 feet, with well-defined bed and banks consisting of sand and gravel. All but one stream appears to have gradients that



typically exceed the threshold for fish-passage and use.

One potential fish-bearing stream, located in the northwest portion of the city, is approximately 4 to 6 feet in width and contains a well-defined gravel bed and bank. At the time of the field investigation, this stream was flowing at approximately 0.5 cubic feet per second, running north underneath Points Drive NE and eventually emptying into Lake Washington. Although this stream appears to have a gradient between 5% and 10% that would not preclude fish passage, a culvert underneath Points Drive NE dating back to as early as 1936 may act as a barrier.

WATER

Clyde Hill has two man-made lakes, Lake Aqua Vista and Clyde Loch. These lakes were developed in 1965 and 1966 from previously non-wetland upland sites for aesthetic purposes and are now also used as stormwater retention/detention ponds. Because these lakes are not naturally occurring, they are not likely to be considered critical areas according to state regulatory definitions.

Other sources of water include underground springs located along the slopes and hillsides throughout the city. While most have been capped over the years, some are occasionally found during construction or by natural emergence. Some areas of the city experience groundwater seepage from locally sandy soils, particularly in areas where the banks of hillsides have been excavated for construction. Residences between 84th and 86th Avenues NE are located on flat ground where the water table is relatively high, and they periodically experience localized flooding during heavy rains.

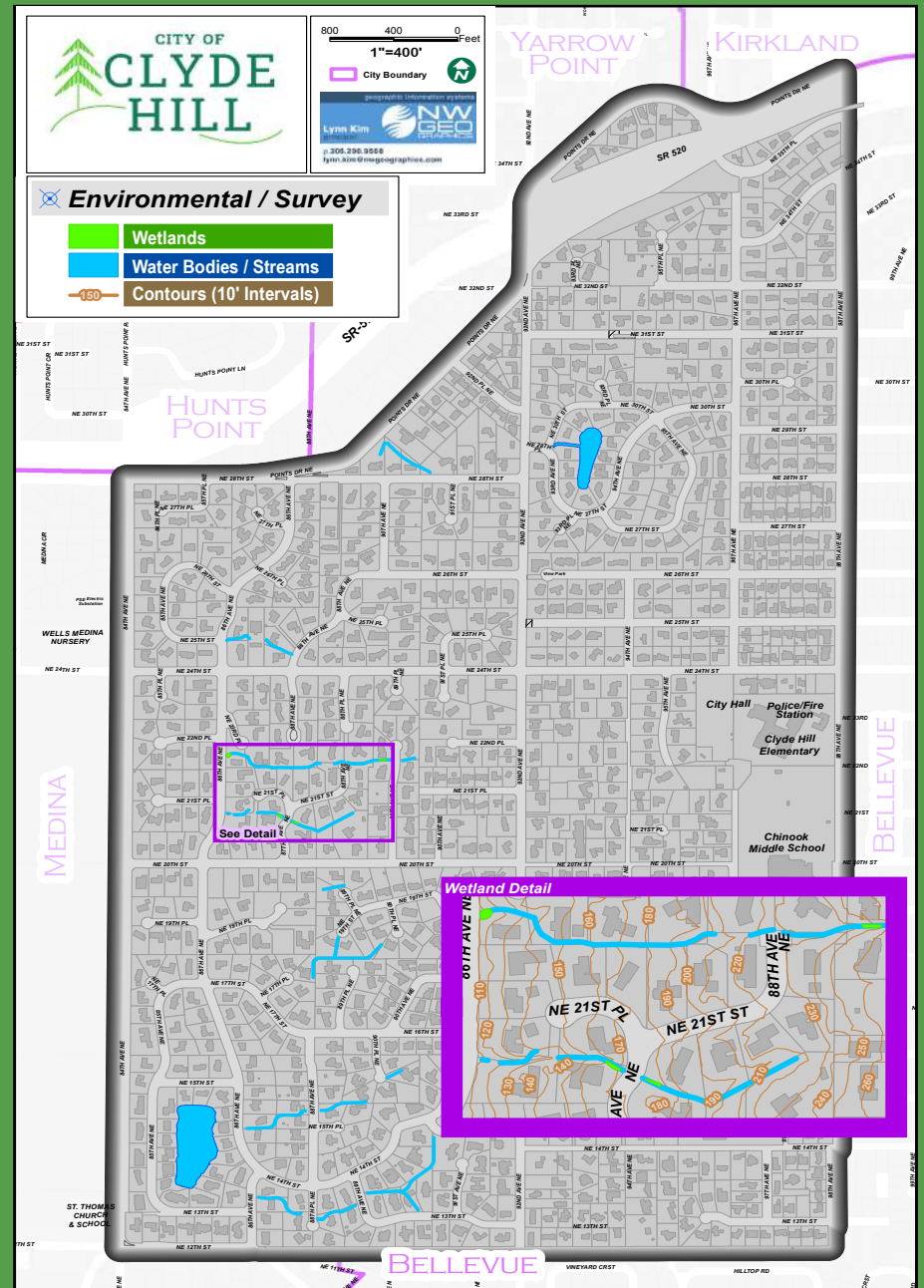
STORMWATER

The City encourages best management practices in construction techniques, stormwater control, and individual property maintenance. The 2015 Clyde Hill Stormwater Management Plan includes a water quality program that identifies potential sources of pollution and means for its control. The City is in the process of updating the Comprehensive Stormwater Plan, with completion anticipated late in 2024. Natural drainage ways are maintained and used to the maximum extent feasible, and the City works with adjacent jurisdictions on mutual surface water management issues.

