

A. PREFACE

This Plan represents the vision of Medina residents on the City's development as a unique residential community and as part of the Seattle/Bellevue metropolitan region. If the Plan is carried out, the quality of life enjoyed by Medina's residents will be preserved for the future.

The preparation of the original plan began with the Growth Management Joint Workshop which was held in April 1991. Following the adoption of the Critical Areas Ordinance in 1992 and review of the City's zoning ordinance in 1993, the City of Medina adopted its first Comprehensive Plan in May 1994.

The Planning Commission has been responsible for assuring citizen involvement in updates of this Plan by holding both regular and special meetings during all their review processes. Community meetings and public hearings are typically posted in prominent locations in the community and are published in the monthly City newsletter. After the public hearings, the Planning Commission recommendations are sent to the City Council for review and adoption.

Preparation of the original Plan was preceded by four related efforts:

1. Growth Management Joint Workshop held in April 1991 with Clyde Hill, Hunts Point, and Yarrow Point;
2. Inventory of Critical Areas conducted in 1991 and the adoption of the Critical Areas Ordinance in March 1992;
3. Joint workshop with Clyde Hill, Hunts Point, Yarrow Point, and King County Officials on County Policies, September 1992; and
4. Review of the City's zoning ordinance by the Planning Commission with adoption by the City Council in June 1993.

These efforts resulted in the identification of issues of a citywide nature to be addressed in the Comprehensive Plan, and the adoption of the Medina Comprehensive Plan in May 1994. The Comprehensive Plan was later amended by Ordinance No. 660 in July 1999, by Ordinance No. 886 in June 2012, by Ordinance No. 887 in July of 2012, by Ordinance No. 906 in April 2014, and by Ordinance No. 783 in March 2005.

The Planning Commission has been responsible for assuring citizen involvement in updates of this Plan by holding regular meetings and special community meetings during all of their review processes. Community meetings and public hearings are typically posted in prominent locations in the community, published in the monthly City newsletter, and published in the *Eastside Journal* newspaper. After the public hearings, the Planning Commission recommendations are sent to the City Council for review and adoption.

This Comprehensive Plan is supported by ~~a number of~~ several documents. For detail on a particular issue, reference is best made to the appropriate supporting document. These include the Medina Municipal Code, the Shoreline Master Program (MMC Subtitle ~~16.620-6~~), Medina Tree Management Code (MMC Ch. ~~1620.52~~), Critical Areas Regulations (MMC Ch. ~~1620.50~~)

Commented [DJ1]: (05/29 PC) Replace this with a short narrative description of the history of Comprehensive Planning in Medina.
No need to mention the eastside journal.

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~~and 20.67~~, Comprehensive Stormwater Management Plan (1993, updated ~~2019~~2012), and the Six-Year Transportation Improvement Program (updated annually).

Commented [DJ3]: code references updated for 06/25 PC meeting

This Plan is not intended to be static; it will be periodically reviewed and revised as necessary. The Planning Commission will carry out a review of this Plan at least once every ~~ten~~ ~~eight~~ years, in accordance with RCW 36.70A.130, as amended.

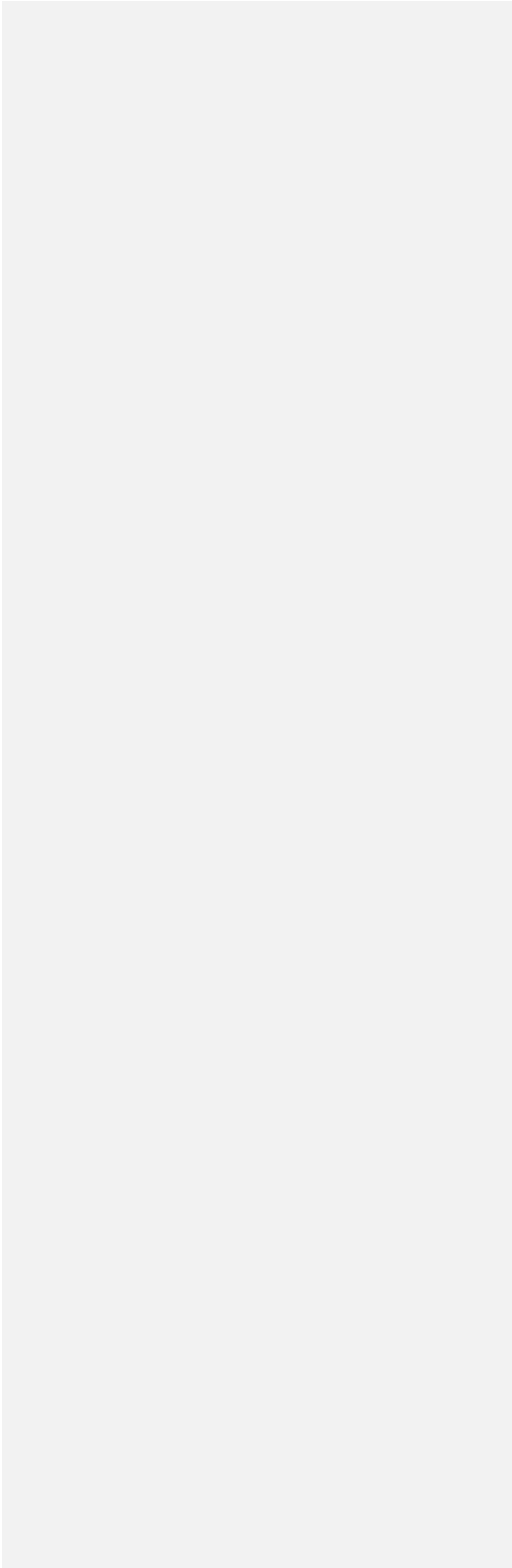
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B. INTRODUCTION

VISION STATEMENT

Medina is a family-friendly, diverse and inclusive community on the shores of Lake Washington. With parks and open spaces, Medina is a quiet and safe small city, with active and highly-engaged residents. Medina honors its heritage while preserving its natural environment and resources for current and future generations.

MISSION STATEMENT

Ensure efficient delivery of quality public services, act as responsible stewards of Medina's financial and natural resources, celebrate diversity, leverage local talent, and promote the safety, health, and quality of life of those who live, work, and play in Medina.

A comprehensive plan is a collective vision about how a community perceives itself and a statement about the kind of place the residents want it to become. The plan is an opportunity for articulating what needs to be preserved and enhanced and, conversely, what the community wishes to avoid. It is a document that functions as a guide for instituting land use regulations and making public decisions concerning individual development proposals.

The comprehensive plan must periodically be updated in order to respond to changing conditions and attitudes, both within and outside of the community. These updates reflect the trend of the current times and the collective vision for the City's future. Medina's Comprehensive Plan had its first substantive update in April 1986. In 1990, the Plan was amended to reflect recommendations from the Land and Tree Committee, which included tree preservation requirements and design standards for City rights-of-way. This update to the Comprehensive Plan incorporates local, regional, and state level priorities that include new recent legislation on affordable and emergency housing, social equity and health, and environmental resiliency and sustainability.

In 1990 and 1991, the state legislature passed two Acts regarding growth management. The first, SHB (Senate House Bill) 2929, required that all communities within King County must inventory critical areas, update their comprehensive plans to include a number of specific elements, and adopt regulations to implement the plan. The second, HB (House Bill) 1025, required that King County countywide planning policies (CPPs) be developed and adopted to address issues of a regional nature. Each city and town within the county must also respond to these issues within their comprehensive plan. Since that time, Medina's Comprehensive Plan has been updated seven times: in 1994, 1999, 2005, 2012 (twice), 2014, and 2015.

In 2021 and 2023, the state legislature passed several Acts impacting local planning and development requirements for housing. HB 1220, passed in 2021, expanded requirements for the provision of affordable housing and introduced new requirements for the provision of emergency housing and restrictions on development-limiting regulations. HB 1110, passed in 2023, introduced requirements for expanded housing options to provide "middle housing" in traditionally single-family detached housing areas. Finally, HB 1337, passed in 2023, introduced requirements for expanded development opportunities for ADUs and established restrictions on local regulation of ADUs. HB 2321, passed in 2024, made future modifications

Commented [DJ6]: (07/08 Council) Insert the Vision and Mission Statement

Commented [DJ7]: Inconsistent with the initial comp plan adoption timeline outlined in section A

Commented [DJ8R7]: Removed for 06/25 PC meeting

Commented [DJ9]: (05/29 PC) describe the process of the Comp Plan update and describe the things that informed it. (sources)
"These updates reflect the trend of our current times" In reference to affordable housing, racial equity, infrastructure

Commented [DJ10R9]: Revised for 06/25 PC Meeting

to text drafted in HB 1110 to clarify the application of this legislation at the local level. These recent changes to state regulations impacted the 2023 comprehensive plan update; changes were incorporated along with the consideration of local goals and attitudes.

Commented [DJ11]: Section addressing current state law changes added for 06/25 PC meeting

Commented [DJ12R11]: (07/08 Council) Remove references to specific middle housing types since the City has not decided which uses to include.

STATE PLANNING GOALS

The Growth Management Act (GMA) sets out ~~thirteen~~ fifteen statutory goals. The GMA legislation mandates inclusion of five basic plan elements and associated information requirements that are to guide development of comprehensive plans. For a community's plan to be valid, it must be consistent with the requirements of the GMA, which means that a plan must not conflict with the state statutory goals or countywide policies.

The ~~thirteen~~ fifteen statutory state goals are as follows:

Commented [DJ13]: (05/29 PC) Check for currency

Commented [DJ14R13]: Updated for 06/25 PC meeting. Added goals 14 and 15.

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;
3. Encourage efficient multimodal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based industries;

9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the quality of life for Washington residents;
11. Encourage the participation of citizens in the land use planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance;
14. Ensure that development regulations, plans, policies, and strategies adapt to and mitigate effects of a changing climate¹;
—Shoreline Management²;
- 15.

~~Medina is a small, fully developed residential community with limited development capacity. that~~ The City strives to prioritize the vitality and character of its neighborhoods while meeting the goals and requirements of the Growth Management Act (GMA). ~~However, development capacity within the City is limited~~ Like all communities, Medina will grow and change to meet the needs of its residents and future generations; this is represented in the City's adopted housing target of 19 new housing units by the year 2044. ~~The City cannot increase its land area and the population will increase~~ will be progressively accommodated through development of remaining vacant lots and in-fill development on redevelopable lots or developed lots, such as by adding ~~only by the amount represented by the few remaining vacant and/or redevelopable lots, changes in family size, or the potential inclusion of~~ accessory dwelling units (ADUs). City Development Services Department project review will ensure ~~The 2014 Buildable Lands Report states that the City has capacity for about 46 additional residences. Adequate urban facilities and services are in place to meet the needs of the City's residents meet the foreseeable needs of a stable population. There is no business district, and there is no land for one to develop, nor do residents wish to see such development occur.~~

~~The City must comply with portions of the GMA relating to land use, housing, capital facilities, utilities, transportation, and park and recreation. To comply with these, the City has coordinated this comprehensive plan with state and regional jurisdictions, as well as its city councilors, commissioners, and residents. There are few actions the City could take that would be in conflict with the requirements of the Growth Management Act. In Medina, there are no resource lands to protect and no real threat to individual property rights. Since there are However, with little to no large tracts of undeveloped land, Medina it would be difficult for the city to cannot contribute to additional urban growth, sprawl, or inappropriate economic development, and there are no resource lands to protect and no real threat to individual property rights.~~ The City has historically imposed strict environmental controls through the State Environmental Policy Act (SEPA), its Shoreline Master Program, the grading and drainage permit process, and its

¹ Per RCW 36.70A.095, Medina is not required to adopt a climate change or resiliency element in its comprehensive plan; climate change and resiliency concerns are addressed through policies in the existing elements.

² Shoreline management is addressed in the City of Medina's Shoreline Master Program as adopted in Municipal Code Subtitle 16.6.

Commented [DJ15]: Numbering is normal in clean version.
Footnotes added for 06/25 PC meeting

Commented [DJ16]: (05/29 PC) This paragraph reads defensively (too closed off to "other" groups). The Housing Element likely has good language that could be carried over here in summary to describe the more open/diverse/inclusive/receptive nature of the city today.

Commented [DJ17R16]: Revised for 06/25 PC meeting

Commented [DJ18]: Paragraph revised for 06/25 PC meeting.
Rather than list what the City doesn't have to plan for list what the City does plan for.

Critical Areas Regulations in ~~Medina Municipal Code Ch. 14.04., 16.60., and 16.70. Ch. 20.50 and 20.67.~~

COUNTYWIDE PLANNING GOALS

The King County ~~C~~ountywide ~~P~~lanning ~~P~~olicies (CPP), ~~adopted in response to the requirements of the Growth Management Act~~ adopted by the Growth Management Planning Commission (GMPC) and ratified by King County cities, are aimed at more effective use of existing land ~~through a policy framework prioritizing social equity and health.~~ ~~Their~~The goal is to establish higher density centers within the County and promote infill development to accommodate new growth so that remaining rural and resource lands may be preserved.

In ~~2021~~2, the CPPs were revised to address changes to the ~~Growth Management Act~~GMA and ~~to specifically reflect the regional direction established in VISION 205040.~~ VISION 205040 was adopted in ~~2020~~08 by the Puget Sound Regional Council (PSRC), an association of cities, towns, ports, tribes, and state agencies that serves as a forum for making decisions about regional growth management in the central Puget Sound region of Washington. VISION 205040's regional growth strategy outlines how the central Puget Sound region should plan for additional population and employment growth. All jurisdictions in King County have a role in accommodating this growth, and the ~~2021~~2 CPPs provide direction for local comprehensive plans and regulations.

The ~~2021~~2 CPPs are designed to achieve six overarching goals:

1. Restore and protect the quality of the natural environment for future generations;
2. Direct growth in a compact, centers-focused pattern that uses land and infrastructure efficiently and that protects rural and resource lands;
3. ~~Provide a full range of accessible and safe~~ ~~Meet the~~ housing options to meet the needs of all economic and demographic groups within all jurisdictions;
4. For people throughout King County, provide opportunities ~~that allow to~~ prosperity and enjoyment of a high quality of life through economic growth and job creation;
5. Serve the region well with an integrated, multi-modal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term; and
6. Provide access for residents in both urban and rural areas to ~~the~~ necessary public services ~~needed~~ in order to advance public health and safety, protect the environment, and carry out the ~~r~~Regional ~~g~~Growth ~~s~~Strategy.

The City's Comprehensive Plan has been updated to address each of these policy areas, including ~~economic growth and job creation,~~ housing, transportation, and the environment. The plan has been updated based on residential ~~and employment~~ targets that align with ~~VISION 205040.~~ Through a ~~development~~ Land Ceapacity Aanalysis (LCA), the City determined that additional measures were necessary, to support and enable the production ~~or~~ and preservation of affordable housing, ~~in order it has the land capacity and zoning in place~~ to meet the City's assigned housing ~~and employment~~ targets for the year 2044~~35~~.

Commented [DJ19]: (05/29 PC) Code references outdated

Commented [DJ20R19]: Updated for 06/25 PC meeting

Commented [DJ21]: (07/08 Council) Keep this section, but remove the code references.

Commented [DJ22]: (06/25 PC) Capitalize

Commented [DJ23R22]: Revised for 07/08 Council Meeting

Commented [DJ24]: (05/29 PC) Update to current CPPs

Commented [DJ25R24]: Revised for 06/25 PC Meeting

Commented [DJ26]: References to employment growth removed for 06/25 PC Meeting.

Commented [DJ27]: (05/29 PC) Update throughout

Commented [DJ28R27]: Revised throughout document for 06/25 PC Meeting

Commented [DJ29]: (05/29 PC) Update throughout

Commented [DJ30R29]: Revised throughout document for 06/25 PC Meeting

Medina's size and lack of undeveloped land precludes it from becoming an urban or manufacturing center and makes siting of major public capital facilities (other than SR 520) or engaging in economic development an impossibility.

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Commented [DJ32R31]: Revised throughout document for 06/25 PC Meeting

To help ensure that there are housing opportunities, the City allows development of undersized lots and reasonable improvements of nonconforming structures. The City also allows ~~for accessory dwelling units~~ ADUs and has taken steps to support and promote their development to accommodate increased population demands. Additionally, ~~the~~ City currently participates in ARCH, A Regional Coalition for Housing, a program in which provides both rental and ownership opportunities below market rate in order to bring affordable housing to the greater King County community.

Commented [DJ33]: (06/25 PC) Remove "in"

Commented [DJ34R33]: Revised for 07/08 Council meeting

Commented [DJ35]: (05/29 PC) Need to revised to expand on affordable housing efforts and include the ownership of a portion of affordable housing

Commented [DJ36R35]: Revised for 06/25 PC Meeting. Includes text from ARCH website

Commented [DJ37R35]: (07/08 Council) Add "currently" to "The City participates in ARCH" this expresses the option for the City to consider participating in other organizations or funds

Medina does not contribute a significant amount of traffic to the regional transportation system because there are no major employers or commercial districts and a relatively small population size. Medina supports development of an improved regional transportation system and encourages residents to utilize the public transit that is available to the community.

The Comprehensive Plan includes a Natural Environment element that contains policies to restore, protect, preserve, and enhance the natural environment and high quality of life, for now and future generations, including water quality and salmon habitat. The Natural Environment element calls for coordination with other local, regional, state, and federal entities on environmental issues.

Medina's land use pattern is consistent with that of its neighboring jurisdictions. There is a high degree of cooperation and sharing of information between the City and its neighbors; ~~this, which~~ is exemplified by the monthly meetings held between mayors and city manager/administrators of Medina, Clyde Hill, Hunts Point, Yarrow Point, and Beaux Arts ~~each jurisdiction's mayor and city/town administrators~~. This high level of communication ~~ensures~~ fosters consistency between each jurisdiction's plans and capital projects. Medina recognizes its place in a larger regional community where collective decisions are necessary to protect and enhance the quality of life we all enjoy. The City will continue to involve itself in regional issues and, to the extent possible, participate in their resolution.

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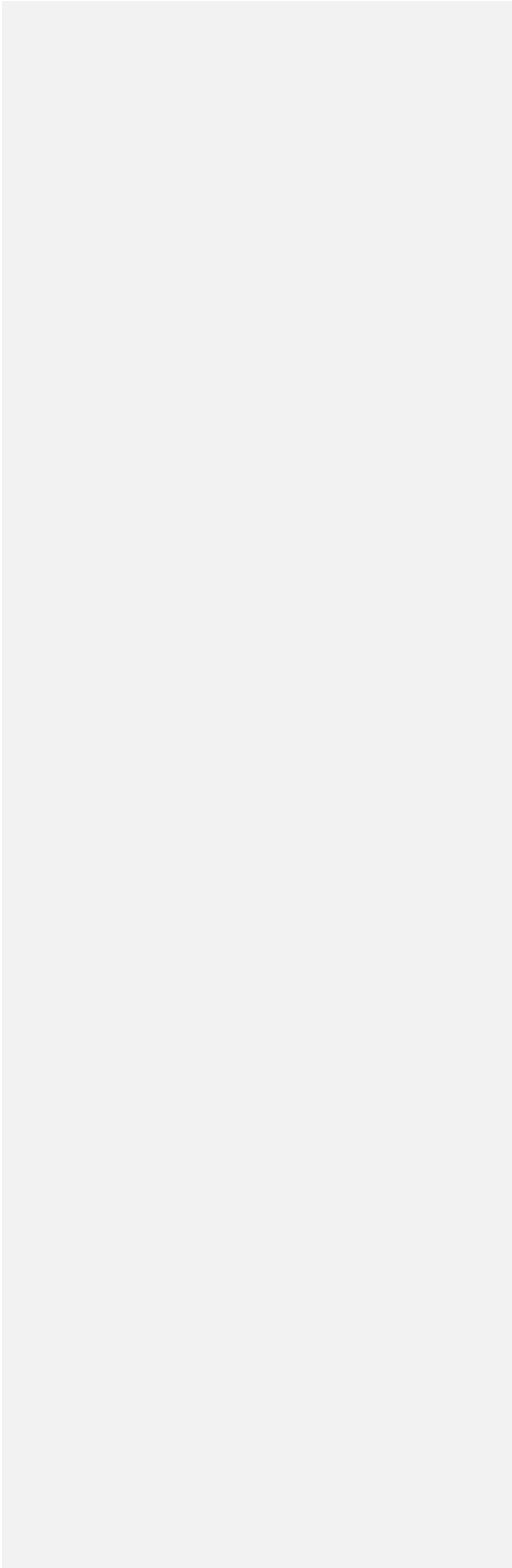
Commented [DJ39R38]: (06/25 PC) this meeting still happens. Revise to include city managers.