SOILS

Clyde Hill soils are sandy or silt loams and are typically well-drained. Soil stability varies somewhat with topography but does not present any severe erosion potential. Soil along 84th Avenue NE does not drain particularly well and has occasionally resulted in accumulations of standing water. As soil erosion or landslide hazard area risks are identified, Clyde Hill's Building Official has the authority to mitigate development or redevelopment practices within these areas using City building codes.

Figure NE-1 ENVIRONMENTAL SURVEY MAP
ENVIRONMENTAL SURVEY MAP



May 2024

CLYDE HILL STORMWATER PLANS OVERVIEW

The City's **Comprehensive Stormwater Plan** sets a course for stormwater programs and capital projects for a long-term planning horizon. It addresses current and anticipated regulatory requirements, emerging stormwater management technologies, existing drainage and water quality problems, and the resources necessary for the City to maintain compliance and fully implement its plan.

The City's **Stormwater Management Plan (SWMP)** is required by the conditions of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) permit. The SWMP is updated annually and describes proposed stormwater program activities for the coming year.

The City's **Stormwater Management Action Plan (SMAP)** is also required by the NPDES Permit. Its purpose is to achieve water quantity and quality improvements in a specific body of water or watershed by prioritizing actions on the land that drains to it.

Figure NE-2 CLYDE HILL LAKES

CLYDE HILL LAKES



Aqua Vista Pond



Clyde Loch

To date, no significant geologically hazardous areas, special landslide areas, or seismic hazards have been identified in Clyde Hill. Although the city lies just north of the Seattle Fault and is within a zone that could produce significant lateral acceleration, Clyde Hill's soils are not prone to liquefaction during severe seismic events.

TOPOGRAPHY

Clyde Hill's elevation reaches 375 feet above sea level at its highest point on a ridgeline along the eastern center and slopes downward to the west to a low point of about 75 feet above sea level at 84th Avenue NE. The topography offers a

variety of views, including Lake Washington and the Seattle skyline to the west, Meydenbauer Bay to the south, Kirkland to the north, and downtown Bellevue to the east. Clyde Hill's viewscape is a major element contributing to the character of the city and has a beneficial impact on property values.

TREES, VIEWS, & SUNLIGHT

Trees and views are features that contribute to the attractiveness and livability of Clyde Hill. For a number of decades, a goal of the City has been to find a balance between urban demands, such as views, and urban forest benefits, such as



sweeping views of Lake Washington and Seattle, and urban forest benefits, such as mature trees and beautifully landscaped neighborhoods. The City looks to achieve this balance by regulating the protection of existing views from obstruction by trees or shrubs, and providing guidance and resources to property owners to encourage appropriate tree planting and landscaping maintenance.

AIR QUALITY

The City of Clyde Hill commits to meeting federal, state, and local air quality requirements and will work with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

SUSTAINABILITY

Sustainability practices use resources and the natural environment in a manner that ensures they will be available for use by future generations through preservation, conservation, social responsibility, and environmental awareness.

The City of Clyde Hill supports the concept by addressing issues of sustainability as properties are developed and redeveloped through the use of smart and green building practices in landscape and building designs, construction practices,

and building materials to minimize environmental impact and resource demand.

The City supports the use of recycled building materials, energy efficient appliances, minimized heating and cooling requirements, and the use of native landscape materials, among others.

TRIBAL COORDINATION

It is important to be mindful and respectful of the indigenous past and current presence on the land that the Clyde Hill community currently occupies. Several tribes have ancestral homelands in the area, including the Muckleshoot and Snoqualmie tribes. These tribes have lived on and cared for the land since time immemorial and continue to maintain an important role in the management of the land. It is important that the City not only acknowledges the indigenous past of the land, but also seeks education in indigenous practices and knowledge systems to better care for and manage the land.

Some issues of concern identified by the Snoqualmie Tribe include recreational impacts on ancestral lands, Native erasure, and awareness of how the behavior of people can impact the land. Native erasure can be countered through education and awareness efforts. Behavioral and recreational impacts can also be alleviated through education and good land stewardship practices. Another high-priority issue of concern

is the documentation and protection of culturally modified trees (CMTs). Culturally modified trees are those that have been modified by indigenous people as part of a cultural or religious tradition. Such trees may have significant cultural importance.