Commented [DJ40R38]: Revised for 07/08 Council meeting to include participating Cities and Towns.

Commented [DJ41]: (07/08 Council) Revise "ensure" to "fosters"

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C. BACKGROUND AND CONTEXT

And now the sturdy ferries no longer ply from Leschi to Medina; the axe blade has given way to the bulldozer; nor do strawberries grow on the land. Yet there is a spark, a feeling which unites today with yesterday - and augurs well for tomorrow.

~~William Parks, Mayor~~Unknown,
1955

Commented [DJ42]: (07/08 Council) Comment from Michele Luis, this quote may be improperly attributed. It is also presented on a mural on the Post Office which is attributed to "Unknown". Remove attribution, and replace with "Unknown" as seen on the mural on the north side of the post office.

HISTORY

~~Once inhabited by several Native American tribes; the place we call Medina today was first settled in the 1800s as Medina was originally~~ a collection of farms and orchards, including ~~many farmers of Japanese heritage on the shore of Lake Washington across from Seattle.~~ During the late 1880s, wealthy ~~area residents~~ ~~land owners~~ began purchasing waterfront land from these homesteaders. By the 1890s these lands ~~had been~~ ~~were being~~ converted into broad lakefront estates. In 1913 the Medina ferry terminal was constructed, and in 1914 the town was formally platted. Medina grew slowly until 1940⁺, when the first floating bridge was constructed. With the increased accessibility to Seattle, more people began to settle permanently on the east side of the lake, and the residents of Medina began to feel the pressures of growth.

Commented [DJ43]: Revised for 06/25 PC meeting to include references to tribal nations pre-existing

Commented [DJ44R43]: Revised for 07/08 Council meeting to include mention of Japanese settlers and correct the year of the first floating bridge.

Commented [DJ45R43]: (07/08 Council) Michael Luis said to remove specific tribe names since it is not specifically known which tribes resided there at the time.

Plans for a second floating bridge that would have the east terminus in Medina and bring the town within minutes of Seattle's population caused residents to begin considering incorporation. Three alternatives were debated over several years: incorporation with Bellevue, incorporation with the other "Points" communities, and separate incorporation. Residents voted to incorporate separately in July 1955, and in August 1955 Medina officially became a city of 1,525 people. In 1964 a perimeter portion of Medina Heights was annexed to the City, with the remainder of this neighborhood added in 1967. From 1959 to 1971 Medina acquired and developed Fairweather Nature Preserve, Medina Park, and Medina Beach Park. Another seven residential parcels located on the east side of Lake Washington Boulevard adjacent to Clyde Hill were annexed in 1987.

With these acquisitions, the land use pattern and mix was established.

At the time of incorporation there were five major objectives:

1. To maintain the residential character of the area,
2. To place zoning and planning under local control,
3. To spend a greater share of taxes locally,
4. To institute a small government under full local control, and
5. To maintain the maximum freedom of choice for change.

SETTING AND CHARACTER

Medina occupies a large peninsula projecting into the central portion of Lake Washington on the lake's east shore. The lake separates Medina from Seattle, with the SR 520 floating bridge,

which enters Medina at the base of Evergreen Point, bringing Seattle's downtown to within nine miles of Medina. Medina is bordered on the northeast by the Town of Hunts Point and on the east by the City of Clyde Hill, both ~~all single-family~~ residential communities. On the southeast, Medina is bordered by a relatively low-density, ~~single-family~~ residential section of the City of Bellevue.

The downtown commercial center of Bellevue has grown rapidly and is approximately one and one-half miles to the east. More industrial sections of Bellevue are located near Interstate 405, which runs north-south, intersecting SR 520 approximately three miles to the east of Medina.

The commercial center of Bellevue provides Medina residents with ready access to a wide variety of stores, restaurants, and other commercial establishments, including Bellevue Square and Lincoln Square. Additionally, Bellevue has developed into a technological hub that provides a high degree of skilled employment. Bellevue has zoned the areas abutting the commercial core for high-density residential development, which allows apartments and townhouses. Consequently, there is a full range of residential opportunities near Medina available for people who choose this kind of environment and wish to live in close proximity to commercial amenities.

Certain limited non-residential development exists in Medina, such as the Wells Medina Nursery, gas station, Medina grocery store, the post office, Medina Elementary School, St. Thomas Church, St. Thomas School, Bellevue Christian School, and City Hall, which provide services to the City's residents. The City Hall building, which is the former ferry terminal, and the Medina grocery store were originally constructed when Medina was served by ferry from Seattle. ~~At least six private buildings remain from this era (houses, cottages, a barn, the telephone exchange, etc.).~~ Although these structures have been put to different uses, they continue to serve as important reminders of the City's cultural past.

Medina finds itself in the center of an increasingly urban metropolitan area. The City is attempting to maintain its identity in the face of exploding growth that has been occurring all through King County. Medina's unique character is due in part to its lake front location. With approximately five miles of waterfront, the City is graced by premium single-family residential development along the lakeshore, and a mixture of modest homes in the north-central portion of the City, establishing the character of the City as a high-quality residential community.

Medina also has a distinctive and sylvan quality ~~informal natural setting~~ that is typified by semi-wooded and heavily landscaped lots that provide visual and acoustic privacy between neighbors and abutting city streets. Many of the residences are situated in open settings, which take advantage of the attractive lake and territorial views. Additional contributing factors are elaborately landscaped lots as well as the large tracts of open space, which can be seen from city streets. The more significant of these open spaces are the City's two interior parks, Fairweather Nature Preserve and Medina Park, and the Overlake Golf & Country Club. Overlake's golf course is an attractive, open green space located in a shallow valley, which runs through the center of the City. The golf course serves as a visual amenity for surrounding homes, passers-by who view it from city streets, and residents of Clyde Hill.

~~It is the position of the community that development should~~The City will encourage development within the community that is compatible in scale with the surrounding housing

Commented [DJ46]: (05/29 PC) In discussion of Bellevue, include that Bellevue is also now a tech hub, or higher degree of skilled employment

Commented [DJ47R46]: Revised for 06/25 PC Meeting

Commented [DJ48]: (05/29 PC) Verify these references

Commented [DJ49R48]: There are publicly registered historic structures in Medina, but they are not explicitly "non-residential". The sentence was revised to only refer to the two non-residential historic uses mentioned.

Commented [DJ50R48]: (06/25 PC) Request input from Mike Luis on accuracy/context

Commented [DJ51]: (05/29 PC) Add descriptive language including "sylvan" or other such as elaborately landscaped lots

Commented [DJ52R51]: Revised for 06/25 PC Meeting

~~continue to, while meeting the requirements of the GMA, and progressing on its adopted housing targets. in the form of single-family residences. Minimizing changes to existing zoning and land use patterns and integrating development organically with the surrounding community. Maintaining overall densities and instituting controls to limit the over-development of individual lots~~ are seen as important to protecting the City's character. It is felt that the City should take steps to preserve the natural amenities and other characteristics, which contribute to the quality of life for the benefit of its ~~citizens~~ residents of all ages, backgrounds, and ~~and a wide range of~~ income levels.

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Commented [DJ55]: (05/29 PC) Revise to not exclusively reference single-family. Insert language from housing element generally.
Provide for ALL income levels.

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1. LAND USE ELEMENT

INTRODUCTION

The Land Use element has been developed in accordance with the Growth Management Act (“GMA-,” RCW 36.70A) to designate the proposed general distribution, location, and where appropriate, extent of land uses. The Land Use element includes population densities, building intensities, and estimates of future population growth.

This element has also been developed in accordance with King County countywide planning policies (CPP), which direct jurisdictions to focus growth in the cities within the designated Urban Growth Area.

Medina lies within the King County designated Urban Growth Area, but is not a designated Urban Center ~~or Activity Area~~.

EXISTING CONDITIONS

Residential Uses

Medina is a developed community that consists almost exclusively of single-family homes on individual lots. At the time of the City's incorporation in 1955, it was the desire of the community to promote a development pattern that would maintain a single-family residential character. Since that time, Medina has developed and matured according to that vision. Medina historically promoted a development pattern of approximately two homes per acre, which originally corresponded to the maximum enrollment capacity of the then two elementary schools. The walking scale of the City's limited street grid, the often narrow streets (requiring sufficient area on a building site for off-street parking), the level of fire protection service, the limited internal public transportation system, and the density patterns adopted by Medina and its neighboring communities – all suggest that the existing ~~overall densities are appropriate~~ density of Medina is generally accommodating for Medina current residents.

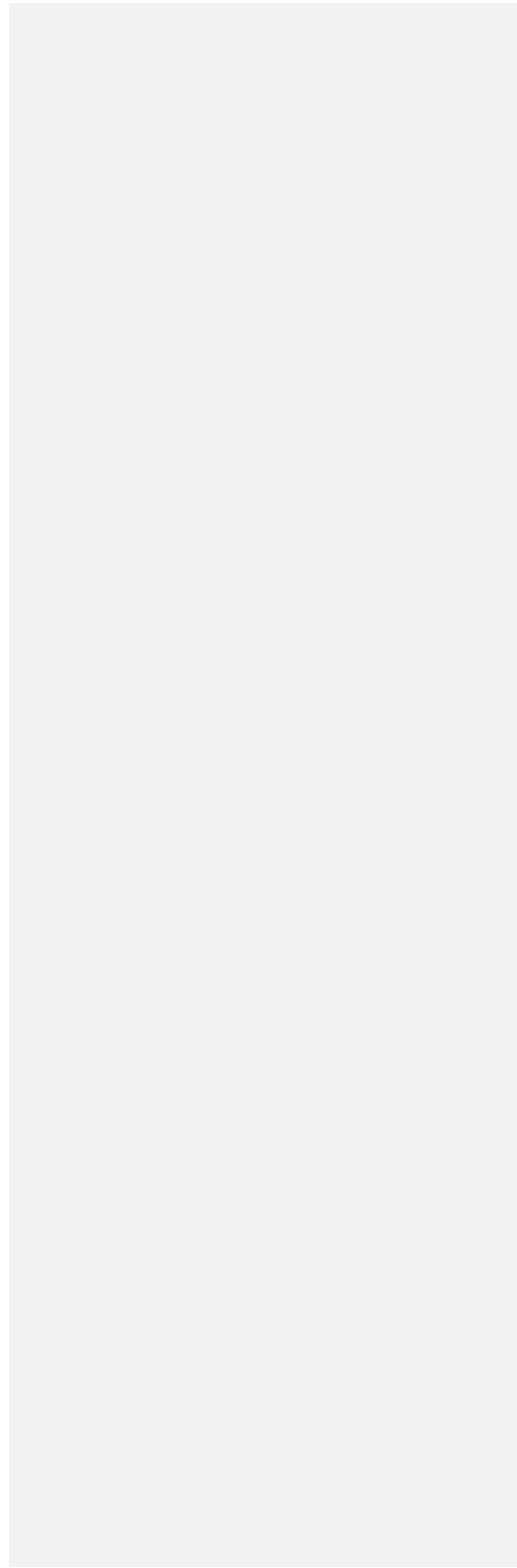
In some parts of Medina, the development pattern that existed prior to the City's incorporation ~~is sufficient to justify a downward adjustment of results in the lots being smaller than the Medina average lot size of 20,000 square foot average lots size~~ feet. The Medina Heights area, for example, has been largely developed to an average lot size of 15,000 square feet; however, many of these lots are significantly smaller. In this area and others where such circumstances are present, the ~~16,000 square foot average smallest~~ lot size specified in the Medina Municipal Code is may be appropriate. In other areas of the City, existing development patterns, topography, or proximity to Lake Washington justify lower development density; hence ~~a 30,000 square foot~~ the largest average lot size has been instituted for these areas (see Figure 23).

Actual residential densities range from approximately five units per acre in the area between NE 24th Street and NE 28th Street to less than one unit per acre along sections of the Lake Washington shoreline. Average density based on the ~~2014~~ 2021 King County ~~Buildable~~

|

| ~~Lands~~Urban Growth Capacity Report is 1.987 dwelling units per net acre.

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Non-Residential Uses

The non-residential uses that exist in Medina are dispersed throughout the City (see Figure 3). Below is an inventory of current land uses found in Medina (Table 1).

Table 1. Land Use Inventory

Current Land Use Inventory		
Land Use	Acres	Percent
Local Business	6.19	0.7%
Open Space	136.28	15.5%
Park	27.54	3.1%
Public Facility	1.66	0.2%
School / Institution	21.83	2.5%
Single-Family Residential	589.65	64.3%
Overlake Golf & Country Club	130.44	
Medina Park	17.17	
Fairweather Nature Preserve	10.08	
View Point Park	0.15	
Medina Beach Park & City Hall	1.48	
Bellevue Christian School	8.29	
Medina Elementary School	7.34	
Wells Medina Nursery	5.59	
St. Thomas Church/School	5.62	
Medina Post Office	0.50	
Medina Grocery Store	0.22	
Gas Station	0.39	
South Puget Power Substation	1.63	
North Puget Power Substation	0.65	
King County Pump Station	0.22	
SR 520 Stormwater Facility	2.10	
SR-520 Transportation Right-of-Way	15.21	13.0%
City Rights Unopened Right-of-Way	101.68	0.4%
TOTAL Utility	902.14	0.3%
Vacant	17.32	2.0%
Total	878.81	

Source: *King County GIS Center, January 2010 Analysis, LDC, 2024*

Most of the non-residential land uses that exist in Medina have been in place since before or around the time of the City’s incorporation and have become an accepted and integral part of the community. These non-residential uses are subject to the City’s special use provisions under the Municipal Code. Since Medina is fully developed, there are no few vacant tracts of land currently available for further commercial development nor is there zoning or public support for such development. If the existing use of any of the non-residential properties should change, it is to be developed in conformity with its underlying residential zoning classification or in a manner compatible with surrounding properties in accordance with the City’s conditional use provisions. In addition, property currently used or designated for residential use is strongly discouraged from being utilized for additional churches, clubs, fraternal societies, schools, museums, historic sites, conference centers, or other additional non-residential facilities. These, these larger scale facilities create additional traffic, and disrupt residential traffic patterns, and are inconsistent with Medina’s residential character which increase greenhouse gas emissions.

POPULATION AND GROWTH POTENTIAL

The ~~Growth Management Act (GMA)~~ and the ~~King County countywide planning policies (CPP)~~ encourage cities to assume an increasing share of new growth in the future, in order to minimize new growth in rural areas of King County. This means that cities planning under GMA should accommodate more compact development patterns in urban areas to absorb the additional share of future growth.~~accommodate more compact development patterns in “appropriate areas” to absorb the additional share of future growth.~~

~~Although Medina is expected to absorb some growth over the next twenty years, the following factors severely constrain Medina’s ability to provide significant population growth:~~

As adopted by King County, Medina’s house growth target between 2019-2044 is 19 housing units. There are existing factors that limit Medina’s ability to accommodate population growth, though not so limiting as to prevent Medina’s ability to accommodate its growth target; these factors include:

- Medina is landlocked, with no opportunities for annexation;
- ~~There are limited~~Some areas in the City ~~capable~~are incapable of supporting development or redevelopment;
- Limited public transportation system;
- No business districts; ~~(though historic uses exist in the City);~~ and
- Environmental constraints, including wetlands, steep slopes, shoreline buffers, and other critical areas.

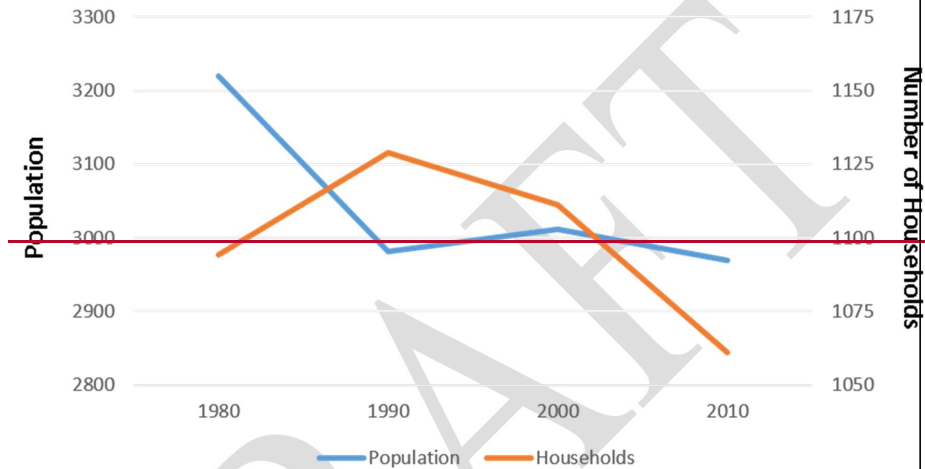
Population and Employment

Population and employment trends are the basis for determining the amount of land and services required to accommodate anticipated growth in the City.

~~The 2010 census places~~According to the Housing Needs Assessment adopted by the City in May 2022, Medina’s population ~~at~~as of 2021 is 2,969,920, with 1,064,195 households and an average ~~owner-occupied~~household size of 2.80 ~~persons~~.81 persons and an average ~~renter-occupied~~household size of 2.25 persons (Appendix C). Since 2000, the population has decreased by 42,911 persons and the number of households has decreased from 1,414,095 to 1,064,027¹. Both of these numbers align with an overall slightly downward trend in both population and number of households ~~since 1980~~ (Figure 1). The increase in population between 1990 and 2000 was due to a substantial increase in the number of children (persons under 18), from 696 to 816. Contrary to the overall decrease in population, the number of children have continued to increase since 2000, with 862 persons under 18 in 2010.

¹ Household data compares 2000 and 2020 U.S. Census Bureau data

According to PSRC's 2013 Quarterly Census of Washington State Employment Security Department Covered Employment² data published by Puget Sound Regional Council (PSRC) in 2023³, there were 461,747 jobs based in Medina in 2010; 2022 the majority of these jobs are classified as finance/services. Major employers in the City include the City, the Overlake Golf and Country Club, the Chevron gas station, and the schools.



(76%), followed by education jobs (10%). When considered by North American Industry Classification System (NAICS) industry sectors, jobs in Medina are predominately held in Other Services (except Public Administration)⁴.

² Covered Employment data excludes self-employed workers, proprietors, CEOs, etc., and other non-insured workers. This data generally represents 85-90% of total employment.

³ PSRC - Covered Employment by City - Major Sector, compiled from: Quarterly Census of Employment and Wages (QCEW)

⁴ PSRC - Covered Employment by City - NAICS, compiled from: Quarterly Census of Employment and Wages (QCEW)

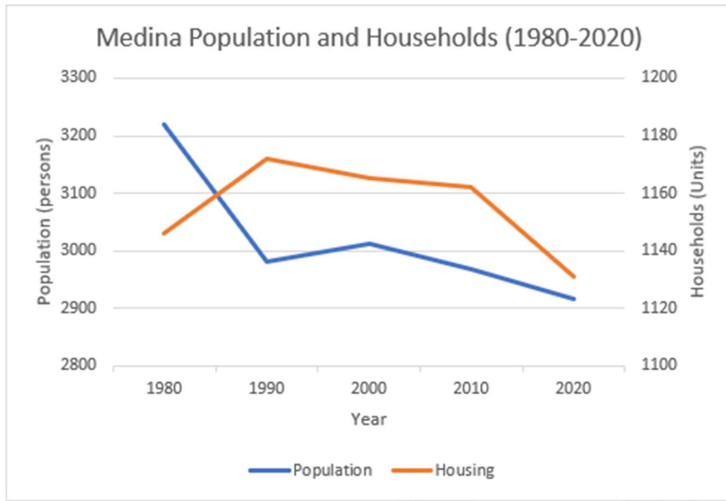


Figure 1. Population and number of households in Medina, 1980-2010-2020.⁵

Population Forecast

The Washington Office of Financial Management (OFM) provides population forecasts for counties every ten 10 years. As required by the Growth Management Act (GMA), the jurisdictions in King County allocate forecasted growth for the succeeding 20 years, and develop and adopt local growth targets for housing and employment based on this allocation.