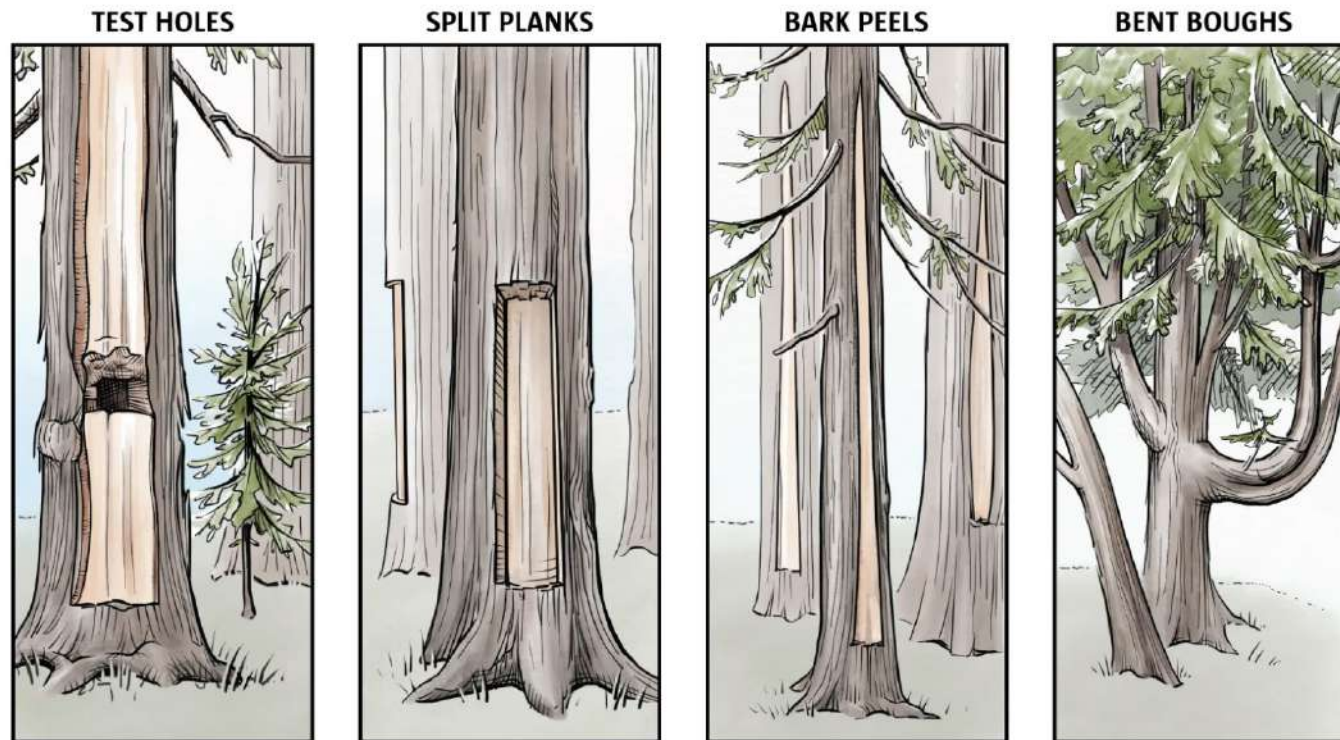
Figure NE-3 CULTURALLY MODIFIED TREES

CULTURALLY MODIFIED TREES

Source: The Seattle Times

Culturally modified trees are a window into tribal cultures, past and present

Culturally modified trees are living trees that tribes have used as a source of bark or planks, shaped into location markers or tested for suitability for canoe-making. Found from British Columbia to Oregon, these trees can serve as important evidence of tribal use and presence.



Sources: Stillaguamish Tribe of Indians, Hilary Stewart, in-person surveys

FIONA MARTIN / THE SEATTLE TIMES



NATURAL ENVIRONMENT GOALS AND POLICIES

WATER RESOURCES

Goal 1:

Preserve and protect water resources.

NATURAL ENVIRONMENT Policy 1.1 Retain any existing publicly owned open surface water systems in a natural state and undertake programs to rehabilitate any degraded conditions.

NATURAL ENVIRONMENT Policy 1.2 Maintain and improve surface water quality as defined by state and federal standards.

NATURAL ENVIRONMENT Policy 1.3 Restrict surface water runoff rates, volumes and quality to predevelopment or similar levels for all new development and redevelopment projects.

NATURAL ENVIRONMENT Policy 1.4 Review and update stormwater drainage regulations as necessary to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA).

VEGETATION

Goal 2:

Preserve and enhance vegetation and earth characteristics.

NATURAL ENVIRONMENT Policy 2.1 Promote development in a manner that protects existing

topographic, geologic, vegetation and hydrologic features.

NATURAL ENVIRONMENT Policy 2.2 Promote soil stability and use of natural drainage ways by encouraging the retention of existing native vegetation near streams, springs and slopes.

NATURAL ENVIRONMENT Policy 2.3 Preserve existing vegetation, or provide and enhance vegetation that is compatible with the natural character of Clyde Hill.

NATURAL ENVIRONMENT Policy 2.4 Minimize and control soil erosion during and after construction through use of best management practices and appropriate development regulations.

NATURAL ENVIRONMENT Policy 2.5 Protect lands bordering Clyde Hill and adjacent communities that are in a natural state through the use of cooperative agreements.

NATURAL ENVIRONMENT Policy 2.6 Assess Clyde Hill’s tree canopy and implement appropriate measures for its maintenance or expansion on City property and public right-of-way

VIEWS & TREES

Goal 3:

Work to resolve conflicts between views, trees, sunlight, and new construction, recognizing the

inherent value of each.