The PSRC uses these local targets to develop a future land use scenario consistent with the VISION 2040/2050 regional growth strategy. According to this scenario, represented by the PSRC's 2013 Land Use Target/2022 growth target dataset, population in Medina is expected to increase by 46 persons by 2035.¹ Development in Medina is expected to result in a net-increase of 35 additional jobs and 27 additional 19 housing units by 2044.⁶ Medina is not expected to accommodate any new employment opportunities by 2044.

⁵ Office of Financial Management (OFM) - April 1 postcensal estimates of population & housing.

⁶ Housing growth targets are adopted in dwelling units and emergency housing beds. The 2044 housing growth target for Medina is 19 housing units and 4 emergency housing beds. Housing growth is inferred from OFM population projections and accounts for traditional households as well as group quarters housing and homelessness. In King County, future housing needs are planned for by PSRC and growth targets are distributed among member counties and then further to member cities based on jurisdictions ability to provide for housing growth.

⁴Local growth targets are adopted in housing units. The 2035 growth target for Medina is 27 housing units. To estimate population and household (occupied housing unit) forecasts from the growth target, PSRC applies a set of assumptions. This population forecast assumes vacancy rates similar to those observed in 2000. 2000 was chosen as a more representative, or “baseline,” year than 2010, which was affected by the recession. The forecast also assumes a person-per-household rate of 2.64, which reflects anticipated demographic changes. These are the same assumptions used in forecasting the number of households in 2035, discussed in Comprehensive Plan Chapter 4, Housing.

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Future Growth ~~Issues~~Trends

The GMA requires cities in King County to participate in the Buildable Lands Program, which offers the opportunity for local governments to coordinate and analyze land supply to make sure that they have enough ~~lands~~land for development and to ~~make sure~~ensure that their respective comprehensive plans are doing what they are expected to do. ~~Medina's Buildable Lands Analysis, completed in 2014.~~The King County Urban Growth Capacity Report (2021) estimates ~~that the City has the~~Medina's capacity to ~~accommodate a~~for total of ~~an additional 46 new~~housing units ~~is 8~~ under current zoning with recognition of current market trends (although, as noted above, ~~only 2719~~ new housing units are anticipated by ~~2035~~2044).

There are several general trends occurring in Medina that make the potential for increased growth through redevelopment limited. First, there are a number of older, smaller homes on existing lots. The most common redevelopment practice has been to raze such a structure and construct a new, larger residence in its place. ~~Consequently, there is no~~Homes are also ~~commonly remodeled to include additions, yielding a larger home on the lot. Neither of these practices result in a~~ net increase in the total number of housing units.

~~Increasing house size through remodel is also common, particularly in the R-16 zoning district. The R-16 zoning districts contain a number of lots that were platted before incorporation of the City that are now of sub-standard size. Since the current lot development standards are more restrictive than before incorporation, it is often easier to increase the size of a home by making additions rather than tearing down and rebuilding. Again, the result is no net increase in the number of housing units.~~

~~The purchase and agglomeration of several adjacent lots to create one parcel is one type of development activity that leads to a flux in the number of developable properties. Agglomeration has occurred on a few occasions in the past, and is likely to continue to a limited extent in the future. The result is a net loss of potentially developable sites. The common theme to current development in Medina is a move towards larger, single-family households, which precludes any net increase in housing units.~~

~~In the R-20 and R-30 zoning districts, there are a limited number of large parcels that could potentially be replatted. While a handful of new lots may be created, the addition of these lots would probably be offset by the net loss through agglomeration. Consequently, the number of housing units created through redevelopment will likely remain constant.~~

Medina is surrounded by incorporated municipalities and cannot extend its boundaries through annexation; therefore, its Urban Growth Area corresponds to its existing boundaries.

An increase in the number of housing units in Medina can be achieved per existing zoning only by the following actions:

- ~~Development of the few remaining lots;~~
- Subdividing and developing existing properties to their maximum development potential;

- Restricting lot consolidation combinations;
- Development of accessory dwelling units.

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~~Therefore, the current land use pattern and general densities will likely remain largely unchanged over the next 20 years.~~

~~To accommodate more residential development opportunity, the City could choose to amend its zoning standards; common considerations include reducing minimum lot size or increasing allowed density to facilitate the potential for lot redevelopment (see Appendix A of Land Capacity Analysis for 2024 zoning assumptions). By adopting revised or new land use regulations that implement state legislation passed in 2023 (House Bills 1110 and 1337), denser, neighborhood-scale housing options will be allowed throughout much of Medina, which is likely to organically serve the projected growth targets assigned to Medina. Findings of the Land Capacity Analysis (LCA) prepared to examine Medina's capacity for housing development indicate that approximately 939 residential lots in the City could potentially be developed with one or two accessory dwelling units (ADUs). Based on the history of ADU development in Medina, these lots could potentially provide 117 new dwelling units in the form of ADUs/DADU's by 2044 and sufficiently cover the City's housing growth target. Given the passing of recent legislation, the capacity for development of ADUs, the trend of ADU development in Medina over the last five years, and the expressed feedback of preferred housing types by the Medina community, it is expected that ADU development will be the prominent solution to residential growth in Medina over the next 20 years.~~

As a fully planning community under the GMA, Medina is also subject to recent state legislation requiring the City to accommodate more diverse housing options. Complying with new state law will, in part, require the City to revise its land use and development regulations to ease the siting of accessory dwelling units (ADUs): per RCW 36.70A.681, *the city or county must allow an accessory dwelling unit on any lot that meets the minimum lot size required for the principal unit.* To this end, revisions to the Medina Municipal Code are expected to occur in 2025 and are expected to increase the housing capacity of the City sufficient to satisfy its assigned housing growth targets (see Appendix C to the Comprehensive Plan for the City's Housing Needs Assessment and Housing Action Plan further detailing the City's approach to accommodating diverse housing options).

While Medina is an incorporated city, its character and function are that of a mature residential neighborhood. Within a four-mile radius of City Hall, there are hundreds of commercial establishments providing well over a million square feet of retail space and an increasing number of professional, health, and social services. Due to their extent and proximity, ~~it is unnecessary~~ and given Medina's assigned employment growth target of 0 by 2044, there has been little demand for ~~Medina to duplicate~~ these land uses within Medina.

~~In addition, the public transportation system within Medina does not support higher residential densities or increased commercial development. The Countywide Policies are specific about encouraging increased densities and development to locate in those areas of the county where there are sufficient transportation opportunities. Medina has only one major arterial (on the east side of town) and only a few direct transit connections.~~

The major employers in Medina are the three schools, country club and employers in the golf

Commented [DJ1]: Commerce, 08/01/2024, Comment 2.b
KCAHC, 09/05/2024, Recommendation 1
PSRC, 07/18/2024, Page 2

Addressing housing capacity deficit identified in the LCA will impact the details of this section.

Consider revising this language to remove explicit references and leave the burden of proof of housing capacity to the Land Capacity Analysis.

Commented [DJ2R1]: Revised for 10/09 PC Hearing

~~course~~service industry. Together, they account for approximately ~~305~~87% of all jobs⁷. City government, including administrators, staff, and police, provides ~~24 jobs. There are also~~ approximately ~~15 people employed~~4% of all jobs. There also are approximately 8% of jobs that are covered by ~~the other employers including the country club, a gas station, Medina~~ grocery store, nursery, and post office. Additional employment is provided by individual residential properties in the form of housekeeping, groundskeeping, and other household staff positions.

Total employment

~~As of 2022, there are approximately 746 jobs within Medina is listed in the PSRC's 2013-Quarterly Census of Employment as 461 jobs.~~ The PSRC forecasts an increase to ~~496~~ of approximately 15 jobs by ~~2035~~2044. The majority of this increase is forecasted to occur in the ~~service~~education sector, ~~which is already the largest employment sector in Medina. while~~ services are projected to decrease by 56 jobs. There is no planned or expected increase in retail or commercial space in Medina.

However, there are an increasing number of people working from home. Consequently, traditional employment in Medina is forecasted to remain relatively stable, but there will likely be an increase in home occupations.

SPECIAL PLANNING AREAS AND ESSENTIAL PUBLIC FACILITIES

Certain areas within the City have unique planning requirements because of the impact these areas and the facilities they contain have on surrounding uses. These areas and facilities typically serve regional needs, and any planning involving them requires coordination with other jurisdictions and agencies. By establishing a process for reviewing requests for development within these designated Special Planning Areas, the City can ensure that (i) the public will be included in the planning process, (ii) appropriate mitigation is implemented, (iii) adverse impacts on the surrounding uses and the City as a whole will be minimized, and (iv) regional planning will be facilitated. To accomplish these goals, development within designated Special Planning Areas will be handled through the City's Special Use Public Hearing process.

It is intended that future development of Special Planning Areas will be guided by the need to limit or mitigate the impact of such development on surrounding uses and the City as a whole. The role of government, in this context, is to seek a balance between ~~the needs of a growing population and preservation of the environment and to ensure the maintenance of a high standard of living~~regulations, the needs of a growing population, preservation of the environment, to ensure the maintenance of a high standard of living, and potentially to accommodate diverse housing options. When the development or improvement of capital facilities is considered in Special Planning Areas, the review of drainage, flooding, and stormwater runoff and any needed corrective actions to mitigate the potential for pollution in discharges that could impact the health of the Puget Sound or its connected waterbodies will be considered in the City's annual Stormwater Management Program; additional information on this Program is included in the Capital Facilities Element of the Comprehensive Plan and should be reviewed for a holistic perspective of the City's role and review of these

⁷ 2022 PSRC - Covered Employment by City - Major Sector, compiled from: Quarterly Census of Employment and Wages (QCEW)

development opportunities.

~~Any consideration of facilities to be sited within Special Planning Areas (or the expansion of existing facilities within Special Planning Areas) should follow submittal by the applicant of a~~

~~Master Plan for the facility providing at a minimum the application criteria specified in Chapter 20.32 and must apply and integrate, to the extent applicable, the policies and requirements of:~~

- ~~• This Comprehensive Plan.~~
- ~~• The City's Shoreline Master Program (Subtitle 20.6), the SEPA Model Ordinance, Critical Areas Regulations (Ch. 20.50 and 20.67), Construction Mitigation Ordinance (Ch. 15.20), and Medina Tree Code (Ch. 20.52).~~
- ~~• Environmental assessments and studies procured by the City dealing with drainage and water quality, wildlife habitat, noise, the City's shoreline and aquatic habitat, and air quality.~~
- ~~• State and regional plans and studies.~~
- ~~• Reports and studies generated by the towns of Hunts Point and Yarrow Point, and the City of Clyde Hill on issues common to the Points Communities.~~

SR 520 Corridor Special Planning Area:

This Special Planning Area consists of the SR 520 right-of-way, including the Evergreen Point Bridge to mid-span, which runs across the City at the base of Evergreen Point, from Lake Washington on the west to the City's boundaries with the Town of Hunts Point and the City of Clyde Hill on the east. The area has undergone significant changes as part of the Washington Department of Transportation (WSDOT) SR 520 bridge replacement project. In addition to replacing the floating bridge, approaches, and interchanges, the project includes a lidded overpass at Evergreen Point Road in Medina, with pedestrian access down to a median transit stop. The new bridge features two general travel lanes and one HOV lane in each direction. The bridge also includes ~~a bicycle/pedestrian path~~the SR 520 Bridge Trail that connects to provides connectivity between Seattle and regional trails to the east of Medina, and used both for commuting and for recreation, and provides a pedestrian overlook and view corridor within the bridge's southern right-of-way west of Evergreen Point Road. The SR 520 Bridge Trail crosses Evergreen Point Road at-grade.

84th Avenue N.E. Corridor Special Planning Area:

This Special Planning Area consists of that portion of the 84th Avenue N.E. right-of-way within the City of Medina between the SR 520 interchange on the north and N.E. 12th Street on the south. The easterly portion of the 84th Avenue N.E. right-of-way is located within the City of Clyde Hill. In 2012, the City completed improvements to a 0.75-mile stretch of the corridor between NE 12th Street and NE 24th Street. Improvements included new roadway resurfacing, new road channelization with formal designated bike lanes, and a new landscaped median.

Essential Public Facilities:

The GMA requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities. The GMA defines essential public facilities as "those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities [such as SR 520], state and local correctional facilities, solid waste handling facilities, and in-patient facilities, including substance abuse facilities, mental health facilities, and group homes." The County and all its cities must jointly agree upon the siting process for these types of facilities. The GMA states that no Comprehensive Plan or development regulation may preclude the siting of essential public facilities. SR 520 is the only essential public facility currently located in Medina.

The City reviews proposals for the siting of essential public facilities or the expansion of existing essential public facilities through the Special Planning Area process. If a proposed essential public facility is not located within a Special Planning Area, the proposed essential public facility ~~shall~~should be designated as a Special Planning Area. The boundaries of the resulting Special Planning Area will be the boundaries of the proposed essential public facility.

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LAND USE PLAN

Medina has developed and matured into the type of community envisioned at the time of its incorporation. Old and new residents alike have invested substantially in their homes on the premise that Medina will continue to maintain its residential quality and character. Development ordinances and regulations have been adopted over time to ~~assure that these expectations are met. As the above discussions indicate, there are no compelling reasons for Medina to institute fundamental changes to its basic land use pattern.~~ ensure that the character of Medina is maintained.

It is important to the community that uses such as the Points Loop Trail and other pedestrian and bicycle paths, post office and the Medina grocery store, and facilities such as the City Hall, clock tower, and water tower, are retained because of their functional, historic and cultural contribution to the City. The historical character of these buildings and structures, and their appropriate uses, should be retained for future generations. ~~In line with this policy, in 2013~~ Maintaining a functional and unopened right-of-way (ROW) system is an important component of the City Council amended Medina community for the continued recreational and social joys of its zoning regulations and map (Ordinance No. 900) to better reflect existing uses. St. Thomas Church/School and the Post Office were both rezoned under the Park residents, and Public Places zoning designation. The amendment also created more uniform zoning boundaries, and eliminated split zoning on individual parcels should be retained.

In the absence of any substantial future growth, it is the basic policy of the City to retain and promote the high-quality residential setting that has become the hallmark of the Medina community. Medina will continue to consider ways to creatively implement land use practices in which to restrict the size of homes so a way that individual lots do not become over developed and accommodates all socioeconomic groups in Medina and reduce environmental risks imposed by climate change and wildfires without adversely impact ~~impacting~~ the character of the community or the environment.

Future Land Use Designations

The Future Land Use Map adopted in this plan establishes the future distribution, extent, and location of generalized land uses within the City (see Figure 3). The land use categories on the Future Land Use Map include ~~Single Family~~ Residential, Local Business, ~~Public Facility~~, School/Institution, ~~Open Space, Park, Utility, Park,~~ Transportation Right-of-Way, and Open Space ~~Unopened Right-of-Way.~~

GOALS

- LU-G1 To maintain Medina's high-quality residential setting and character, while considering creative housing solutions to accommodate community members of all socioeconomic groups.
- LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities.
- LU-G3 To maintain active community involvement and equitable engagement in land use

Commented [DJ3]: Commerce, 08/01/2024, Comment 1

The City should include language concerning wildfire risk and mitigation in the Land Use Element. Commerce specifically recommends "... *The addition of wildfire preparedness and fire adaptation measures in the land use element with identification of specific procedures as required by RCW 36.70A.070(1).*".

During the 09/11 meeting of the Planning Commission, Commerce representative Lexine Long indicated that a discussion of Wildfire Risk would be sufficient to address this requirement.

policy and regulations.

LU-G4 To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.

LU-G5 To promote connectivity, public safety, and resident health and well-being through the use and maintenance of bicycle routes and unimproved rights-of-way in the City.

POLICIES

LU-P1 The City ~~shall~~should minimize changes to existing zoning and land use patterns, except as to meet above goals when deemed necessary by its citizens; if meeting the above goals results in denser zoning, middle housing, or infill development, the City should particularly support these housing types to be located along within areas served by frequent transit, such as the Evergreen Point Fwy Station on SR 520, ~~-corridors-~~ or within planned higher-density areas of the City.

LU-P2 The City ~~shall~~should consider ways to restrict the size of homes in order to retain the character of the community and lessen impacts associated with construction. The City should consider ways to reduce or mitigate impacts to existing smaller housing when adjacent to larger remodeled or newly-constructed homes. The City should also discourage lot combinations to reduce the loss of housing capacity.

LU-P3 Residential uses ~~shall~~should not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.

LU-P4 The City ~~shall~~should develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.

LU-P5 Existing non-residential uses are encouraged to be maintained. Existing non-residential uses include:

- City Hall
- Medina Grocery Store
- Post Office
- ~~Bellevue Christian~~ Three Points Elementary School
- Wells Medina Nursery
- Overlake Golf and Country Club
- St. Thomas Church
- St. Thomas School
- Gas Station
- Medina Elementary School
- City facilities, trail systems, and parks
- Utilities

LU-P6 Existing non-residential uses within a residential zone may be converted to

Commented [DJ4]: PSRC, 07/18/2024, Page 3

The City should discuss where this denser housing may be appropriate. This could include the specific identification of "frequent transit corridors" or other details that could be used to deduct potential locations for the siting of higher density housing.

Commented [DJ5R4]: Revised for 10/09 PC Hearing: Policy language revised to address a specific location in the City without defining a specific extent of application.

residential use, or may be redeveloped with a new non-residential use in a manner compatible with surrounding properties when allowed through the conditional use process. (e.g., senior center or community center).

- LU-P7 The City ~~shall~~should work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements, and are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments. Coordination between the City, King County, and WSDOT should reflect opportunities to promote or improve public health and safety of regional trail systems.
- LU-P8 The City ~~shall~~should encourage and facilitate equitable public participation in all land use planning processes, including participation from Medina community members, including those Medina community members of all ethnicities and races, socioeconomic statuses, members with disabilities, language access needs, and immigrants or refugees. Engagement efforts should also facilitate the participation of local tribes, the Puget Sound Partnership, and other affected jurisdictions to support regional collaborative land use planning.
- LU-P9 The City ~~shall afford due consideration to~~should encourage input from all stakeholders prior to any land use decision, including consideration of the potential physical, economic, and cultural displacement risk to residents, particularly to communities that have historically faced greater risk of displacement.
- LU-P10 Development of Special Planning Areas and essential public facilities ~~shall~~should require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.
- ~~LU-P11~~ If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility ~~shall~~should be designated as a Special Planning Area.
- LU-P12 The City ~~shall~~should not ~~preclude~~prevent the siting of essential public facilities.
- LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:
- a. An inventory of similar existing essential public facilities, including their locations and capacities;
 - b. A forecast of the future needs for the essential public facility;
 - c. An analysis of the affordable and equitable access to public services to all communities, especially those historically underserved;
 - ~~e.d.~~ An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
 - ~~d.e.~~ An analysis of the proposal's consistency with County and City policies;
 - ~~e.f.~~ An analysis of alternatives to the facility, including decentralization, conservation, demand management and other

strategies;

f.g. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;

h. An analysis of opportunities to facilitate or encourage modes of travel other than single-occupancy vehicles, the incorporation of energy-saving strategies in infrastructure planning and design, and the feasibility of using electric, sustainable, or other renewable energy sources for new or expended public facilities and developments to reduce greenhouse gasses;

g.i. An analysis of environmental impacts and mitigation; and

j. Extensive public involvement.

LU-P14 The City should consider opportunities to promote public health and address racially and environmentally disparate health outcomes by providing or enhancing opportunities to safe and convenient physical activity, social connectivity, protection from exposure to harmful substances and environments, and denser housing in potential future changes to land use designations, as appropriate to serve the needs of the Medina community.

LU-P15 To promote adequate stormwater management within the community, the City should consider land use development standards and other local regulations that could be revised, as appropriate, to better accommodate site drainage and encourage the practice of low-impact development.

LU-P16 The existing residential character of Medina should promote the health and well-being of its residents by supporting equitable access to parks and open space and safe pedestrian and bicycle routes.

LU-P17 The City should explore opportunities to improve connectivity and ensure public safety of existing pedestrian and bicycle routes in the City, as needed.