NATURAL ENVIRONMENT Policy 3.1 Maintain and update recommendations for promoting appropriate tree species for planting within the city.

NATURAL ENVIRONMENT Policy 3.2 Offer education to residents regarding appropriate tree planting and maintenance, in accordance with City’s published standards.

NATURAL ENVIRONMENT Policy 3.3 Encourage neighbors and neighborhoods to work together to resolve view and sunlight conflicts, without the need for City intervention.

NATURAL ENVIRONMENT Policy 3.4 Evaluate the effectiveness of current view and sunlight regulations.

DEVELOPMENT & LAND USE

Goal 4:

Ensure that the development and use of land in Clyde Hill is done in a manner consistent with sustainable use of resources and the natural environment.

NATURAL ENVIRONMENT Policy 4.1 Encourage property owners and contractors to utilize sustainable building practices and materials.



NATURAL ENVIRONMENT GOALS AND POLICIES

AIR QUALITY & EMISSIONS

Goal 5:

Protect air quality from adverse impacts and work with other jurisdictions and agencies to promote clean air protection and enhancement including reduction of greenhouse gas emissions.

NATURAL ENVIRONMENT Policy 5.1 Support reasonable federal and state action to reduce greenhouse gas emissions.

NATURAL ENVIRONMENT Policy 5.2 Support reasonable expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.

NATURAL ENVIRONMENT Policy 5.3 Support reductions of energy use in existing buildings and limited emissions growth in new buildings.

NATURAL ENVIRONMENT Policy 5.4 Support implementation of Washington State’s Renewable Portfolio Standard and federal policy on reducing greenhouse gas emissions from power production.

NATURAL ENVIRONMENT Policy 5.5 Encourage higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.

NATURAL ENVIRONMENT Policy 5.6 Support initiatives to protect valuable and important

resource lands by focusing regional development within urban growth areas and maintaining healthy urban forests.

NATURAL ENVIRONMENT Policy 5.7 Support reasonable actions that reduce greenhouse gas emissions in government operations through smart and efficient government fleet management practices.

TRIBAL COORDINATION & PROTECTION OF ANCESTRAL LANDS

Goal 6:

Collaborate with tribes to share information about local indigenous pasts, identify and protect markers of historic significance, and preserve natural resources.

NATURAL ENVIRONMENT Policy 6.1 Support tribal efforts to identify, protect, and educate the public on the importance of Culturally Modified Trees (CMTs).

NATURAL ENVIRONMENT Policy 6.2 Support the sharing of educational resources and information that centers on the history of local tribes to avoid erasure of indigenous pasts.

NATURAL ENVIRONMENT Policy 6.3 Support the increased awareness of the impacts that residents and visitors can have on the local environment and the ancestral homelands of local tribes.

NATURAL ENVIRONMENT Policy 6.4 Encourage the use of native plants by the City and community members whenever possible.



PARKS & OPEN SPACE



INTRODUCTION

The *Parks and Open Space Element* serves as the City’s guide for acquiring, developing and maintaining parks, trails, wildlife habitats, and natural resource lands. Including this element in the City’s Comprehensive Plan is essential for maintaining eligibility for state and federal grant funding, following the framework outlined by the Growth Management Act (GMA).

Under RCW 36.70A.070(8), The Growth Management Act sets an ambitious goal for local jurisdictions:

“[Planning cities should] retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities”.

To help achieve this goal, a *Parks and Open Space Element* must include the following components:

- Estimates of park and recreation service demand for a ten-year period;
- An evaluation of facilities and service needs;
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and
- Consistency with the Capital Facilities Element as it relates to park and recreation facilities,

including an evaluation of properties or locations that may be useful to acquire for future park purposes.

BACKGROUND

Clyde Hill is conveniently located between the large urban centers of Bellevue and Seattle, and among the Points Communities of Medina, Yarrow Point, and Hunts Point. This location offers an abundance of recreational opportunities for residents within a short distance of the community. An overview of City and regionally operated facilities is included in this chapter.

Park Facilities

The City owns and maintains one neighborhood park, several smaller pocket parks, and a regional pedestrian trail. The largest park, City Park, is a wooded property located just southwest of City Hall and Clyde Hill Elementary School. City Park contains numerous large evergreen trees and provides a unique public space within the city limits. Improvements at the park include two tennis courts, benches for seating, a water fountain, landscaping, a grassy lawn area, and a combined maintenance and restroom facility.

The City also owns and maintains three pocket parks that provide pedestrian access to trails, opportunities for rest, and a viewpoint towards Lake Washington. These smaller parks are located

at various street corners and culs-de-sacs around town.

Open Space

Clyde Hill contains limited undeveloped open space, and park development potential is further limited because multiple open space tracts in Clyde Hill are not owned by the City. Washington State Department of Transportation (WSDOT)-owned open spaces include several tracts along the south side of State Route 520 (SR-520) and a walking trail that extends from 92nd Ave NE to the terminus of NE 35th Place. Other strips of undeveloped space are scattered around the city and often are owned by private entities.