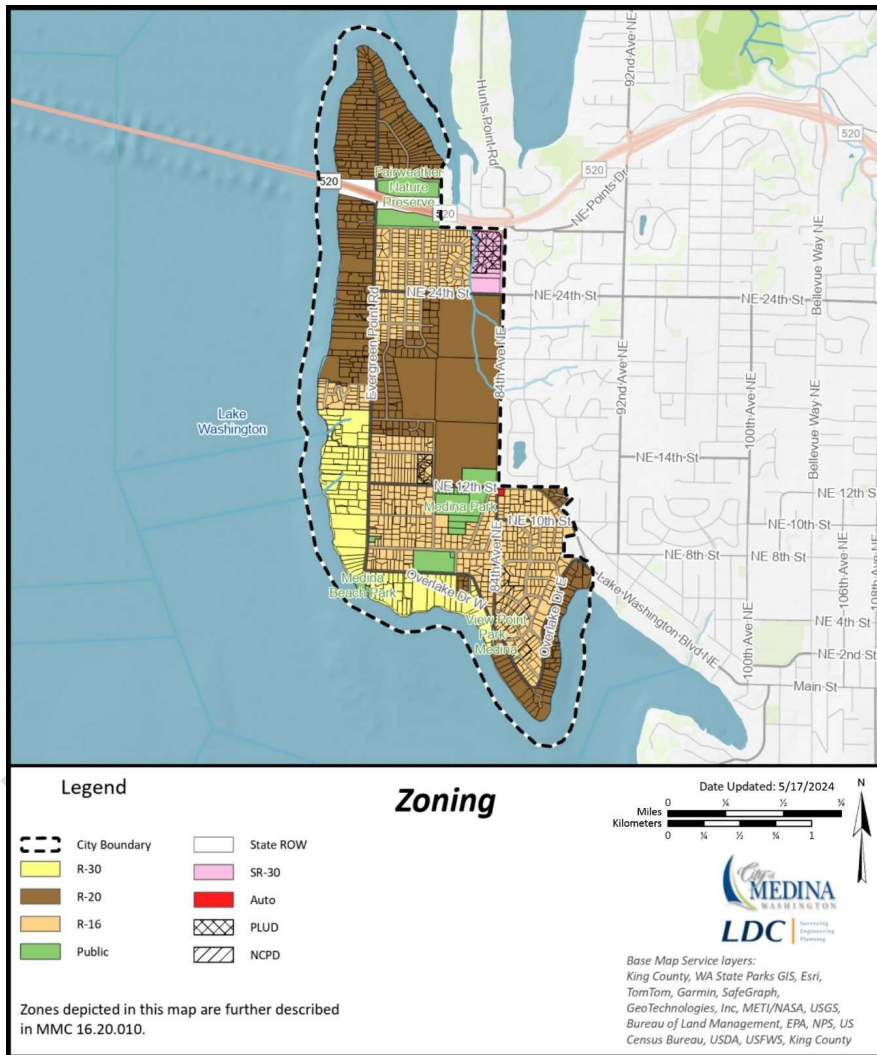


Figure 1 - Zoning Map

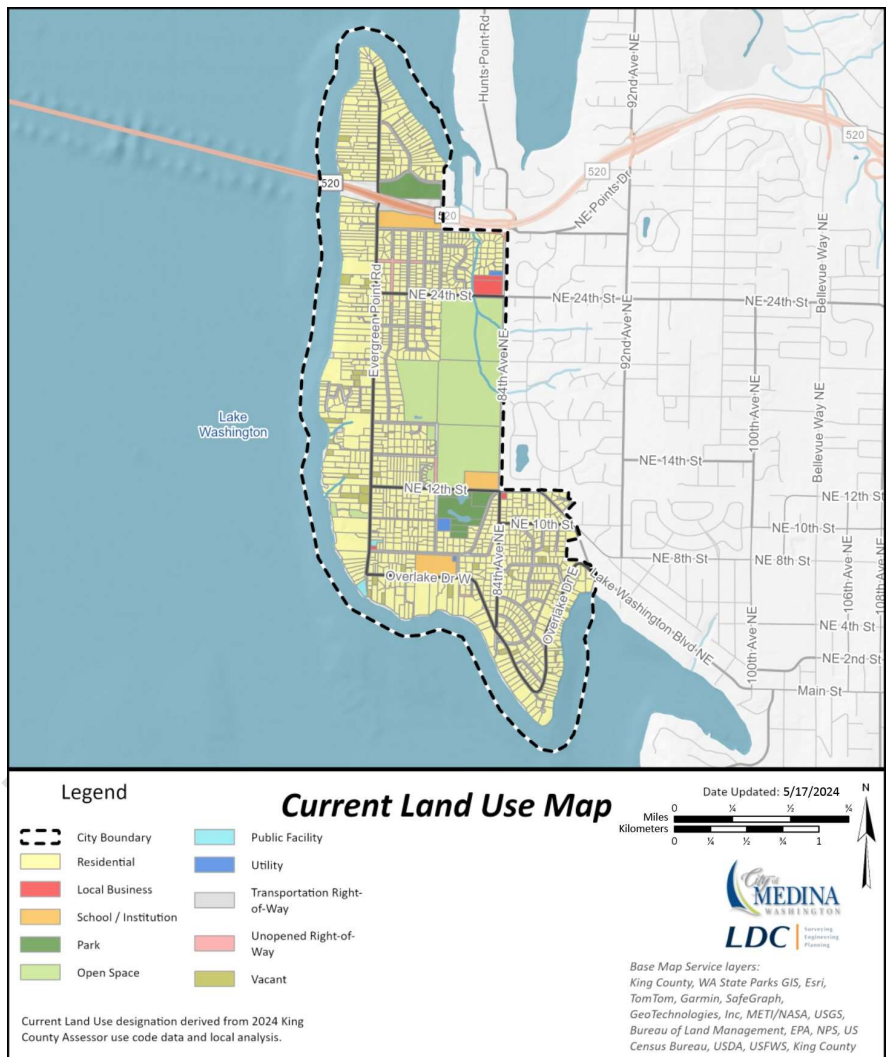


Figure 2 - Current Land Use Map

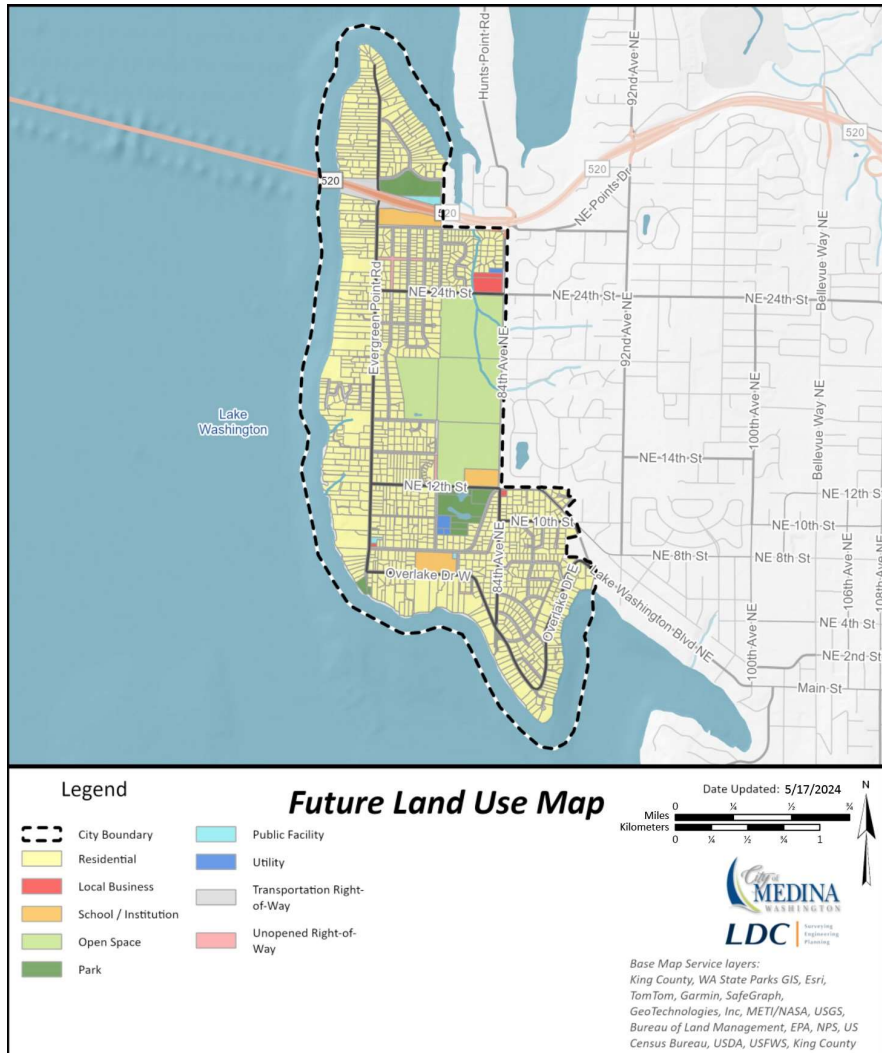


Figure 3 - Future Land Use Map

2. NATURAL ENVIRONMENT ELEMENT

INTRODUCTION

The quality of life in the Pacific Northwest is often equated with the quality of the environment. Protecting and restoring air quality, water resources, soils, and plant, fish and animal habitats are important goals for the City of Medina.

This is particularly vital in light of federal Endangered Species Act (ESA) listings of several salmonid species. ~~Chinook~~ Coho salmon and steelhead trout are listed as threatened by the National Marine Fisheries Service (NMFS), and ~~bull~~ Chinook salmon are listed as endangered. Bull trout are listed as threatened by the U.S. Fish and Wildlife Service (USFWS). ~~Coho salmon are a candidate species listed by NMFS.~~ All of these species are found in Lake Washington.

Medina is committed to federal, state, and regional goals of endangered species recovery of listed salmon species by addressing salmon habitat needs within and adjacent to its boundaries ~~with~~ within Lake Washington. However, protecting these resources is challenging for a fully developed community.

The Growth Management Act (GMA) requires that comprehensive plans establish critical areas policies based on best available science as defined by WAC 365-195-905. In addition, "...cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries." King County countywide planning policies (CPP) ~~direct local jurisdictions to incorporate environmental protection and restoration efforts into their local plans and to provide effective stewardship of the environment for future generations, including preserving and protecting critical areas.~~ provides that, "Local governments have a key role in shaping sustainable communities by integrating sustainable development and business practices with ecological, social, and economic concerns. Local governments also play a pivotal role in ensuring environmental justice by addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations." The City defines critical area wetlands, fish and wildlife habitat conservation areas, and geologically hazardous areas. These critical areas are regulated under the City's Critical Area Regulations (~~Ch. 20~~ Medina Municipal Code Chapter 16.50). The City does not contain any critical aquifer recharge areas or frequently flooded areas.

This section establishes critical areas policies based on best available science to protect the environment and enhance the community's quality of life within the constraints of a fully developed community. ~~The section also establishes policies intending to support environmental justice within the community and participate in the regional response to climate change. Major natural hazards associated with climate change such as sea-level rise and wildfire risk, ect... do not directly impact the City of Medina but more broadly impact neighboring jurisdictions and the region.~~

The GMA also mandates the conservation of natural resources, such as agricultural, forest, and mineral resource lands. However, Medina has none of these areas so natural resource lands will not be addressed further.

Commented [DJ1]: PSRC, 07/18/2024, Page 5

PSRC requested the City consider identifying specific climate hazards based on the PSRC Puget Sound Hazards map. The map does not identify any direct climate hazards applicable to the City.

Commented [DJ2R1]: Revised for 9/24 PC Meeting: Revision acknowledges climate change climate hazards and leaves room for a more detailed response in the future.

Commented [DJ3R1]: 9/24 PC Meeting Revision: Add "ect..." to list of hazards.

EXISTING CONDITIONS

The City of Medina is located within the Lake Washington/Cedar River/Sammamish Watershed, also known as Water Resource Inventory Area (WRIA) 8.

The 2014 Critical Areas Map identifies and describes known regulated critical areas and sensitive areas within Medina (see Figure 4). These critical areas include:

- Fairweather Park [Fairweather Nature Preserve];
- Medina Park and adjacent wetlands at Overlake Golf & Country Club;
- Portions of the Lake Washington shoreline, which are designated as erosion hazard areas;
- The Lake Washington shoreline in its entirety, which has moderate to high liquefaction susceptibility;
- ~~a~~A great blue heron priority habitat area in the northeast corner of Medina Park;
- ~~a~~A bald eagle nest buffer along the northern shoreline of Lake Washington;
- Medina Creek (a.k.a, Fairweather Bay Creek);
- ~~an~~An unnamed creek draining to the south from the Medina Park ponds;
- ~~an~~An unnamed creek originating in the south Clyde Hill area;
- ~~an~~An unnamed creek connected to the Fairweather Park wetland; and
- ~~a~~A potential unnamed creek originating near Evergreen Point Road, north of NE 14th Street.

These features and their vegetated buffers provide moderate habitat functions for small mammals, a variety of birds, amphibians, reptiles, and invertebrates typically found in urban green spaces. In addition, all of these features are adjacent to or ultimately drain into Lake Washington, a waterbody which contains federal ~~Endangered Species Act~~ESA-listed fish. However, none of these features, aside from the Lake Washington shoreline itself and the immediately accessible downstream reaches of the streams, contain federally listed fish. Therefore, from an ESA perspective, the most valuable function of these features to be preserved and enhanced is water quality treatment and storage, and groundwater recharge. The Washington Department of Fish and Wildlife lists Coho salmon as a State-Priority Species, and which have been observed in Medina Creek downstream (north) of SR 520. Recent improvements to culverts underneath SR 520 may allow ~~eehe~~Coho salmon to pass upstream into Medina. Therefore, in-stream fish habitat on Medina Creek could also be enhanced. Other possible functions include passive recreation and environmental education. Medina should seek opportunities to coordinate with neighboring communities to maintain or daylight culverts that cross jurisdictional boundaries, where a multi-jurisdictional joint approach to creek system and culvert management would improve fish passage and water flows through Medina and the Points communities.

GOALS

- NE-G1 _____ To achieve a well-balanced relationship between the built and natural environments utilizing guidance derived from best available science.
- NE-G2 _____ To prioritize stormwater management, point and non-point pollutant discharge reduction, and erosion control methodologies to reduce short-term and long-term water quality impacts.
- NE-G3 _____ To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which

are critical to fish and wildlife survival and proliferation.

POLICIES

- NE-P1 The City ~~shall~~should maintain and update critical areas regulations as required by the GMA, ~~and~~ utilizing the best available science. Approaches and standards for defining and protecting critical areas should be coordinated with neighboring jurisdictions where such areas and impacts to critical areas cross jurisdictional boundaries.
- NE-P2 The City ~~shall~~should preserve and ~~should~~enhance where possible the functions and values of Medina’s critical areas and natural resources in a manner consistent with best available science, and preserve and restore its native vegetation, native biodiversity, and tree canopy, especially where it protects habitat and contributes to overall ecological function. Natural resources in Medina include forests, wetlands, estuaries, and urban tree canopy, all of which are valuable and should be protected.
- NE-P3 The City ~~shall~~should coordinate with other cities, King County, federal and state agencies, tribes, ~~and the Puget Sound Partnership,~~ the WRIA 8 Salmon Recovery Council, and other stakeholders on regional environmental issues, ~~such as~~ for the benefit of Puget Sound and its watersheds, including surface and groundwater quality and quantity improvements, natural drainage system improvements, erosion and sedimentation minimization, flood risk abatement, stormwater runoff rate moderation, and salmon conservation. By implementing this integrated and comprehensive approach to fish, wildlife, and habitat management, the City hopes to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.
- NE-P4 No net loss of wetlands functions, values, and acreage should result from development.
- NE-P5 The City ~~shall~~should work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams. The City should ensure that public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.
- NE-P6 The City ~~shall~~should develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.
- NE-P7 The City ~~shall~~should work to preserve stream corridors wide enough to maintain and enhance existing stream and habitat functions in all development proposals by designation of native growth protection areas or other appropriate mechanisms.
- NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan and by facilitating development review processes that ensure that new development is consistent with germane state regulations governing stream restoration.
- NE-P9 The City ~~shall~~should prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited to, fish and wildlife habitat conservation areas and their buffers. The City should also encourage protection or enhancement of the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage

stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. This work should include prioritizing places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

NE-P10 - The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.

NE-P11 The City should ensure all residents, regardless of race, social, or economic status have a clean and healthy environment. The City should work to identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. The City should prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.

NE-P12 The City should adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. The City should evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.

NE-P13 The City should plan for development patterns that minimize air pollution and greenhouse gas emissions, including:

- a) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;
- b) Incorporating energy-saving strategies in infrastructure planning and design;
- c) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;
- d) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and
- e) Reducing building energy use through green building methods in the retrofit of existing buildings.

NE-P14 This City should promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

2.1 SHORELINE MANAGEMENT SUB-ELEMENT

INTRODUCTION

The Washington State Legislature passed into law the Shoreline Management Act (SMA) in 1971 with the paramount objectives to protect and restore the valuable natural resources that shorelines represent and to plan for and foster all "reasonable and appropriate uses" that are dependent upon a waterfront location or which will offer the opportunities for the public to enjoy the state's shorelines. The goals and policies of the SMA constitute one of the goals of the Growth Management Act as set forth in RCW 36.70A.020.

Administration of the SMA is a cooperative effort balancing local and state-wide interests in the management and development of shoreline areas. The City manages the shoreline areas through implementation of its shoreline master program. The goals and policies set forth in this sub-element are combined with the regulations set forth in Subtitle 20.6 of the Medina Municipal Code and together constitute the Medina Shoreline Master Program. This master program represents the City's participation in a coordinated planning effort to protect the public interest associated with the shorelines of the state, at the same time, recognizing and protecting private property rights consistent with the public interest.

The City of Medina is a low-density residential community that encompasses approximately 109 acres of shoreline jurisdiction and 4.5 miles of waterfront (23,760 feet). Except for about 780 feet of publicly and state owned property, all of the City's shoreline is privately owned and zoned for residential. Medina originally adopted a Shoreline Management Master Program in 1974. The Program was updated in 2014 to comply with the 2003 Department of Ecology Guidelines found in WAC 173-26.

VISION FOR THE SHORELINE MASTER PROGRAM

The residential nature of the City's shoreline makes preservation of this character, while encouraging good stewardship and enjoyment of the shoreline, including protecting and preserving shoreline ecological functions, the primary vision of the shoreline master program.

GOALS AND POLICIES

The City's Shoreline Master Program provides goals and policies involving the protection of, and appropriate uses for, the shoreline.

The goals and policies are grouped into the following categories:

- A. Shorelines of Statewide Significance
- B. Shoreline Environments;
- C. Shoreline Use and Activities;
- D. Public Access;
- E. Recreation;
- F. Circulation;
- G. Utilities;
- H. Environment;

- I. Archaeological, Historic and Cultural
- J. Resources; and
- K. Shoreline Restoration and Ecological Enhancements.

A. Shorelines of Statewide Significance

GOALS

SM-G1 Implement the policies of the Shoreline Management Act as enunciated in RCW 90.58.020.

POLICIES

- SM-P1.1 This Shoreline Master Program shall be developed using the following guidelines in order of preference:
- a. Recognize and protect the state-wide interest over local interest.
 - b. Preserve the natural character of the shoreline.
 - c. Support actions that result in long-term benefits over short-term benefits.
 - d. Protect the resources and ecology of the shoreline.
 - e. Increase public access to publicly owned areas of the shorelines.
 - f. Increase recreational opportunities for the public in the shoreline.

B. Environment Designations

The intent of a shoreline environment designation is to preserve and enhance shoreline ecological functions and to encourage development that will enhance the present or desired future character of the shoreline. To accomplish this, shoreline segments are given an environment designation based on existing and planned development patterns, biological capabilities and limitations, and the aspirations of the local citizenry.

GOALS

SM-G2__ Provide a comprehensive shoreline environment designation system to categorize Medina’s shorelines into similar shoreline areas to guide the use and management of these areas.

POLICIES

SM-P2.1—_Designate properties residential to accommodate detached single-family development.

Designation criteria: Assign residential environment designation to shoreline areas predominantly single-family residential development or are planned and platted for residential development.