Recreation

Due to budget and size constraints, Clyde Hill does not provide recreational programs for the public. Schools and local athletic and recreational organizations fulfill these needs, offering programs for soccer, baseball, football, and basketball, as well as adult and senior programming opportunities located within a convenient distance of the city.



ANALYSIS

CITY FACILITIES

The City owns and maintains four park facilities. In this section, the condition of these facilities is assessed using the scale provided in *Figure P-1 Condition Assessment Key*. The location of all parks facilities is shown in *Figure P-2 City Park & Trail Map*.

City Park

Clyde Hill owns and operates City Park, a 0.81-acre parcel located south of City Hall. The park is adjacent to three parcels owned by the City of Bellevue Utility District and Bellevue Schools, providing additional open space for parkgoers. This is the largest park owned by the City, offering opportunities for both active and passive recreation. The City maintains the Points Loop Trail in collaboration with Medina, Hunts Point, and Yarrow Point.

Pocket Parks

In addition to the large City Park, the City also maintains three pocket parks, scattered throughout the city. These parks typically provide landscaping, pedestrian access, seating, and views, enhancing the pedestrian experience in Clyde Hill by providing a place to pause, appreciate the scenery, and enjoy passive, unstructured activities. One of these parks is located in the City right-of-way, while the other two are on private property.

REGIONAL FACILITIES

In addition to Clyde Hill parks, adjacent jurisdictions provide a variety of park, recreation, and open space amenities, some within Clyde Hill borders, and many others within walking or biking distance. These amenities include natural areas and wildlife habitats, pedestrian and bike trails, picnic tables, playgrounds, sports courts, and open grassy play areas.

The City provides access to two open spaces and a regional non-motorized trail owned and maintained by WSDOT. A pedestrian and bicycle trail runs parallel to SR-520 across the Evergreen Point Floating Bridge.

Figure P-1 CONDITION ASSESSMENT KEY

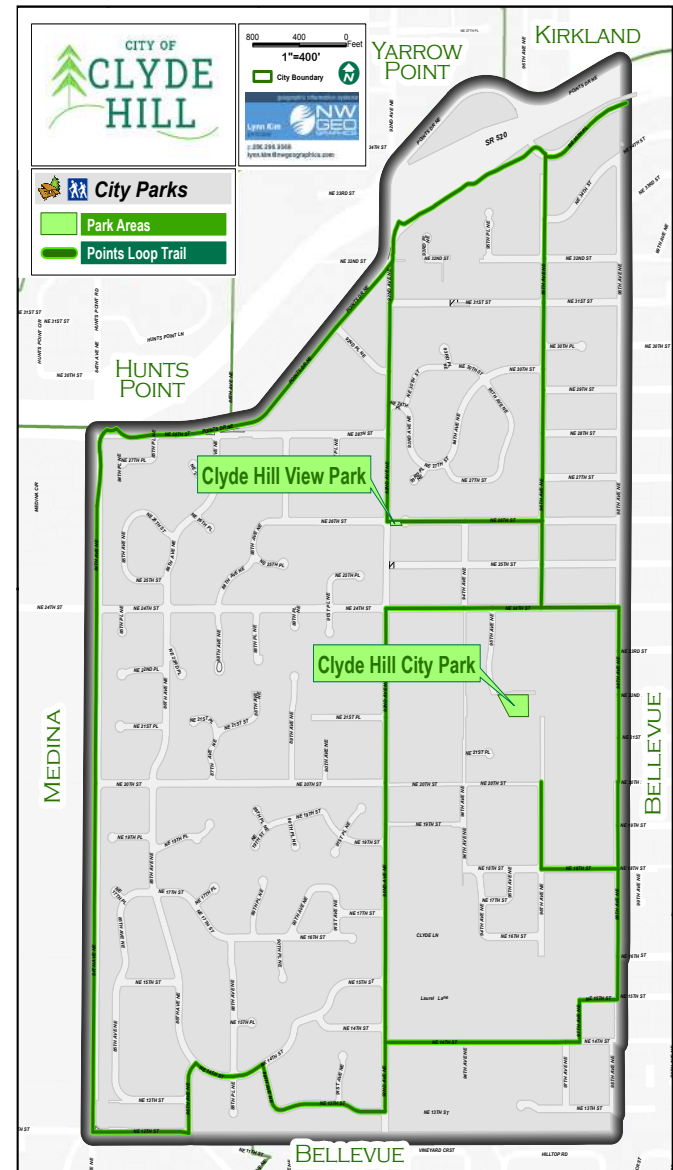
CONDITION ASSESSMENT KEY



- 1:** no deficiencies, good condition
- 2:** small deficiencies, normal wear and tear
- 3:** moderate deficiencies
- 4:** heavy wear and tear, repairs needed
- 5:** extreme wear and tear, broken or unstable, replacement needed

Figure P-2 CITY PARK & TRAIL MAP

CITY PARK & TRAIL MAP



May 2024



City Park

Figure P-3 CITY PARK INVENTORY & ASSESSMENT

CITY PARK INVENTORY & ASSESSMENT

CITY PARK		
OWNERSHIP STATUS	City owned & utility easement	
SIZE	0.81 acre total	
GENERAL LOCATION	Southwest of City Hall	
OVERALL CONDITION SCORE	2.85	
PARK AMENITIES	2 Tennis Courts	2
	Benches / Tables	4
	1 grassy lawn	2
	Maintained landscaping	2
	Public Restroom	4
	Drinking Fountain	1
	Pedestrian Pathway	5