Areas designated as Residential are predominantly single-family residential development and comprise approximately 98 percent of the City’s shoreline jurisdiction. The following management policies should guide development within these areas:

- a. Residential activities are preferred over other land and resource consumptive development or uses. Limited non-residential uses, such as parks, day cares, home businesses may be allowed, provided they are consistent with the residential character and the City's land use regulations.
- b. Development should be located, sited, designed and maintained to protect, enhance and be compatible with the shoreline environment.
- c. Development regulations should require the preservation of ecological functions, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.

SM-P2.2 Designate properties Urban Conservancy to protect and restore ecological functions of open space, flood plain and other sensitive lands, while allowing a variety of compatible uses.

Designation criteria: Assign Urban Conservancy environment designation to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring of the ecological functions of the area, that are not generally suitable for water-dependent uses and that lie in incorporated municipalities, urban growth areas, or commercial or industrial "rural areas of more intense development" if any of the following characteristics apply:

- i. *They are suitable for water-related or water-enjoyment uses;*
- ii. *They are open space, flood plain or other sensitive areas that should not be more intensively developed;*
- iii. *They have potential for ecological restoration;*
- iv. *They retain important ecological functions, even though partially developed;*
or
- v. *They have the potential for development that is compatible with ecological restoration*

Areas designated as Urban Conservancy include Medina Beach Park, Lake Lane Dock, View Point Park/ 84th Avenue N.E. Dock, and privately owned joint-use recreational lots. The following management policies should guide development within these areas:

- a. Primary uses should be those that preserve the natural character of the area or promote preservation of open space or sensitive lands either directly or over the long term. Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment and the setting.
- b. Water dependent recreation uses, such as public access piers, recreational floats, and swim beaches, shall be the highest priority, provided they can be located, designed, constructed, operated, and mitigated in a manner that ensures no net loss of ecological function.
- c. Water oriented recreation uses, such as viewing trails, benches and shelters, should be emphasized and non-water oriented uses should be minimized and allowed only as an accessory use; for example picnic areas, forest trails and

small playground areas would be acceptable, but tennis courts and developed sports fields would not.

- d. Standards should be established for shoreline stabilization, vegetation conservation, water quality, and shoreline modifications to ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values.
- e. Facilities should be designed for neighborhood and non-motorized use, unless vehicle access and parking can be provided and impacts on the environment and surrounding property owners can be mitigated.

SM-P2.3 Designate properties Aquatic to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark.

Designation Criteria: Assign Aquatic environment designation to areas waterward of the ordinary high water mark.

Areas designated as Aquatic are those waterward of the ordinary high water mark. The following management policies should guide development within these areas:

- a. Allow new over-water structures only for water-dependent uses, public access, or ecological restoration.
- b. The size of new over-water structures should be limited to the minimum necessary to support the structure's intended use.
- c. To reduce the impacts of shoreline development and increase effective use of water resources, multiple-use of over-water facilities should be encouraged.
- d. All developments and uses on waters or their beds should be located and designed to minimize interference with surface navigation, to consider impacts to public views, and to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.
- e. Uses that adversely impact the ecological functions of critical freshwater habitats should not be allowed except where necessary to achieve the objectives of RCW 90.58.020, and then only when their impacts are mitigated according to the sequence described in WAC 173-26-201(2)(e) as necessary to assure no net loss of ecological functions.
- f. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrological conditions.

SM-P2.4 Designate properties Transportation to accommodate the SR 520 highway, which is an essential public facility.

Designation Criterion: Assign Transportation environment designation to areas of high-intensity uses related to transportation.

Areas designated as Transportation include lands controlled by the Washington State Department of Transportation and designated as state highway right-of-way. The following management policies should guide development within these areas:

- a. Noise associated with construction activity and ongoing operations should be mitigated to the maximum extent practicable.

- b. Best management practices and mitigation for impacts should be implemented to ensure no net loss of ecological function.
- c. Where not in conflict with public safety and security of the SR 520 facility, public access should be made a priority.
- d. Vegetation and habitat should be restored and enhanced upon completion of the SR 520 replacement project using native species.
- e. The SR 520 facility, and any associated maintenance facilities occurring within the shoreline management area, particularly where visible from the water, should be fully screened from adjoining residential properties to the extent practicable with vegetation and fencing as needed.

SM-P2.5 Areas not designated shall automatically be assigned an Urban Conservancy designation.

C. Shoreline Uses and Activities

Uses and activities are given preference to those uses that are consistent with the control of pollution and prevention of damage to the natural environment, or are unique to, or dependent upon uses of the shorelines. Preference is first to water-dependent uses, then to water-related uses and then water-enjoyment uses. The purpose is to ensure development of property is done in a manner that protects the public's health, safety and welfare, as well as the land and its vegetation and wildlife, and to protect property rights while implementing the policies of the SMA.

GOALS

- SM-G3 Locate, design and manage shoreline uses to prevent and, where possible, restore significant adverse impacts on water quality, fish and wildlife habitats, the environment, and other uses.
- SM-G4 Preserve Medina's shoreline for single family residential use, in a manner that also protects and preserves the natural features along the shoreline and the quality of Lake Washington.
- SM-G5 Maintain the City Hall building and grounds in a manner consistent with the protection and enhancement of the shoreline environment.
- SM-G6 Limit parking within the shoreline jurisdiction.
- SM-G7 Manage public and community boating facilities to avoid or minimize adverse impacts.
- SM-G8 Manage shoreline modifications to avoid, minimize, or mitigate significant adverse impacts.
- SM-G9_ Minimize impacts to the natural environment and neighboring uses from new or renovated piers and docks and their associated components, such as boatlifts and canopies.
- SM-G10—Manage signs so that they do not visually or aesthetically impair the shoreline environment.
- SM-G11—Limit the visual and environmental impacts of trams in the shoreline area.

POLICIES

GENERAL

- SM-P3.1 Establish development regulations that avoid, minimize and mitigate impacts to the ecological functions associated with the shoreline area.
- SM-P3.2 Encourage low-impact development practices, where feasible, to reduce the amount of impervious surface within the shoreline area.
- SM-P3.3 Ensure that private property rights are respected consistent with the public interest expressed in the Shoreline Management Act.

RESIDENTIAL

- SM-P 4.1 Provide adequate setbacks and natural buffers from the water and ample open space among structures to protect natural features, ecological functions, preserve views, and minimize use conflicts.
- SM-P4.2 Require new development to preserve existing shoreline vegetation, control erosion and protect water quality using best management practices.
- SM-P4.3 Provide development incentives, including reduced shoreline setbacks, to encourage the protection, enhancement and restoration of high functioning vegetative buffers and natural or semi-natural shorelines.
- SM-P4.4 At a minimum, development should achieve no net loss of ecological functions, even for exempt development.

CITY GOVERNMENT FACILITIES

- SM-P5.1 Medina's City Hall and uses accessory to the City Hall should minimize impacts to shoreline character and features, visual access to the shoreline, and not interfere with the public's ability to access or enjoy the shoreline.
- SM-P5.2 Any expansion of Medina's City Hall should result in no net loss of ecological function within the shoreline jurisdiction.

PARKING

- SM-P6.1 Limit parking facilities to those supporting an authorized principal use and allowing such facilities only if the following criteria are met:
 - a. Parking is designed and located to minimize adverse impacts including those related to surface water runoff, water quality, visual qualities, public access, and vegetation and habitat maintenance;
 - b. No loss of ecological functions shall result from construction and operation of the parking facility;
 - c. The parking does not restrict access to the site by public safety vehicles, utility vehicles, or other vehicles requiring access to shoreline properties; and
 - d. Preference shall be given to permeable surface materials where

feasible. BOATING FACILITIES

- SM-P7.1 Locate and design boating facilities to ensure no net loss of ecological functions and to avoid significant adverse impacts.

- SM-P7.2 Where feasible, boating facilities should include measures that enhance degraded and/ or scarce shoreline features.
- SM-P7.3 Boating facilities should not unduly obstruct navigable waters and should avoid causing adverse effects to recreational opportunities such as fishing, pleasure boating, swimming, beach walking, picnicking and shoreline viewing.
- SM-P7.4 Preference should be given to boating facilities that minimize the amount of shoreline modification, in-water structure, and overwater coverage.
- SM-P7.5 Accessory uses at boating facilities should be limited to water-oriented uses, or uses that provide physical and/or visual shoreline access for substantial numbers of the general public. Non-water-dependent accessory uses should be located outside of shoreline jurisdiction or outside of the shoreline setback whenever possible.
- SM-P7.6 Boating facilities should be located, designed, constructed and operated so that other appropriate water-dependent uses are not adversely affected and to avoid adverse proximity impacts such as noise, light and glare; aesthetic impacts to adjacent land uses; and impacts to public visual access to the shoreline.

SHORELINE MODIFICATIONS

- SM-P8.1 The adverse effects of shoreline modifications should be reduced, as much as possible, and shoreline modifications should be limited in number and extent.
- SM-P8.2 The city should take steps to assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological function. This is to be achieved by preventing unnecessary shoreline modifications, by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions, and by requiring mitigation of identified impacts resulting from shoreline modifications.

SHORELINE STABILIZATION

- SM-P8.3 Shoreline stabilization should be located, designed, and maintained to protect and maintain shoreline ecological functions, ongoing shoreline processes, and the integrity of shoreline features. Ongoing stream or lake processes and the probable effects of proposed shoreline stabilization on other properties and shoreline features should be considered.
- SM-P8.4 Structures should be located and designed to avoid the need for future shoreline stabilization where feasible.
- SM-P8.5 Structural shoreline stabilization measures should only be used when a need has been demonstrated and more natural, flexible, non-structural methods have been determined infeasible. Alternatives for shoreline stabilization should be based on the following hierarchy of preference:
 - a. No action (allow the shoreline to retreat naturally), increase buffers, and relocate structures.
 - b. Flexible defense works constructed of natural materials including soft shore protection, bioengineering, including beach nourishment, protective berms, or vegetative stabilization.

c. Rigid works constructed of artificial materials such as riprap or concrete.

- SM-P8.6 New or expanded structural shoreline stabilization should only be permitted where demonstrated to be necessary to protect an existing primary structure, including single-family dwelling, which is in danger of loss or substantial damage, and where mitigation of impacts would not cause a net loss of shoreline ecological functions and processes.
- SM-P8.7 New or expanded structural shoreline stabilization for enhancement, restoration, or hazardous substance remediation projects should only be allowed when non-structural measures, vegetation planting, or on-site drainage improvements would be insufficient to achieve enhancement, restoration or remediation objectives.
- SM-P8.8 Encourage alternative methods for shoreline stabilization including non-regulatory methods. Non-regulatory methods may include public facility and resource planning, technical assistance, education, voluntary enhancement and restoration projects, or other incentive programs.
- SM-P8.9 New development that would require shoreline stabilization which causes significant impacts to adjacent properties should not be allowed.

DREDGING

- SM-P8.10 Dredging operations should be planned and conducted to protect and maintain existing aquatic habitat and other shoreline uses, properties, and values. Proposals that include dredging should provide mitigation to achieve no net loss of shoreline ecological functions.
- SM-P8.11 Dredging and dredge material disposal should be done in a manner which avoids or minimizes significant ecological impacts.
- SM-P8.12 Dredging waterward of the ordinary high water mark for the primary purpose of obtaining fill should not be allowed, except as part of a restoration or environmental cleanup project.

FILL

- SM-P8.13 Fills should be allowed only when tied to a specific development proposal that is permitted by the master program, and that is located, designed and constructed to protect shoreline ecological functions and ecosystem-wide processes.
- SM-P8.14 Fill coverage should be the minimum necessary to provide for the proposed use.
- SM-P8.15 Factors such as current and potential public use of the shoreline and water surface area, water flow and drainage, water quality and habitat should be considered and protected to the maximum extent feasible.
- SM-P8.16 Fills waterward of the ordinary high water mark should be restricted to supporting water-dependent uses, public access, cleanup and disposal of contaminated sediments as part of an interagency clean-up plan, disposal of dredged sediments in accordance with Department of Natural Resources rules, expansion or alteration of transportation facilities of statewide significance when no other alternatives are feasible, and for mitigation actions, environmental restoration and enhancement

projects, and only when other solutions would result in greater environmental impact.

- SM-P8.17 Fills should be designed and located so that there will be no significant damage to existing ecological systems or result in hazard to adjacent life, property, or natural resource systems.

LAND SURFACE MODIFICATIONS

- SM-P8.18 Limit land surface modification activities in the shoreline area. Impacts from land surface modifications activities can be avoided through proper site planning, construction timing practices, and use of erosion and drainage control methods. Generally these activities should be limited to the maximum extent necessary to accommodate the proposed use, and should be designed and located to protect shoreline ecological functions and ecosystem-wide processes.

BREAKWATERS, JETTIES, GROINS

- SM-P8.19 Breakwaters, jetties and groins should only be permitted where necessary to support water-dependent uses, public access, shoreline stabilization, or other specific public purpose.
- SM-P8.20—Breakwaters, jetties and groins should be located and designed to achieve no net loss of ecological functions.

MOORAGE FACILITIES (PIERS AND DOCKS)

- SM-P9.1 Locate and design piers and docks to avoid adversely impacting shoreline ecological functions or processes, and where unavoidable impacts to ecological functions might occur, mitigation should be provided.
- SM-P9.2 Moorage should be spaced and oriented in a manner that minimizes hazards and obstructions to public navigation rights and corollary rights thereto such as, but not limited to, fishing, swimming and pleasure boating.
- SM-P9.3 Piers and docks should be restricted to the minimum size necessary to meet the needs of the proposed use.
- SM-P9.4 Moorage facilities should be constructed of materials that will not adversely affect water quality or aquatic plants and animals in the long term, and have been approved by applicable state agencies.
- SM-P9.5 Establish development regulations that encourage property owners to make renovations to their existing piers and docks outside of normal maintenance and repairs that improve the environmental friendliness of their structure.
- SM-P9.6 Encourage joint-use or shared piers and docks where practical.

SIGNS

- SM-P10.1 Signs should be designed and placed so that they are compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses.
- SM-P10.2 Signs should not block or otherwise interfere with visual access to the water or shorelines.

SM-P10.3 Outdoor advertising and billboards are not an appropriate use of the shoreline areas within shoreline jurisdiction.

TRAMS

SM-P11.1 Joint use trams are encouraged where they can be placed on the property line.

SM-P11.2 The visual impacts of trams should be minimized.

D. Public Access

Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations. The purpose is to plan for an integrated shoreline area public access system that identifies specific public needs and opportunities to provide public access.

GOALS

SM-G12 Ensure the public's ability to physically and visually enjoy the shoreline environment.

POLICIES

SM-P12.1 Views of Lake Washington from public parks should be preserved and enhanced. Enhancement of views shall not be construed to mean excessive removal of vegetation.

SM-P12.2 Public access should be designed to provide for public safety and to minimize potential impacts to private property and individual privacy. Public access to shoreline areas does not include the right to enter upon or cross private property, except for dedicated easements.

SM-P12.3 Public access should be required for all new shoreline development and uses where feasible, except for single-family residential development containing less than five dwelling units.

SM-P12.4 Preservation and enhancement of the public's visual access to all shoreline areas should be encouraged through the establishment of setbacks and height limits that ensure view corridors.

SM-P12.5 Ensure that development upland, as well as in-water and near-shore areas are located and designed in ways that result in no net loss of ecological functions.

SM-P12.6 Regulate the design, construction, and operation of permitted uses in the shoreline jurisdiction to minimize, insofar as practical, interference with the public's use of the water.

SM-P12.7 Access should provide for a range of users including pedestrians, bicyclists, boaters and people with disabilities to the greatest extent feasible.

SM-P12.8 Integrate shoreline public access with existing and planned trails or routes, such as the Points Loop Trail, and the City's parks and pedestrian pathway system, where feasible, to improve non-motorized access and community connections.

- SM-P12.9 The shoreline area between Medina Beach Park and the tip of Evergreen Point should be a priority for establishing new public access.
- SM-P12.10 The City should work with Washington State Department of Transportation in providing public access within any remnant property that may result from the SR 520 replacement project. In particular public access should provide public entry to Lake Washington where feasible and should be connected to Fairweather Nature Preserve.
- SM-P12.11 When appropriate, Medina should consider joining with other governmental bodies in a cooperative effort to expand public access to the shoreline through programs of acquisition and development.
- SM-P12.12 Continue use of opened waterfront street ends for public access.

E. Recreation

Recreational uses include passive activities, such as walking, viewing and fishing. Recreational development also includes facilities for active uses, such as swimming, boating, and other outdoor recreation uses. This includes both public and non-commercial recreational opportunities.

GOALS

- SM-G13 Recreation activities that are dependent on access to the water should be available to citizens of Medina.

POLICIES

- SM-P13.1 Water-dependent recreational activities such as boating, fishing, and swimming should have priority over other types of recreation on Medina's public shoreline.
- SM-P13.2 Coordination with local, state and federal recreation planning should be encouraged. Shoreline recreational development should be consistent with the City's park and recreation plans.
- SM-P13.3 Open space and the opportunity for passive forms of recreation should be encouraged on public shoreline. Recreational plans should promote the conservation of the shoreline's natural character, ecological functions, and processes while expanding the public's ability to enjoy the shoreline.
- SM-P13.4 The City should encourage retention and development of the shoreline for joint use private recreational activities, such as moorage, decks, beach clubs, etc.
- SM-P13.5 Links between existing and future shoreline parks, recreation areas and public access points should be created via a non-motorized network using existing rights-of-way or through acquisition of easements and/ or land, where feasible.
- SM-P13.6 Recreational activities should be designed to avoid conflict with private property rights, and to minimize and mitigate negative impacts on adjoining properties.

F. Circulation

Circulation includes transportation facilities, which are those structures and developments that aid in land, air, and water surface movement of people, goods, and services. They include roads and highways, bridges, bikeways, trails, heliports, and other related facilities.

GOALS

SM-G14 The present transportation system within the shoreline jurisdiction shall be maintained, but any expansion or modification to accommodate growth shall be designed in a manner which causes minimal impacts using the best technology and science available. New road construction in the shoreline jurisdiction should be minimized.

POLICIES

- SM-P14.1 New transportation facilities or the expansion of existing facilities must be designed to minimize air, noise and water pollution, adverse impacts on aquatic habitat and wildlife habitat, and the adverse impacts of excessive light, glare and community separation.
- SM-P14.2 Expansion of existing roadways should be allowed only if such facilities are found to be in the public interest and impacts can be mitigated to meet no net loss.
- SM-P14.3 New road and bridge construction and the expansion of existing transportation facilities should include improved non-motorized facilities and enhanced visual and physical public access if feasible.
- SM-P14.4 Joint use of transportation corridors within the shoreline jurisdiction for roads, utilities, and motorized and non-motorized forms of transportation should be encouraged to the maximum extent feasible.

G. Utilities

Utilities are services and facilities that produce, transmit, store, process or dispose of electric power, gas, water, sewage, and communications.

GOALS

SM-G15 Manage public and private utilities within the shoreline area to provide for safe and healthy water, and sanitary sewer services, while protecting and enhancing the water quality and habitat value of the shoreline.

POLICIES

SM-P15.1 New utilities should be located outside of the shoreline jurisdiction unless no other feasible option exists. Where permitted, they should be installed to protect the shoreline and water from contamination and degradation.

- SM-P15.2 Utilities should avoid locating in environmentally sensitive areas unless no feasible alternatives exist.
- SM-P15.3 Wherever utility facilities and corridors must be placed in a shoreline area, they should be located so as to protect scenic views. Whenever possible, such facilities should be placed underground or designed to minimize impacts on the aesthetic qualities of the shoreline area.
- SM-P15.4 Utilities should be designed and located in a manner which preserves the natural landscape and shoreline ecology, and minimizes conflicts with present and planned land uses.
- SM-P15.5 Joint use of rights-of-way and existing utility corridors should be encouraged.

H. Natural Environment

Medina is enriched with valued natural features that enhance the quality of life for the community. Natural systems serve many essential functions that can provide significant benefits to fish and wildlife, public and private property, and enjoyment of the shoreline area.

GOALS

- SM-G16 Preserve, protect, and restore shoreline environment.
- SM-G17 Protect, conserve and establish vegetation along the shoreline edge.
- SM-G18 Conserve and protect critical areas, including wildlife habitat areas, within the shoreline areas from loss or degradation.
- SM-G19 Manage activities that may adversely impact surface and ground water quality or quantity.