Pocket Parks

Figure P-4 VIEW PARK INVENTORY & ASSESSMENT

VIEW PARK INVENTORY & ASSESSMENT

VIEW PARK; NE 92ND ST AND NE 26TH ST		
OWNERSHIP STATUS	City right of way	
GENERAL LOCATION	NE 26 th Street East of 92 nd Ave	
OVERALL CONDITION SCORE	2.4	
POCKET PARK AMENITIES	Pedestrian access	2
	Stairway	3
	Handrail	3
	Bench & overlook area	2
	Landscaping	2

Figure P-5 PUBLIC SPACE AT NE 97TH ST. & NE 14TH ST. INVENTORY & ASSESSMENT

PUBLIC SPACE AT NE 97TH ST. & NE 14TH ST. INVENTORY & ASSESSMENT

PUBLIC SPACE AT NE 97TH ST AND NE 14TH ST		
OWNERSHIP STATUS	Sacred Heart School Property	
GENERAL LOCATION	NE 97th St and NE 14th St	
GENERAL CONDITION SCORE	2	
POCKET PARK AMENITIES	Memorial Bench and viewpoint	2

Figure P-6 PUBLIC SPACE AT ROGERSON CORNER INVENTORY & ASSESSMENT

PUBLIC SPACE AT ROGERSON CORNER INVENTORY & ASSESSMENT

PUBLIC SPACE AT ROGERSON CORNER; NE 24TH ST AND NE 98TH ST		
OWNERSHIP STATUS	Clyde Hill Elementary School Property	
GENERAL LOCATION	NE 24th St and NE 98th St	
GENERAL CONDITION SCORE	2	
POCKET PARK AMENITIES	Artistic Bench	2
	Signage, monument rock	2

The two lid parks over SR-520 at 84th Avenue NE and 92nd Avenue NE offer pedestrian and vehicle circulation, connections with local and regional bicycle and pedestrian paths, open space, parking, and some transit-specific amenities.

Regional park lands and open space near Clyde Hill are shown in *Figure P-7 Regional Parks and Open Space Map*.

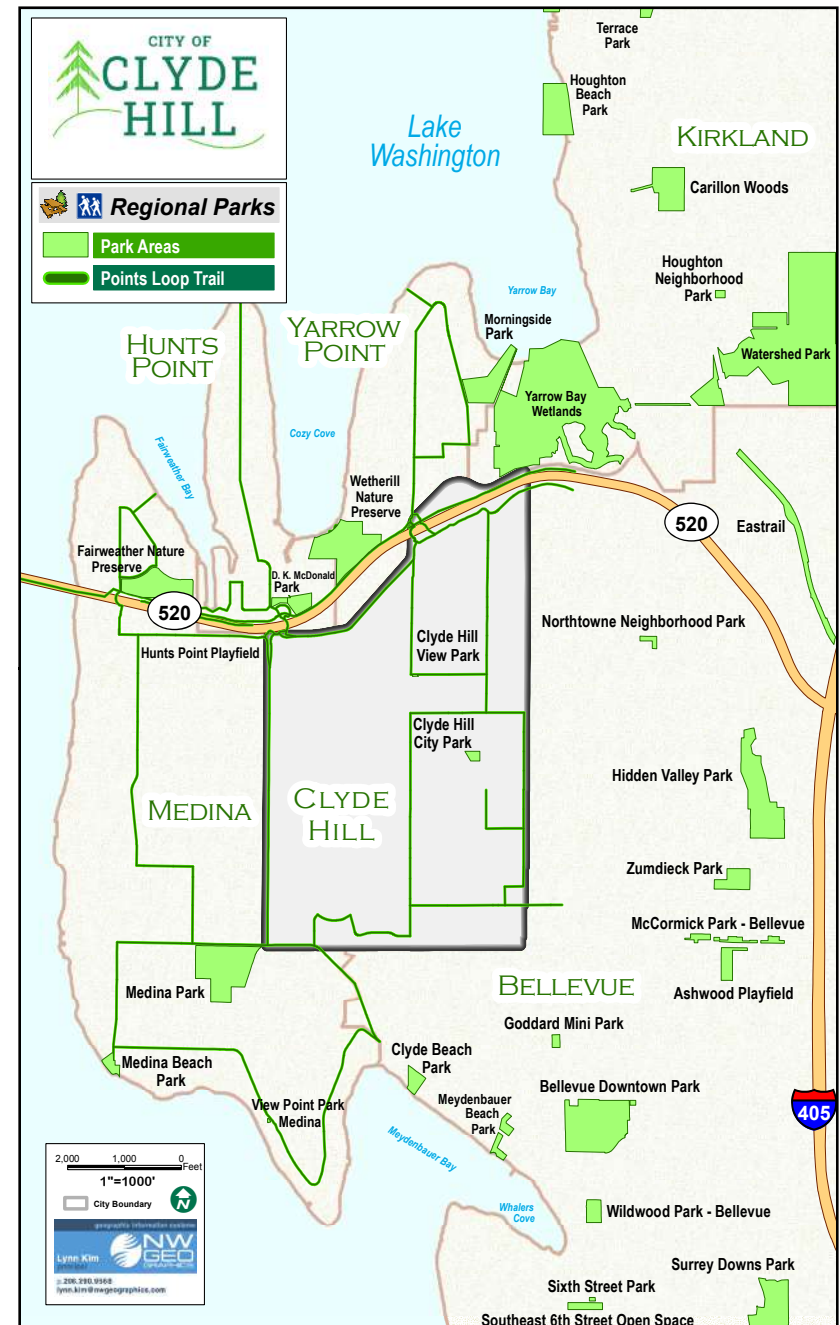
Points Loop Trail

The Points Loop Trail system is an 8-mile loop that includes 1.6 miles of off-street trails, 2.4 miles of sidewalks, and 1.4 miles of trails along residential streets, providing access to local parks in the connected Eastside communities.

Approximately 2.9 miles of the Points Loop Trail are within Clyde Hill city limits and maintained by the City. This trail connects Clyde Hill its neighboring communities of

Figure P-7 REGIONAL PARKS & OPEN SPACE MAP

VIEW PARK INVENTORY & ASSESSMENT



Medina, Hunts Point, and Yarrow Point. Key points on interest along the Points Loop Trail include:

- Evergreen Point Transit Station
- Clyde Hill/Yarrow Point Transit Station
- Access to the SR-520 Regional Trail

Access to additional connecting ‘excursion trails’. In addition to the points above, the Points Loop Trail provides access to services and amenities such as the Overlake Golf and Country Club, St. Thomas Church and School, Clyde Elementary School, Chinook Middle School, and Bellevue Christian High School. The Trail’s connection to schools and regional transportation hubs offers an efficient, low-impact commuting alternative.

Several ‘excursion trails’ that connect to the Points Loop Trail provide additional access to regional points of interest, including Wetherill Nature Preserve and Morningdale Park, as well as downtown Bellevue and other trail systems. Taken together, these excursion trails are approximately ten miles long, with five miles within city limits.

LEVEL OF SERVICE

Clyde Hill is a fully built-out residential community with limited ability for additional growth. While the City has not previously established a standard level of service for its parks, the recreational opportunities provided within the city and in

neighboring jurisdictions have been sufficient to meet the needs of the community.

FUTURE NEEDS

The City maintains a 6-year Parks Capital Improvement Plan (Parks CIP) (*Figure P-9*) to guide the selection and implementation of park-related projects. Updated annually as part of the annual budget adoption process, the Parks CIP serves as the implementation plan and budget for the City’s parks goals and policies. Due to the modest population growth anticipated in Clyde Hill over the next several decades, future needs for additional parks and open space will likely reflect a community desire to enhance existing amenities and recreational opportunities rather than identify or develop new parks. The City is open to partnering with local educational facilities to provide additional recreation programming.

The Parks CIP identifies priority projects, outlining the timeline and funding needed to complete them. These projects may include park renovations, facility additions, trail expansions, and the acquisition of new parkland. The Parks CIP is developed through a collaborative process involving input from elected officials, parks staff, community groups, and residents. The Plan is reviewed and approved by the City Council before project implementation. By following the Parks CIP, the City ensures that park projects are identified, prioritized, and completed efficiently, thereby improving the quality of life for Clyde Hill residents.

FINANCE

The Parks Capital Improvement Plan (CIP) contains high-level cost estimates and a recommended timeline for implementation. Projects elected and approved by the City Council as part of the annual budgeting process. The biggest source of funding for park development in Clyde Hill comes from King County Parks Levy Grants. The City will continue to pursue other funding sources, such as grants from the federal Recreation and Conservation Office (RCO) and other methods to finance identified expansions and developments.

Figure P-8 POINTS LOOP TRAIL INVENTORY & ASSESSMENT

POINTS LOOP TRAIL INVENTORY & ASSESSMENT

POINTS LOOP TRAIL	
TOTAL AREA	Approximately 2.9 miles, within city limits
GENERAL LOCATION	Clyde Hill, Medina, Hunts Point, and Yarrow Point
AMENITIES	8-Mile Loop
	1.6 miles of off-street trails
	2.4 miles of sidewalks
	1.4 miles of trail along residential streets with access to local parks
	Wayfinding posts & signs at regular intervals



Figure P-9 CLYDE HILL PARKS CAPITAL IMPROVEMENT PLAN (PARKS CIP)

CLYDE HILL PARKS CAPITAL IMPROVEMENT PLAN (CFP)



2024 Parks Capital Improvement Plan

Date Created: 5/25/2022
Last Updated: 5/6/2024
Prepared By: Shaun Tozer, Public Works Director