POLICIES

ENVIRONMENTAL IMPACTS

- SM-P16.1 Protect shoreline process and ecological functions through regulatory and non-regulatory means that may include regulation of development within the shoreline jurisdiction, incentives to encourage ecologically sound design, conservation easements, and acquisition of key properties. .
- SM-P16.2 Preserve the scenic aesthetic quality of shoreline areas and vistas to the greatest extent feasible.
- SM-P16.3 Adverse impacts on the natural environment should be minimized during all phases of development (e.g. design, construction, operation, and management).
- SM-P16.4 Shoreline developments that propose to enhance environmentally sensitive areas, other natural characteristics, resources of the shoreline, and provide public access and recreational opportunities to the shoreline are consistent with the fundamental goals of this Master Program, and should be encouraged.

VEGETATION CONSERVATION

- SM-P17.1 Where new developments and/or uses or redevelopments are proposed, native shoreline vegetation should be conserved to maintain shoreline ecological functions and/or processes. Vegetation conservation and restoration should be used to mitigate the direct, indirect and/or cumulative impacts of shoreline development, wherever feasible. Important functions of shoreline vegetation include, but are not limited to:
- a. Providing shade necessary to maintain water temperatures required by salmonids and other organisms that require cool water for all or a portion of their life cycles.
 - b. Regulating microclimate in riparian and near-shore areas.
 - c. Providing organic inputs necessary for aquatic life, including providing food in the form of various insects and other benthic macro-invertebrates.
 - d. Stabilizing banks, minimizing erosion and sedimentation, and reducing the occurrence/severity of landslides.
 - e. Reducing fine sediment input into the aquatic environment by minimizing erosion, aiding infiltration, and retaining runoff.
 - f. Improving water quality through filtration and vegetative uptake of nutrients and pollutants.
 - g. Providing a source of large woody debris to moderate flows, create hydraulic roughness, form pools, and increase structural diversity for salmonids and other species.
 - h. Providing habitat elements for riparian-associated species, including downed wood, snags, migratory corridors, food, and cover.
- SM-P17.2 Noxious and invasive weeds. Encourage management and control of noxious and invasive weeds. Control of such species should be done in a manner that retains onsite native vegetation, provides for erosion control, and protects water quality. Use of non-toxic or natural controls is preferred.
- SM-P17.3 Provide incentives for the retention and planting of native vegetation, and discourage extensive lawns due to their limited erosion control value, limited water retention capacity, and associated chemical and fertilizer applications particularly in areas recommended for designation as Shoreline Residential. Incentives could include additional flexibility with building setbacks from Lake Washington, a simplified permit process with recommended planting plans, reduced or waiver of permit fees, and/or city participation in a pilot-project that promotes shoreline restoration.

CRITICAL AREAS

- SM-P18.1 In addressing issues related to critical areas, use scientific and technical information, as described in WAC 173-26-201(2)(a).
- SM-P18.2 In protecting and restoring critical areas within shoreline areas, integrate the full spectrum of planning and regulatory measures, including the comprehensive plan, watershed plans, local development regulations, and state, tribal, and federal programs.

SM-P18.3 Critical areas within the shoreline area should be managed and protected to ensure no net loss of ecological functions. When feasible, degraded ecological functions and ecosystem-wide processes should be restored.

WATER QUALITY, STORMWATER, AND NON-POINT POLLUTION

SM-P19.1 All shoreline uses and activities should be located, designed, constructed and maintained to mitigate adverse impacts to water quality, water quantity, or hydrology.

SM-P19.2 The City should require reasonable setbacks, buffers, and storm water storage basins and encourage low-impact development techniques and materials to achieve the objective of minimizing impervious surfaces and lessening negative impacts on water quality.

SM-P19.3 Stormwater impacts should be addressed through the application of the most recent edition of the Adopted Surface Water Design Manual and all applicable City stormwater regulations.

SM-P19.4 The City should provide general information to the public about the impacts of land and human activities on water quality, and encourage homeowners and property managers to use non-chemical weed and pest control solutions and natural fertilizers.

I. Archaeological, Historic and Cultural Resources

Archaeological, historic and cultural resources are those that are either recorded at the state historic preservation office or have been inadvertently uncovered.

GOALS

SM-G20 Historically, culturally or archaeologically significant areas or architecturally or culturally significant facilities should be protected and maintained in the public interest.

POLICIES

SM-P20.1 Medina should preserve or allow preservation of shoreline buildings and sites with historic or architectural value, such as the old ferry ticket office (City Hall), and certain boathouses.

SM-P20.2 Prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes, and the office of archaeology and historic preservation.

SM-P20.3 Ensure that new development is compatible with existing historic structures and cultural areas.

J. Shoreline Restoration and Ecological Enhancement

Shoreline habitat and natural systems enhancement and restoration projects include those activities proposed and conducted specifically for the purpose of establishing, restoring, or enhancing habitat for priority species in shorelines.

GOALS

SM-G21 Implement the projects, programs and plans established within the Restoration Plan as funding and staffing resources permit.

POLICIES

- SM-P21.1 Restoration and enhancement of shorelines should be designed using principles of landscape and conservation ecology and should restore or enhance chemical, physical, and biological watershed processes that create and sustain shoreline habitat structures and functions.
- SM-P21.2 Restoration and enhancement actions should improve shoreline ecological functions and processes and should target meeting the needs of sensitive plant, fish and wildlife species as identified by Washington Department of Fish and Wildlife, Washington Department of Natural Resources, National Marine Fisheries Service and/or U.S. Fish and Wildlife Service.
- SM-P21.3 The City should, and private entities are encouraged to, seek funding from State, Federal, private and other sources to implement restoration, enhancement, and acquisition projects, particularly those that are identified in the Restoration Plan of this SMP or the Final WRIA 8 Chinook Salmon Conservation Plan and related documents.
- SM-P21.4 The City should develop processing guidelines that will streamline the review of restoration-only projects.
- SM-P21.5 Allow for the use of tax incentive programs, mitigation banking, grants, land swaps, or other programs, as they are developed, to encourage restoration and enhancement

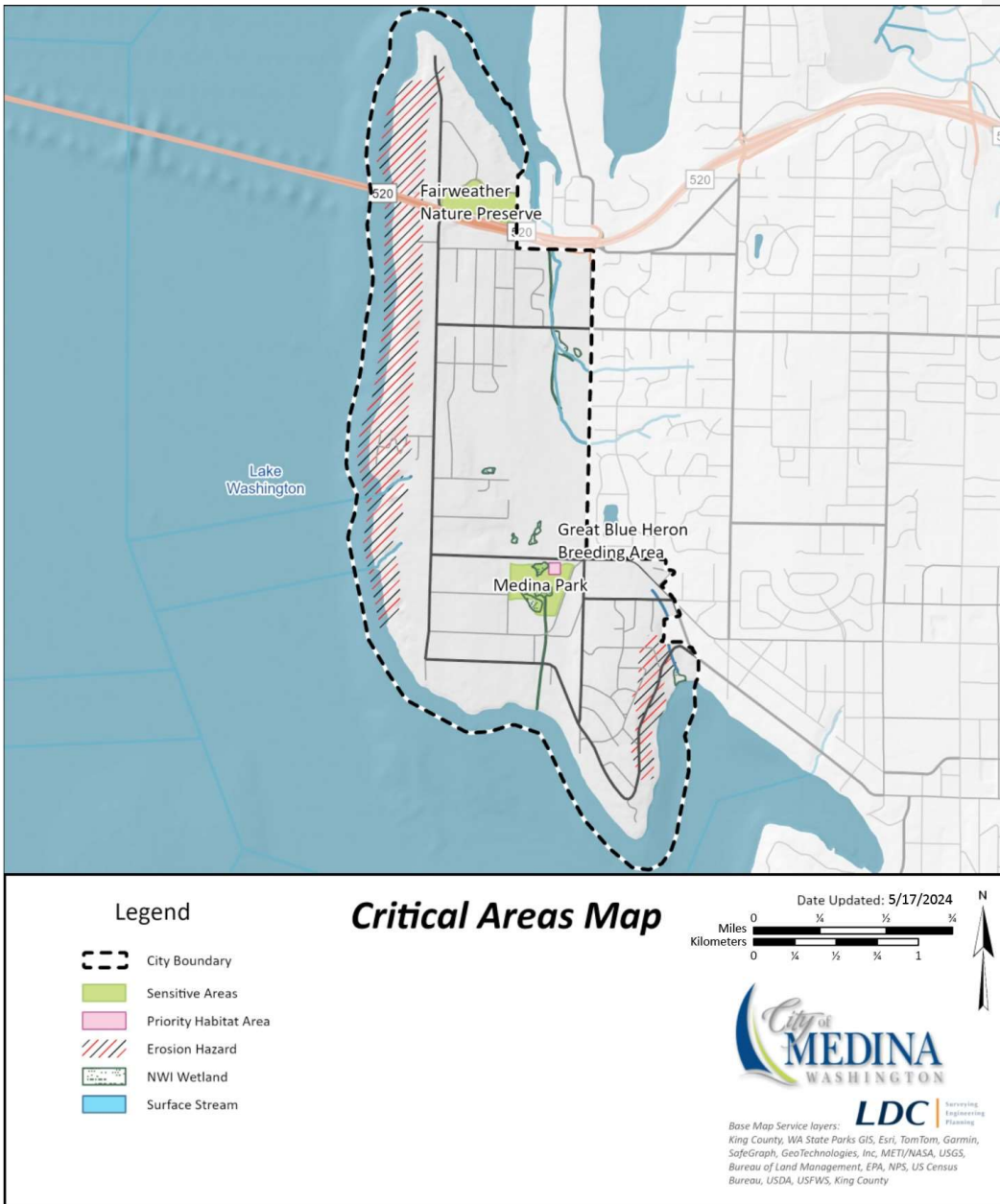


Figure 4 - Critical Areas Map

of shoreline ecological functions and to protect habitat for fish, wildlife and plants²¹

3. COMMUNITY DESIGN ELEMENT

INTRODUCTION

~~King County countywide planning policies (CPP) direct jurisdictions to encourage growth that improves local neighborhoods~~ Thoughtful community design can enhance the quality of life for residents, including by increasing privacy, encouraging interaction in public spaces, and ~~landscapes, and builds~~ creating a ~~strong~~ cohesive sense of place.

~~The quality of~~ The Community Design Element provides a framework for community development along with guidelines for construction and street improvements to help ensure the protection of the City's natural and built features. Medina is primarily a residential community which is nearly fully built-out. Medina's neighborhood development is distinct and enhanced by ~~a combination of natural and built features, including:~~

- ~~the~~ proximity of the lake shore,
 - ~~_~~ views,
 - ~~_~~ narrow streets with extensive mature landscaping, and
- ~~_~~ large tracts of public and private open space ~~which can be seen from residential lots and City streets~~. Proximity to urban centers has reduced the pressure for higher intensity commercial activities in the City, thereby allowing Medina to maintain its small-town residential character.

Street Design

The design of Medina's streets is a major element in the City's appearance. The character and quality of the landscaping of these streets is fundamental in maintaining the City's natural, informal character. As Washington cities continue to face pressure to accommodate more growth, thoughtful transportation planning will help ensure Medina's streets can accommodate increased traffic without significant loss of trees and other vegetation, without compromising pedestrian safety and enjoyment, and without adding visual collector to Medina's neighborhoods.

Vehicular Surfaces and Parking

All collector streets should be maintained as narrow, two-lane roadways except for 84th Avenue NE (from NE 12th Street to the SR 520 bridge/interchange) and the corner of 84th Ave NE and NE 24th Street, which requires additional lanes for turning at intersections. Along collectors, parking is discouraged and the rights-of-way should not be improved for parking except in designated areas. Street rights-of-way in neighborhood areas and private lanes have historically been used to supplement on-site parking. Where practicable, these uses should be minimized and new construction and major remodeling should make provisions for the on-site parking of cars. All long-term parking for recreational vehicles, commercial trucks, trailers, and boats should be aesthetically screened from neighboring properties and the public right-of-way. Parking in front yard setbacks should be minimized and aesthetically screened. The number and width of driveways and private lanes accessing arterial streets should be

minimized to reduce potential traffic conflicts and to retain the continuity of landscape, while still meeting emergency vehicle minimum requirements. Traffic calming should be implemented when possible.

Medina Community Design

Trees and vegetation help reduce the impact of development, by providing significant aesthetic and environmental benefits. Trees and other forms of landscaping improve air quality, water-quality, and soil stability. They provide limited wildlife habitat and reduce stress associated with urban life by providing visual and noise barriers between the City's streets and private property and between neighboring properties. They also have great aesthetic value and significant landscaping, including mature trees, is always associated with well-designed communities.

It is important that citizens be sensitive to the impact that altering or placing trees may have on neighboring properties. Trees can disrupt existing and potential views and access to sun. Residents are ~~urged~~required to consult with the City and urged to consult with their neighbors on both removal and replacement of trees and tree groupings. This will help to protect views and to prevent potential problems (e.g., removal of an important tree or planting a living fence). Clear cutting ~~should~~is not be permitted ~~on~~unless approved through a property prior to development City issued tree removal permit.

Medina Landscape Plan

The Medina ~~Landscape Plan lists landscaping alternatives~~Community Design provides planting options to perpetuate the informal, natural appearance of Medina's street rights-of-way, public areas, and the adjacent portions of private property. The ~~Landscape Plan~~Community Design provides the overall framework for the improvement goals in these areas and should be reviewed periodically and updated where appropriate. ~~This plan should be used to create landscaping arrangements, which meet the following~~The goals include:

- provide a diversity of plant species;
- screen development projects from City streets and from neighboring properties;
- respect the privacy of the neighborhood by encouraging vegetation and landscaping that provides screening;
- respect the scale and nature of plantings in the immediate vicinity;
- recognize restrictions imposed by overhead wires, sidewalks, and street intersections;
- recognize “historical” view corridors; and
- maintain the City's informal, natural appearance. ~~The Medina Landscape Plan consists of three items:~~

The Medina Community Design consists of three items:

1. A map diagramming the ~~Landscape Plan~~Community Design for streets and neighborhoods- ~~(Figure 5).~~
2. A chart, “Key to Medina ~~Landscape Plan~~Community Design,” which relates the street and neighborhood designations to appropriate trees, shrubs, and

groundcover (~~Figure 6~~).

3. A ~~Preferred Landscaping~~ List of Suitable Tree Species List (separate document).

That portion of the City's highly visible street (formally designated as arterials) right-of-way not utilized for the paved roadway, driveways, and sidewalks is to be landscaped as specified in the Medina ~~Landscape Plan~~ Community Design, using species from the ~~Preferred Landscaping~~ List of Suitable Tree Species List. This list has been developed to provide a selection of landscape ~~alternatives~~ options applicable to the various City streets and neighborhoods, as indicated on the ~~Landscape Plan~~ Community Design. Property owners are encouraged to use the list when selecting landscaping for other areas of their properties.

The City's design objective is to maintain the City's natural, low-density, and informal appearance. The City's arterial street rights-of-way should be heavily landscaped with ~~predominantly~~ predominantly native trees and shrubs arranged in an informal manner. ~~Fences~~ Where feasible, fences along the right-of-way should be screened with vegetation so they are not generally visible from the street. The historic

landscaping along the perimeter of the golf course should be retained and/or replaced with suitable trees, approved by the City.

In addition, special design and landscaping consideration should be given to the five vehicular entry points to the City. Standards recommended by the Parks Board should be considered. The five vehicular entry points are:

- SR 520 off-ramp at 84th Avenue NE,
- NE 24th Street at 84th Avenue NE,
- NE 12th Street at 84th Avenue NE,
- NE 10th Street at Lake Washington Boulevard, and
- Overlake Drive East at the City limits.

See Figure 7 for a map of the above-described City entry points.

Street Design and Treatment

~~The design and treatment of Medina's streets is a major element in the City's appearance. The character and quality of the landscaping of these streets are extremely important in maintaining the City's natural, informal character. Overdevelopment of these streets could result in the significant loss of trees and other vegetation, compromise pedestrian safety and enjoyment, and add visual "clutter" to Medina's neighborhoods.~~

Vehicular Surfaces and Parking

~~All collector streets should be maintained as narrow, two-lane roadways except for 84th Avenue NE (from NE 12th Street to the SR 520 bridge/interchange), which requires additional lanes for turning at intersections. Along collectors, parking is discouraged and the rights-of-way should not be improved for parking except in designated areas. Street rights-of-way in neighborhood areas and private lanes have historically been used to supplement on-site parking. Where practicable, these uses should be minimized and new construction and major remodeling should make provisions for the on-site parking of cars. All parking for recreational vehicles and boats should be screened from the public right-of-way, and parking in front yard setbacks should be minimized and screened. The number and width of driveways and private lanes accessing arterial streets should be minimized to reduce potential traffic conflicts and to retain the continuity of landscape.~~

Street Landscaping

Planting strips between a sidewalk and the street should be planted with trees and shrubs from the City's Preferred Landscaping List of Suitable Tree Species List. ~~Grass within street rights-of-way should be limited to those areas noted on the Medina Landscape Plan.~~ Rocks and other barriers shall not be placed within the planting strip without consulting the Public Works Department and obtaining a permit . In historical view corridors, view preservation should be maintained by the selection of appropriate species, and periodic trimming and limb

removal of such species. Views which are framed by vegetation or interrupted periodically by trees located along property lines are preferable and more consistent with the City's character than views maintained by clear cutting or topping. If the desire is to preserve or augment views, limb removal and pruning should be employed rather than topping. ~~Consideration should also be given to the removal of taller trees and replacement with shorter species (see Preferred Landscaping Species List) rather than repeated topping.~~

A number of existing streets have drainage ditches adjacent to the roadway. As adjacent properties are developed, or redeveloped, and/or as street improvements are made, the City may require these drainage ways to be placed in pipes and filled, or otherwise improved, and landscaped to City standards. Any resulting area should be landscaped to screen properties from the street. Where natural drainage courses exist, provision should be made to preserve adjacent natural vegetation. ~~The impact of SR-520 on adjacent public and residential properties should also be minimized by landscaping the highway corridor, including the Park & Ride lot, in a manner consistent with the Medina Landscape Plan.~~ Additionally, such landscaping that may impair the visibility of pedestrians, cyclists, and/or vehicles should be discouraged. Property owners are required to maintain the rights-of-way landscaping adjacent to their property including mowing, weeding, removing leaves from storm drains, snow removal and preserving safe sight lines and access.

Public Community Spaces

The City's large open parks, natural spaces, Fairweather Nature Preserve, Medina Park, and the Overlake Golf & Country Club, green spaces, its small town businesses, schools, church, and other amenities are defining elements of Medina's community character. ~~Medina Beach Park, the two schools, and St. Thomas Church and School also contribute to the City's neighborhood character.~~

The distinctive landscaping along the perimeter of the golf course at Overlake Golf and Country Club is an important visual feature long identified with Medina. In particular, the long stand of poplar trees along 84th Avenue NE has become a historic visual landmark and is the first thing one sees when entering the City. It is the intent of the City to ~~maintain this landmark. As the existing poplars reach the end of their useful life they will need to be replaced with a species that is visually similar, since poplars are not on the Preferred Landscaping Species List. The City is working with the Country Club to secure a landscaping plan that maintains the integrity of this historic visual feature.~~ preserve this landmark.

~~Fairweather Nature Preserve and Medina Park both~~ Many of Medina's parks have a significant area that has been left in a natural state. Fairweather Park and Nature Preserve has a dense stand of trees and understory, and Medina Park has a large wetland. Non-native landscaping has been minimized in both parks, with the exception of a landscaped portion of Medina Park at the corner of NE 12th Street and 82nd Avenue NE. The natural areas and wildlife of these parks should be left undisturbed. If some maintenance activity is required due to severe winds or other destructive forces, these areas should be restored with

_native species. Landscaping in other areas of these parks should be consistent with the overall natural setting found in the parks.

City Hall and Medina Beach Park are located on the site of the former ferry terminal that connected Medina with Seattle. Landscaping in the park has been primarily hedges along the parking area and north property line and maintenance of a number of shade trees. These grounds are used extensively by City residents during the summer months, so landscaping must leave much of the park open. A long-term landscaping ~~and~~, maintenance, ~~and~~ clearing plan should be developed to maintain this historic site in a manner that is consistent with and enhances public use.