Project ID	Project Name	Location	2015 Comprehensive Plan - Parks Element; Goal / Policy	Description	Planning Level Cost Estimate (2024)	Year**	Status	Comment / Background
P1	Pathway Replacement	City Park	1.3, 1.4, 1.8	Replacement of approximately 550 linear feet of perimeter asphalt walking path at Park.	\$ 375,000.00	2024	Underway Construction expected in 2024	Costs based on construction cost estimate dated 1/2024
P3	Tennis Court LED lighting conversion	City Park	1.3, 1.4, 1.8	Replace existing court light fixtures with new LED heads. Project assumes existing poles will not be replaced. Fixtures on Public Restroom will be replaced if budget allows.	\$ 100,000.00	2024 or 2025	Bid Ready	Costs based on construction cost estimate dated 1/2024
P4	Pathway lighting & security	City Park	1.3, 1.4	Installation of pathway lighting and other security improvements at park and Public Works facility / Public Restroom. Walkway is apx 550lf, w/20' spacing on lights	\$ 115,000.00	2024 or 2025	Bid Ready	Costs based on construction cost estimate dated 1/2024
P5	Bench Installation (Bench Swing), 3 Locations Proposed	City Park & Other	1.3, 1.4	Improve pedestrian furnishings at park and along primary walking routes	\$ 22,500.00	On-going TBD	-	Opportunity based project. Proposes to use non-standard bench swings as a park and walkway amenity.
P6	Tennis Court Resurfacing / Restriping	City Park	1.3, 1.4	Resurfacing or striping as necessary to maintain the courts in a safe condition OR as necessary to accommodate and expand ability for new sports (pickleball, futsal, etc.)	\$ 100,000.00	2028 or Beyond	-	Court restriped in 2021 for two full-size tennis courts. Lower project cost if just restriping. Resurfacing rehab and repair could be more. Combine with P11.
P7	Park Signage (external) - Wayfinding, directional	City Park	1.3, 1.4	Signage installation to improve awareness of the park facilities, access, parking, etc.	\$ 10,000.00	On-going TBD	-	Opportunity based project.
P8	Restroom facility renovation	City Park	1.3, 1.4	Replace fixtures, flooring, lights, and other minor repair to restroom & facility	\$ 150,000.00	Anticipated in 2024-2025	Design in Progress	Capital maintenance of an aging asset. Existing facility suffers from chipped tiles, outdated fixtures & lighting
P9	Park Signage (internal) - Arbor Day Trees	City Park	1.3, 1.4	Arbor Day tree wayfinding signage	\$ 10,000.00	On-going TBD	-	Opportunity based project. Wayfinding signage for the City's 30 Arbor Day trees
P10	View Park Stairs and General Improvement *	View Park	1.3, 1.4	Repair and Replace Stairway and/or railing sections as necessary	\$ 195,000.00	2027 or beyond	-	Repair to lower stairs is needed, reconfiguration of park and existing stairway is desirable in a future project. Could be a more complicated project.
P11	Tennis Court Fence Replacement	City Park	1.3, 1.4	Replacement of fencing and posts around existing tennis courts. Modifications as necessary to improve court use.	\$ 66,852.00	2028 or Beyond	-	Ideally combined with P6
P12	Art Mural on Public Works Building	City Park	1.3, 1.4	Add mural on north wall of PW Building to compliment and enhance park use	\$ 15,000.00	2025 or beyond	-	Possible community involvement project; could be timed with shop remodel.
P13	Trails and Street Connections	Various	1.3, 1.4	Formalize existing pedestrian & bicycle connections between rights of way and street missing links	\$ 25,000.00	On-going TBD	-	Opportunity based project. Placeholder cost.

TOTAL Parks CIP (Current): \$ 1,184,352.00

* Estimate includes 30% contingency for related design & construction costs
 ** Year of implementation is included for planning purposes only. Actual implementation, if it occurs, will be contingent on available funding and priorities of the City as adopted through Comprehensive Plan goals and/or Annual Budgets

PARKS & OPEN SPACE GOALS AND POLICIES

COMMUNITY PARKS, TRAILS & OPEN SPACE

Goal 1:

Develop and maintain a system of open space, park and recreation facilities that is attractive, functional, and accessible to all residents.

PARKS Policy 1.1 Continue to use outdoor school recreation facilities in cooperation with schools.

PARKS Policy 1.2 Acquire additional park spaces as they become available and are economically viable.

PARKS Policy 1.3 Expand, develop and maintain park sites, and establish a method of financing for identified expansions and development.

PARKS Policy 1.4 Continue to provide improved public access and connections to park and open space areas.

PARKS Policy 1.5 Continue to cooperate and coordinate with nearby jurisdictions in the planning and development of regional parks, recreation facilities, trails, open space systems, and regional plans.

PARKS Policy 1.6 Design, develop and maintain parks, open spaces, and recreation facilities with sensitivity and respect for natural systems and retain significant trees and vegetation in their natural state.

REGIONAL PARKS & RECREATION

GOAL 2:

Encourage and facilitate access to regional parks and recreational opportunities that serve the interests and needs of the Clyde Hill community.

PARKS Policy 2.1 Coordinate and cooperate with other public and private agencies to facilitate a range of recreational program offerings accessible to Clyde Hill residents.

PARKS Policy 2.2 Support the designation, protection, and enhancement of significant and regional open spaces, natural resources, linkages across jurisdictional boundaries, and critical areas through coordination and review of regional plans and policy documents.