City character is enhanced by several unopened rights of way, creating pathways that allow for community interaction.

GOALS

CD-G1 ~~To retain~~Retain Medina’s distinctive and informal neighborhood development pattern.

CD-G2 ~~To maintain~~Maintain the informal, natural appearance and safety of the Medina’s street rights-of-way and public areas.

CD-G3 The historic landscaping along the perimeter of the golf course is a distinctive part of Medina's character and should be retained and/or replaced in the future with an appropriate selection of trees. Equally as important with this perimeter area is maintaining view corridors into the golf course which contributes a sense of added open space in the heart of the community.

POLICIES

Citywide Character

CD-P1 ~~The~~Preserve and enhance trees as a component of Medina’s distinctive sylvan character.

CD-P2 Foster and value the preservation of open space and trails as integral elements to the City ~~shall~~.

CD-P3 Create a safe, attractive, and connected pedestrian environment for all ages and abilities throughout the city.

CD-P4 Support the efforts of individual neighborhoods to maintain and enhance their character and appearance.

CD-P5 Preserve unopened rights of way as integral elements to the City.

CD-P6 Encourage infill and redevelopment in a manner that is compatible with the existing neighborhood scale.

Street Corridors

CD-P7 Maintain and implement the Street Design Standards and the Landscaping Plan, including landscaping of arterial street rights-of-way.

~~CD-P2~~ ~~The City should refine~~CD-P8 Refine and update the Street Design Standards and Landscaping Plan as needed based on community input.

~~CD-P3~~P9 The City's design objective is to maintain the City's natural, ~~low~~lower- density, and informal appearance. Medina's highly visible streets as identified in the Landscaping Plan should be heavily landscaped with native trees and shrubs ~~arranged in an informal manner. Fences should be screened with vegetation so they are not generally visible from the street. The historic landscaping along the perimeter of the golf course is an iconic part of Medina's character and should be retained and/or replaced in the future with an appropriate selection of trees. Equally as important with this perimeter area is maintaining view corridors into the golf course which contributes a sense of added open space in the heart of the community.~~arranged in an informal manner.

~~CD-P4~~P10 Special design and landscaping consideration should be given to the entry points to the City.

~~CD-P5~~ ~~Residents are urged to~~CD-P11 Consider alternative street and sidewalk designs that enhance walkability, and minimize environmental impacts, including permeable surfaces where feasible and appropriate.

CD-P12 Consider opportunities for adding street lighting in areas that are supported by the surrounding neighborhood which where feasible should be Dark Sky-compliant and shielded from shining into nearby residential windows.

CD-P13 Maintain and implement street designs that enable effective traffic calming throughout the city.

Open Space

CD-P14 Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, and other significant properties that provide public benefit.

CD-P15 Utilize landscape buffers between different uses to provide natural transition, noise reduction, and delineation of space.

CD-P16 Encourage community activities in public places, such as parks and public buildings. Support public art installations where appropriate.

CD-P17 Where appropriate and feasible, provide landscaping, seating, Dark Sky compliant lighting, and other amenities for sidewalks, walkways, and trails.

Vegetation and Landscaping

- CD-P18 Residents ~~should~~ consult with the City and with their neighbors on both removal and replacement of trees and tree groupings to help to protect views and to prevent potential problems (e.g., removal of an important tree or planting a living fence).
- CD-P~~6~~P19 Clear cutting ~~should~~ is not ~~be~~ permitted ~~on~~ unless approved through a City issued tree removal permit.
- CD-P20 Preserve vegetation with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.
- CD-P21 Promote water conservation in landscape and irrigation system designs.
- CD-P22 Use Low Impact Development techniques, unless determined to be unfeasible, within the rights-of-way.
- CD-P23 Minimize the removal of existing vegetation when improving streets or developing property unless hazardous or arborist recommended.
- CD-P24 Encourage and protect systems of green infrastructure, such as urban forests, native bio-diversity, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience to climate change impacts.
- CD-P25 Encourage concentrated seasonal planting in highly visible, public, and semi-public areas.
- CD-P26 Encourage vegetation and landscaping that screens the view and sight-lines of houses from adjoining residential properties, with an emphasis on preserving privacy of adjoining residential properties and reducing visual and sound impacts.
- CD-P27 Consider creating a voluntary program to inventory the City's trees in order to measure existing tree canopy and track canopy loss or growth.
- CD-P28 Eradicate invasive species such as English Ivy to prevent trees from being girdled.

Historic Preservation

- CD-P28 Consider creating a voluntary program to inventory the city's historic resources prior to ~~development~~ redevelopment.

CD-P29 Consider the designation of historic and iconic landmark sites and structures to recognize their part in Medina’s history.

CD-P30 Preserve the commercial district of the Post Office and Green Store.

DRAFT

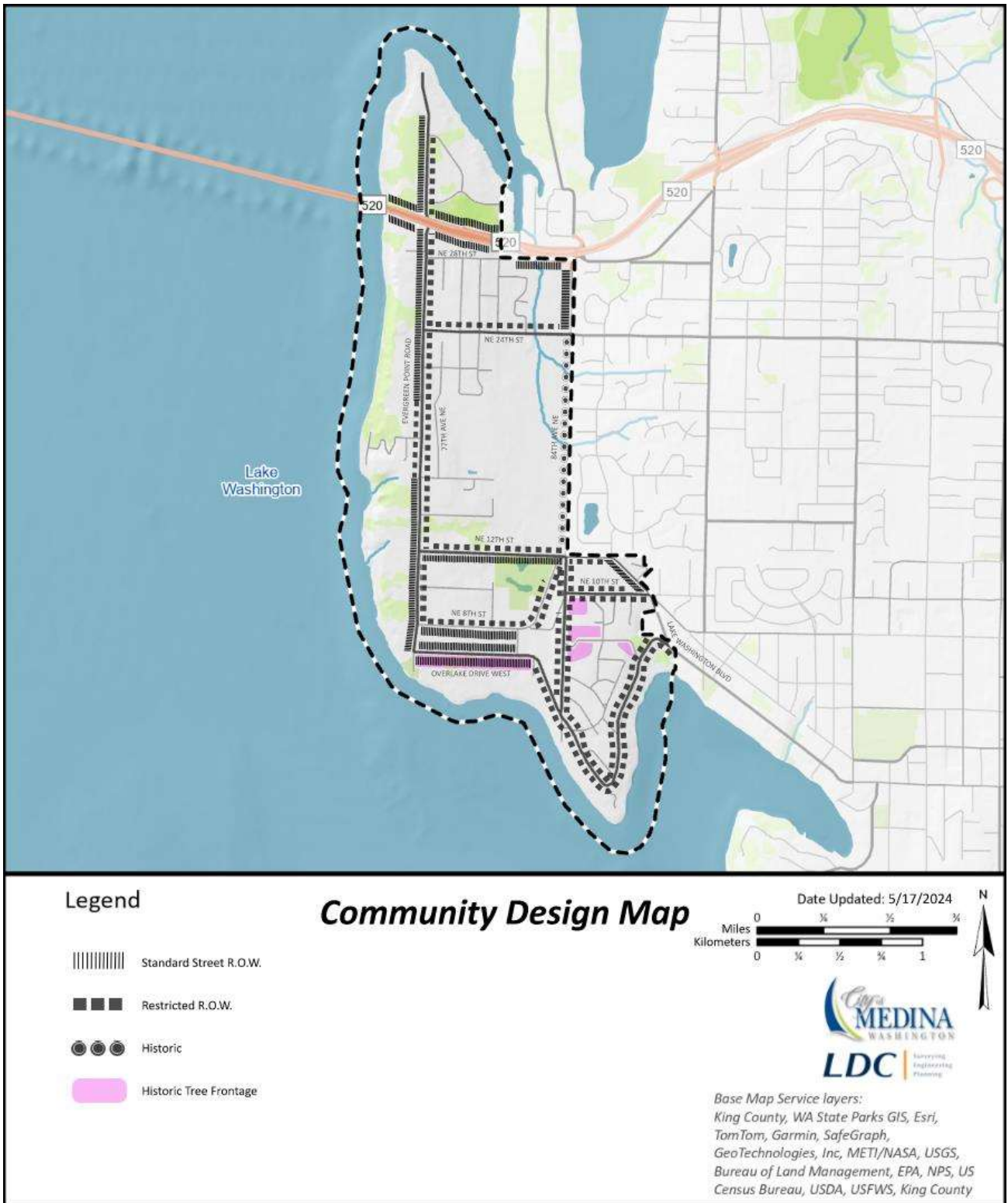


Figure 6 - Community Design Map

Community Design Standards				
<u>Standard Designation</u>	<u>Situation</u>	<u>Landscape Requirements</u>		
		<u>Trees</u>	<u>Shrubs</u>	<u>Groundcover</u>
<u>Standard Street ROW</u>	<u>Standard ROW</u>	<u>List A</u>	<u>List C1</u>	<u>List C2</u>
-	<u>15' Front Yard</u>	<u>List A</u>	<u>List C1</u>	<u>NA</u>
<u>Restricted ROW (Due to Wires, views, etc.)</u>	<u>Standard ROW</u>	<u>List B</u>	<u>List C1</u>	<u>List C2</u>
-	<u>15' Front Yard</u>	<u>List A</u>	<u>List C1</u>	<u>NA</u>
<u>Historic</u>	<u>Golf Course Frontage</u>	<u>Maintain Historic Hawthorn/Poplars</u>	<u>List C1</u>	<u>List C2</u>
<u>Historic Tree Frontage</u>	<u>Historic Tree Frontage</u>	<u>Retain, restore with improved species. Obtain easement to retain Obtain easement over 15' of front yard to retain trees.</u>		

Table 1 - Community Design Standards

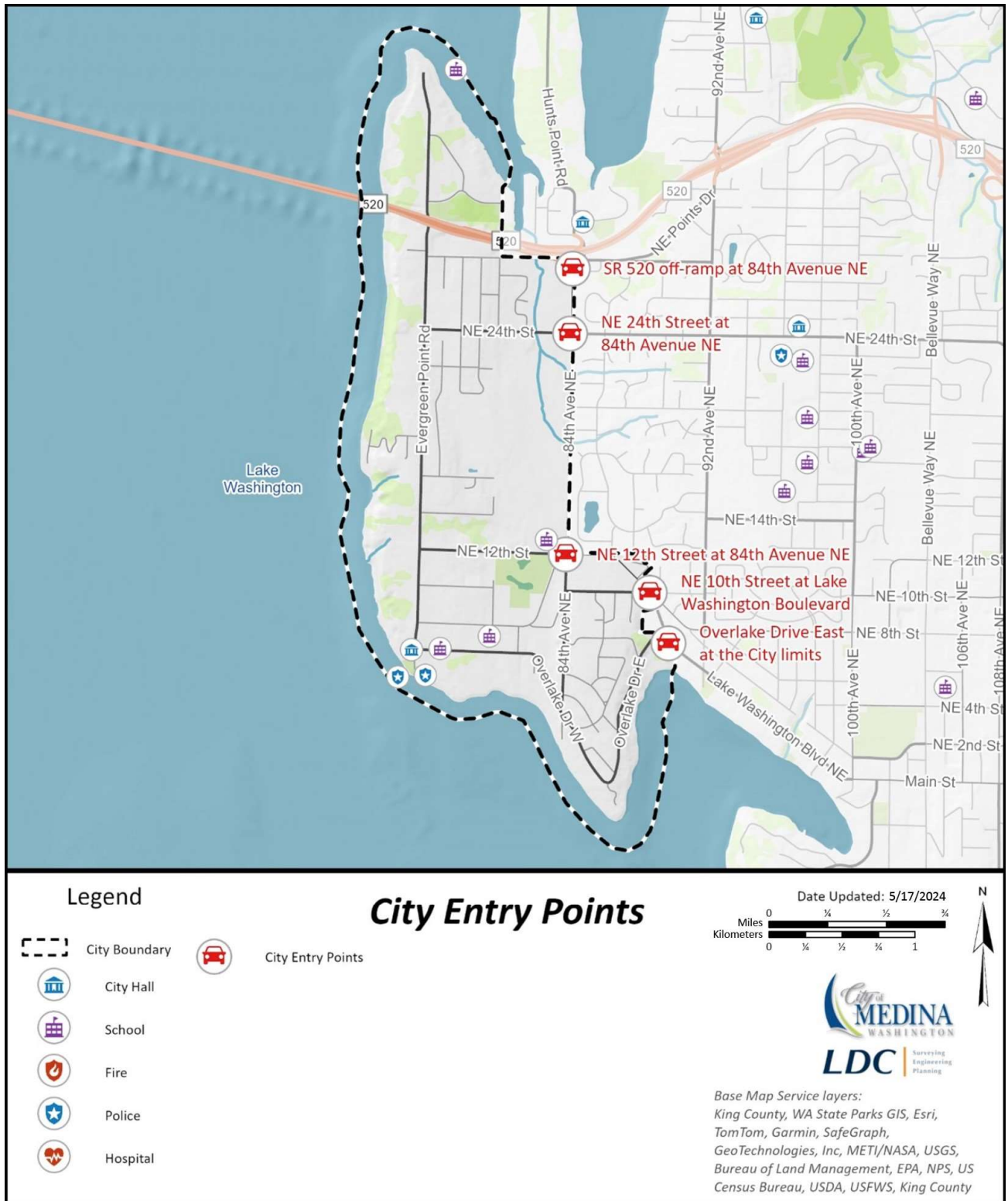


Figure 7 - City Entry Points

4. HOUSING ELEMENT

INTRODUCTION

~~The Growth Management Act (GMA) requires a housing element that ensures Medina's Housing Element describes the community's vision for ensuring the vitality and character of established its neighborhoods. This element includes:~~

- ~~1. An while meeting the goals and requirements of The Growth Management Act (GMA) and King County's Countywide Planning Policies (CPPs). The GMA requires local Housing Elements to include an inventory and analysis of existing and projected housing needs;~~
- ~~2. A statement of goals, policies and objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single family residences;~~
- ~~3. Identification of sufficient land for housing, including, but not limited to, government assisted housing, housing for low income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and~~
- ~~4. Adequate provisions for existing and projected needs of for all economic segments of the community.~~

~~In addition, King County countywide planning policies (CPP) require that each jurisdiction take actions that will collectively meet the expected growth in, and make housing available to, all economic segments of. The following reports are Medina's Housing Needs Assessment (HNA) is an addendums to the county population. Medina's ability to participate at this level is limited by a lack of available and suitable building sites and the realities of the real estate market Housing Element.:~~

- ~~• Housing Needs Assessment (HNA)~~
- ~~• Land Capacity Analysis (LCA)~~
- ~~• Racially Disparate Impacts Analysis (RDI)~~

Commented [DJ1]: Revised for 10/09 PC hearing

~~However, Through its adopted plans and policies, the city pursues opportunities to do the following:~~

- ~~• Preserve the City participates in region wide planning efforts to address quiet, sylvan neighborhood character.~~
- ~~• Encourage residential development compatible in scale with the surrounding housing.~~
- ~~• Promote and encourage green building practices and tree preservation.~~
- ~~• Encourage affordable housing and homelessness through ARCH, A Regional Coalition options for a cross section of the community.~~

~~This Housing Element works in conjunction with land use, transportation, capital facilities,~~

and utilities elements in this Comprehensive Plan. For instance, the infrastructure and services required for housing are described ~~further below~~ in the Capital Facilities and Utilities Elements. Consideration of denser housing along transit corridors supports the city's transportation objectives. A full understanding of Medina's housing goals and policies should include an examination of these other Comprehensive Plan elements.

EXISTING CONDITIONS

While Medina is an incorporated city, its character and function are more like that of a mature residential neighborhood ~~within a larger community~~. According to the ~~2010~~2021 U.S. Census of Population and Housing, there are 1,162,113 total housing units in the City. Housing units are in the form of detached ~~single-family residential~~ units on individual lots. There are no multiple-family structures and current zoning does not allow such development, ~~although ADUs and DADUs are permitted~~. Medina is an established residential community that abuts ~~single-family residential~~ areas of Hunts Point, Clyde Hill, and Bellevue. ~~As of 2021, 81.5% of housing units in Medina maintains a high percentage of were owner-occupied units (, down from 89.1%) and a% in 2015. The vacancy rate of 8.7 percent. Since 2000, the percentage of owner-occupied units has decreased from 98.7 percent, while the vacancy rate has increased in 2021 was 5.3%, down from 4.6 percent. Medina's 8.7% in 2015. Medina's development pattern is consistent with that of neighboring communities.~~

Table 21. Medina Housing Statistics

Housing Measure	Value Units	Percent
Housing Total housing units	1,162,113	100%
Vacant housing units	101 (8.7%)59	5.3%
Occupied housing units (households)	1,061,054	94.7%
- Owner occupied	945 (89.1%)859	81.5%*
- Renter occupied	116 (10.9%)195	18.5%*

Persons per household	2.80
Persons per household	2.8

*Represented percentage of the total occupied housing units
 Source: 2010/2021 U.S. Census

PROJECTED HOUSING NEEDS

According to PSRC’s 2013 Land Use Targets dataset, Medina is expected to accommodate 81 additional households by the year 2035.

Given the projected population increase of 46 persons, this increase in households would occur through a gradual reduction of the current average household size from 2.80 persons per household to 2.64 persons per household, which is consistent with anticipated demographic changes (see discussion of Future Growth Issues in Land Use Element).

The adopted growth target for Medina is an additional 27 housing units by the year 2035. Therefore, the majority of the projected additional households would be accommodated through existing housing stock, increasing Medina’s occupancy rate to approximately 96 percent by the year 2035.

For a thorough study of Medina’s existing and projected housing needs, including housing affordable across a range of income levels, please refer to the *East King County Housing Analysis* (ARCH 2013).

HOUSING PLAN

Although the number of total housing units in Medina has decreased since the last Comprehensive Plan update, the number of larger households has increased. Larger households, composed of 4-or-more people, make up the greatest proportion of Medina’s households, followed by 2-person households, 1-person households, and finally 3-person households (Table 2). When the occupancy is separated into homeowners and renters (Table 3), 2-person households make up the largest proportion of owner-occupied units, followed by 4-or-more person households. 4-or-more person households make up the largest proportion of renter-occupied households, followed by 1-person households.

Table 2. Medina Household Size

Household Size	Units	Percent
1-person	178	17%
2-person	374	35.5%
3-person	96	9%
4-or-more people	406	38.5%

Total Occupied Households	1,054	100%
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Source: 2021 U.S. Census

Table 3. Medina Household Size by Occupancy Type

Household Size	Owner	Percent*	Renter	Percent*
1-person	126	14.7%	52	26.7%
2-person	339	39.5%	35	17.9%
3-person	78	9.1%	18	9.2%
4-or-more people	316	36.8%	90	46.2%
Total Households	859	100%	195	100%

*Ratios have been rounded to their nearest tenth place

Source: 2021 U.S. Census

This larger household size correlates with more children living in the city. Nearly half of households in Medina have children and of those households, 74% are between the age of 6 to 17 years. In general, Medina has a higher percentage of children under the age of 18 than both King County and the state of Washington. This, along with the general population increase in the surrounding jurisdictions, could be a factor in the uptick of bike and park usage that has been noted over the past few years.

Consistent with regional and national trends, the proportion of Medina’s population over the age of 65 continues to increase. Residents 65 and older account for 19% of Medina’s population, with 39% of those seniors being over the age of 75. Approximately one-third of households have one or more people 65 years of age or older and of those, 10.6% are living alone. As a historically residential city, it is this aging population that are most at risk for displacement. Rising property taxes, limited public transportation, and increased cost of home maintenance against the backdrop of often fixed incomes are beyond the city’s control; however, the city can encourage development of affordable housing (see Affordable Housing section of this Element) through varied mechanisms which could include reduced permit fees.

HOUSING TARGETS

A housing target, as defined in the GMA, is based on regional forecasts and allocations in Puget Sound Regional Council’s (PSRC) VISION 2050 and sets the minimum expectation for the amount of housing that Medina will need to plan for in the Comprehensive Plan Update for 2024. The City of Medina has a 2019-2044 housing unit target of 19 units as adopted in King County’s Countywide Planning Policies (CPPs); as a fully built-out community with no adjacent land to annex, Medina currently has an existing buildable net capacity of 8 units which means there is a capacity deficit of 11 units. As part of the Comprehensive Plan update, jurisdictions must demonstrate zoned or planned capacity for their growth target.

The predominant development pattern in Medina happens through redevelopment where an older home is demolished and replaced by a new one. With the 2023 passage of missing middle housing legislation (HB 1110 and HB 1337) by the Washington State Legislature, denser, neighborhood-scale housing (requiring one additional dwelling unit capacity be added to each existing residential lot) are allowed in every zoning district except for those parcels with a critical area (e.g., the Shoreline Jurisdiction, steep slopes, etc.). Although a deficit of 11 units

might initially seem to be an insurmountable goal, the city has always exceeded the growth target set by King County. The middle housing land use change will create an opportunity for Medina to meet its overall growth target through redevelopment.

AFFORDABLE HOUSING

A major challenge for all Eastside communities is to provide affordable housing opportunities for all economic segments of the community and at the same time, encourage preservation of existing housing stock. The GMA affirms the city's responsibility to meet this challenge in its goal to plan for and accommodate housing that is affordable to multiple economic segments (including emergency and permanent supportive housing), promote a variety of housing types necessary to meet statewide projections for moderate, low, very low, and extremely low-income households, and encourage the preservation of existing housing stock.

Medina has several existing mechanisms to assist in the provision of affordable housing. These ~~are as follows~~ include, but are not limited to the following:

- ~~Adult Family Homes~~ Special Housing Needs such as foster homes, adult daycares, permanent supportive housing, and transitional housing are all permitted within ~~existing households as a home occupation~~ the City. This provides housing opportunities for a segment of the population that often has difficulty obtaining reasonably priced, quality housing.
- Current regulations allow domestic employees to reside in separate units on the properties where they work.
- Additional ~~detached units~~ construction of ADUs and DADUs are allowed ~~to be constructed~~ on properties where there is sufficient lot size to meet the underlying, minimum zoning.
- ~~Accessory dwelling units~~ ADUs are permitted in all residential zoning districts subject to the requirements of the Medina Municipal Code.
- ~~The City makes contributions~~ Contributions to ARCH (A Regional Coalition for Housing (ARCH), to support regional affordable housing. ARCH staff advises the City on addressing existing and projected housing needs, and administers Medina's affordable housing programs. The ARCH trust fund helps create affordable housing for low- and very low-income households and people who have special needs or are homeless.

~~Beyond these mechanisms, the City may actively explore other reasonable means to address affordable housing issues. One consideration is to broaden the definition of accessory dwelling units to allow them to be built as separate structures on the same lot, but subject to other existing requirements. This would allow a measure of affordability without significantly changing the City's character, provided that other existing requirements of MMC Section 23.34.020 are met.~~

Commented [CO2]: 10/03 Pre-Hearing Open House: Public comment requested Planning Commission consider removing this statement. Had concerns of how language communicates City's attitude towards these workers.

Medina is part of the U.S. Department of Housing and Urban Development’s (HUD) Seattle-Bellevue Metro Area, which includes all of King County. In 2021, the area median income (AMI) for the Seattle-Bellevue Metro area was \$115,700 while Medina’s median household income was over \$250,000 for owner-occupied housing units, \$160,856 for renters, and \$208,500 across all households. It is important to note that although Medina’s median household income is higher than the AMI, and therefore more households are less likely to face housing affordability challenges than the typical residents of the HUD Seattle-Bellevue Metro Area, Medina does have residents whose incomes fall below AMI.

Approximately 18.9% of all Medina households earn less than 80% of the AMI with a higher percentage of renters (33.4%) compared to homeowners (16.5%) earning less than 80% AMI. Renters, who are more likely to be families with children, tend to spend a greater proportion of their income on housing compared to homeowners. More homeowners are persons on fixed incomes, including elderly residents.

Policy H-1 of the 2022 CPPs establishes a countywide need for housing in 2044 by percentage of AMI. Table 4 demonstrates the allocation of projected housing units by income level, as established by the CPP’s. To meet the 19 new housing units, King County has allocated 8 units between 0-30% AMI, 3 units between 31-50% AMI, and 8 units between 51-80% AMI; Medina has also been allocated 4 emergency housing¹ units, which are not included in its housing target of 19. Medina has an abundance of housing units affordable to an AMI of 81% and greater which is why there are no units allocated in those AMI brackets. This is not to indicate that market rate housing cannot be built, but rather that Medina will endeavor to plan for and accommodate in a manner that seeks to increase housing choice. Success will primarily be defined by whether Medina has adopted and implemented policies and plan(s) that, taken together and in light of available resources, can reasonably be expected to support and enable the production or preservation of units needed at each affordability level.

Table 4. Allocation of Projected Housing Units by Income Level

<u>Percentage of Area Median Income (AMI)</u>	<u>Housing Units</u>
0-30%	8
31-50%	3
51-80%	8
81-100%	0
101-120%	0
Above 120%	0

Source: King County Countywide Planning Policies, 2022

Jurisdictions are also required to plan for and accommodate emergency housing and permanent supportive housing. King County has allocated 3 permanent supportive housing units and 4 emergency housing units to Medina. Table 5 shows the 2044 projected housing units that include emergency housing and permanent supportive housing units.

¹ See Appendix A for definition of “Emergency Housing”

Table 5. Allocation of Projected Housing Units Including Permanent Supportive and Emergency Housing for Medina, WA

Total	0 to <30%		>30 to <50% AMI	>50 to <80% AMI	>80 to <100% AMI	>100 to <120% AMI	>120% AMI	Emergency Housing Needs
	Non-PSH*	PSH						
Net New Need 2019-2044	5	3	3	8	=	=	=	4

*Permanent Supportive Housing

Source: King County Countywide Planning Policies, 2022

GOALS

H-G1 ~~The City shall preserve~~ Preserve and foster housing the development consistent with a variety of housing types, sizes, and densities to accommodate the diverse needs of all members of the community while maintaining Medina’s high-quality residential setting.

~~H-G2 The City shall explore affordable housing opportunities.~~

POLICIES

~~H-P1 The City shall minimize changes to existing zoning designations except as to meet above goals when deemed necessary by citizens.~~

~~H-P2 The City shall consider ways to restrict~~ H-P1 Ensure new development is consistent with citywide goals and policies, including but not limited to sustainable site standards, landscaping and tree retention requirements, and diversity of housing options all while maintaining a quiet, safe, and livable city.

H-P2 Maintain the informal, sylvan residential character of neighborhoods. Encourage residential site development and redevelopment to plan for the retention or preservation of existing trees.

H-P3 Through the use of appropriate incentives, support and encourage appropriate ways to meet Medina’s housing needs, including a need for a variety of household sizes, incomes, and types.

H-P4 Promote fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

H-P5 Craft regulations and procedures to provide a high degree of certainty and predictability to applicants and the community-at-large to minimize unnecessary time delays in the review of permit applications, while still maintaining opportunities for public involvement and review.

H-P6 Restrict the size of and scale of new and remodeled homes in order to

retain the ~~character of the community.~~

~~H-P3 The City shall seek to maintain the informal single family~~informal, sylvan
character of its neighborhoods, including preventing the intrusion of non-
residential activities.

~~H-P4 When a home is constructed such that it may potentially have no feasible resale
market as a single family residence, the owners should be aware that this would
not set the stage for a future conversion to a nonresidential use.~~

~~H-P5 The City should work with cities and the community representatives on
countywide or subregional funding sources for housing development,
preservation, and related services.~~

~~H-P6 The City should continue~~H-P7 Encourage Dark Sky lighting within the
community.

~~H-P8 Support and promote the development of accessory dwelling units
(ADUs/DADUs) and moderate density housing within new and existing
residential developments to increase housing options and availability within
Medina to create affordable housing.~~

~~H-P9 Continue participation in regional and inter-jurisdictional organizations, such
as King County, A Regional Coalition for Housing (ARCH), and other Eastside
jurisdictions to assess the need for and to assist in the provision of affordable
housing on the Eastside.~~

~~H-P7 The City shall continue~~H-P10 Continue to make contributions to
agencies that support affordable housing.

~~H-P8 The City shall explore additional~~H-P11 Encourage Plan for and
accommodate the construction of housing types that are available to
extremely low, very low, low, and moderate income households.

~~H-P12 Encourage affordable housing options that are compatible with the City's
high-quality residential setting, including the preservation and rehabilitation
of older housing stock to create affordable housing.~~

~~H-P9 The City shall not discriminate between a residential structure occupied by
persons~~P13 Continue to work with handicaps cities and a similar residential
structure occupied by a family or other unrelated individuals.

~~H-P10 The City shall assure that zoning does not unduly restrict group homes or
other community representatives on countywide, subregional, state, and
federal funding sources for housing options for persons with special needs by
making reasonable accommodations in its rules, policies, practices, and
development, preservation, and related services, when such accommodations
may be necessary, to afford persons with disabilities equal opportunity to use
or enjoy a dwelling.~~

~~H-P11 The City shall permit group living situations that meet the definition of
"family status", including where residents receive such supportive services as
counseling, foster care, or medical supervision, within a single family house.~~

Commented [DJ3]: Commerce, 08/01/2024, Comment 2.b
KCAHC, 09/05/2024, Recommendation 2

The City should assume ADUs will only be affordable to households making more than 80% AMI unless additional market analysis or subsidies/incentives are provided to support the affordable development of ADUs.

Commerce, 08/01/2024, Comment 2.a
PSRC, 07/18/2024, Page 3

The City should revise or add a Housing Element policy "for the preservation, improvement, and development of... moderate density housing" consistent with RCW 36.70A.070(2)(b).

Commented [DJ4R3]: Revised for the 9/24 PC meeting
Revision addresses both ADU affordability change and moderate density housing

Commented [DJ5]: KCAHC, 09/05/2024,
Recommendation 1

The City should "include a policy that clearly states its intent to plan for and accommodate its allocated share of countywide future housing needs for moderate-, low-, very low-, and extremely low-income households." This is consistent with the requirements of the GMA as revised by HB 1220.

KCAHC, 09/05/2024, Recommendation 3

The City should include the income category "extremely low-income households" in H-P11.

Commented [DJ6R5]: Revised for 9/24 PC meeting

Commented [DJ7R5]: 10/9 PC meeting;
Revise "Plan for and encourage" to "Plan for and accommodate"

- ~~H-P12~~ ~~To reduce~~ H-P14 Limit short-term rentals as they can limit the availability of housing for full-time residents.
- H-P15 Consider incentives that will encourage the ~~loss~~ construction of ~~households~~, more affordable housing.
- H-P16 Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations.
- H-P17 Provide reasonable accommodation for special housing needs throughout the ~~City should discourage lot aggregation that~~ city, while protecting residential neighborhoods from potential adverse impacts.
- H-P18 Encourage a range of housing types for seniors that are affordable at a variety of incomes.
- H-P19 Encourage and support accessible design and housing strategies that provide seniors the ~~scale and character of the neighborhood~~ opportunity to remain in their own community as their housing needs change.

5. TRANSPORTATION & CIRCULATION ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires jurisdictions to demonstrate the availability of transportation facilities needed to accommodate the growth in traffic over the next twenty years. King County countywide planning policies (CPP) ~~direct jurisdictions to develop a balanced transportation system as well as coordinated financing strategies and a land use plan to implement regional mobility in support of the Vision 2040 regional growth strategy related to~~ transportation intend to address three overarching goals: supporting growth by focusing on serving the region with a transportation system that furthers the Regional Growth Strategy; focusing on mobility by addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond, and; maintaining system operations by encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability. Since Medina is landlocked and expects minimal population growth in the foreseeable future, transportation issues are largely concerned with the maintenance and function of the existing street system and the impacts to this system from decisions made by larger land uses within as well as outside of the City.

EXISTING CONDITIONS

Medina's street pattern has developed as an extension of the original City plat, which was laid out as a basic grid. The exception to this pattern is the Medina Heights neighborhood, which has been subdivided such that the streets are more curvilinear and tend to follow the prevailing topography. Nearly all streets in Medina are two lanes with one lane in each direction, with one exception. Provisions for cyclists and pedestrians are made on some collector streets. Private lanes have also been developed and continue to be maintained through private means and/or civil agreements. Regionally oriented transportation facilities consist of a state highway (SR 520), a Washington State Department of Transportation (WSDOT) bridge maintenance facility, and a Park & Ride lot. SR 520 passes through Medina and connects the eastside communities with Seattle via the Evergreen Point Floating Bridge. There is an ~~east-bound~~eastbound off-ramp exiting SR 520 at the north end of 84th Avenue NE along with a ~~west-bound~~westbound on-ramp. A Park & Ride lot is located on the Evergreen Point Road lid, and provides pedestrian access to two public transit stops located in the median of SR 520.

Issues relevant to transportation in Medina primarily concern road surface maintenance, storm drainage, ~~and sidewalks,~~sidewalks, and WSDOT's maintenance of the on-ramp to SR 520. Eastbound adjacent to the Evergreen Point Road lid, Traffic volumes are expected to remain relatively constant considering Medina is fully developed and no substantive population increases are expected. There are no current plans or needs for new road construction.

Regional Transportation Facilities

The SR 520 corridor has recently been reconstructed to address regional increased traffic and transit demand. The updated corridor includes a number of design features intended to minimize and mitigate the significant adverse impacts on the surrounding residential uses, public facilities

(e.g., Fairweather Nature Preserve and the ~~Bellevue Christian~~ Three Points Elementary School), and the environment. ~~These impacts include excessive noise, water and air pollution, and The SR 520 also now provides improved traffic conditions between Seattle and the unsightly appearance east side of the SR 520 corridor~~ County, and provides pedestrian and bicycle regional connectivity that runs through Medina and along the Park & Ride lot, which was unscreened. During periods of heavy rain, unfiltered drainage from the roadway produced an oil sheen on Fairweather Bay SR 520 bridge.

Street Classification

Streets in Medina are classified on a three-tiered hierarchy developed by the Federal Highway Administration. The hierarchy reflects their functional characteristics (See Figure 7). They are described below in descending order.

Minor Arterial

- Interconnects and augments the Urban Principal Arterial system providing service to trips of moderate length at a somewhat lower level of travel mobility than a Principal Arterial.
- Distributes travel to geographic areas smaller than those identified with the higher level system(s).
- Contains facilities which place more emphasis on land access than the higher level systems(s) and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.
- Provides urban connections to rural collector roads.

The spacing of Minor Arterial streets may vary from 1/8 to 1/2 mile in the central business district and 2 to 3 miles in the suburban fringes. The only street in this category is 84th Avenue NE between NE 12th Street and NE 28th Street. This street is ~~utilized by Clyde Hill, Medina, and Bellevue residents to access SR 520 and as a route into~~ major pathway for traffic between downtown Bellevue, and 520 to and from Seattle.

Collector

- Provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.
- Differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination.
- Collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

This category includes the following streets:

- Evergreen Point Road between Overlake Drive West and 78th Place NE,
- Overlake Drive between Evergreen Point Road and Lake Washington Boulevard.
- NE 12th Street between Evergreen Point Road and Lake Washington Boulevard,
- NE 24th Street between Evergreen Point Road and 84th Avenue NE, and
- Lake Washington Boulevard between NE 12th Street and the Medina city limit near 851 Lake Washington Boulevard.

Local Access

- Provides direct access to abutting land and access to higher order systems.
- Offers the lowest level of mobility and usually contains no bus routes.
- Service ~~to~~ through traffic movement usually is deliberately discouraged.

This category includes all those City of Medina streets that do not fall into the previous two categories.

Level of Service

Level of service (LOS) is generally defined as the ability of a roadway or intersection to carry the volume of traffic. LOS is typically measured using a six-tiered rating system that can be found in the *Highway Capacity Manual*. This system is used in the ~~2011~~2022 King County Regional Transportation Plan, and its use provides a level of consistency between adjacent communities and the County.

At the high end of the scale is an LOS of 'A,' where motorists experience a high level of freedom of operation and there is seldom more than one vehicle waiting at an intersection. The low end of the scale is an LOS of 'F,' which represents a forced flow of traffic and indicates a failure of the roadway or intersection to accommodate traffic volumes. The LOS ratings between 'A' and 'F' represent increasing degrees of traffic volumes relative to roadway configuration and waiting times at intersections. LOS ratings of 'D' and above indicate that there is reserve capacity on a roadway or at an intersection. For purposes of this Plan, the City adopts an LOS rating of 'C' for its arterials and an LOS rating of 'D' for intersections.

Adjacent cities employ criteria nearly identical to Medina's for LOS standards.

The Puget Sound Regional Council Executive Board has adopted level of service (LOS) standards for regionally significant state highways in the central Puget Sound region. Under these standards, SR 520 is classified as a Teir 1 regionally significant highway. For the purposes of this Plan, the City adopts an LOS rating of 'E/mitigated' for SR 520 meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS 'E'.

Medina residents currently enjoy relatively little traffic on internal streets due to the City's location, configuration, and land use mix. There are no east-west streets that offer through-routes for regional traffic except for SR 520. Since there is direct connection off of SR 520 to the internal street grid, there are ~~no substantive~~few impacts on neighborhood streets from motorists seeking alternative routes, though Medina residents have experienced increased traffic associated with motorists from other neighboring communities navigating through Medina's internal street grid to access SR 520 and avoid more congested areas to access the highway elsewhere.

The average weekday traffic volumes for the four most traveled streets in Medina are estimated based on the *Institute of Traffic Engineers Trip Generation Tables* since there are no traffic counts on record for internal City streets. They are as follows (Table 3):

Commented [DJ1]: PSRC, 07/18/2024, Page 4

PSRC stated "Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plans."

The PSRC website provides the following background for adopting LOS for regional facilities:

"While state law clearly exempts highways of statewide significance (HSS) routes from local concurrency regulation, it is not clear whether GMA applies concurrency to state-owned facilities that are not of statewide significance. These regionally significant state highways must be addressed in local comprehensive plans, have LOS standards set regionally, but the law is silent in terms of including or exempting them from local concurrency rules. Therefore, each local jurisdiction, with assistance from its legal staff, will decide how to respond to the regional standards. If the regional LOS standard is already compatible with the local standard previously set, then the local jurisdiction may decide to do nothing other than acknowledge the regional LOS standard in its comprehensive plan. Other options for local jurisdictions include amending its existing concurrency program to reflect the newly established regional LOS standard, modifying its local concurrency program to make it more flexible with regard to regionally significant state highways, or removing the state highway from the local concurrency program."

Commented [DJ2R1]: Revised for the 9/24 PC meeting

Table 3. Average Weekday Traffic Volumes

Average Weekday Traffic Volumes	
Road	Average Vehicles per day
Evergreen Point Road	976-2,466
NE 24th Street	2,402
NE 12th Street	2,402
Lake Washington Boulevard	7,791

Major trip generators in Medina include the Overlake Golf & Country Club, Medina Elementary School, ~~Bellevue Christian~~ Three Points Elementary School, St. Thomas School, the Wells-Medina Nursery, and traffic related to personal services or special events for, and at, individual residences. Funerals, weddings, and church functions at the St. Thomas Church, (located on the corner of NE 12th Street and 84th Avenue NE,) affect the area within a radius of about three blocks. These occur during the regular work week and on weekends. Traffic associated with St. Thomas School impacts the functioning of the adjacent intersection as motorists tend to queue up just past the intersection as they access the parking/pick-up area at St. Thomas Church (which serves the St. Thomas School) and then make left turns out of this area to once again pass through the intersection. This contributes to congestion at this intersection during peak travel hours. To mitigate this congestion, recent efforts have been made to queue vehicles accessing St. Thomas on the shoulder of the road along 84th Ave NE.

Many parents transport their children to and from the Medina Elementary and ~~Bellevue Christian~~ Three Points Elementary Schools and use neighborhood streets for access. Residents of the neighborhood just south of ~~Bellevue Christian~~ Three Points Elementary School have expressed concern over the number of vehicles that are using neighborhood streets to access the school. With grant funding, the City installed new sidewalks and a load/unload area in front of Medina Elementary to improve safety and reduce congestion.

Other than construction-related trips, Overlake Golf & Country Club accounts for the largest number of trips originating outside of the City. Traffic volumes fluctuate seasonally, between weekdays and weekends, and with Club-sponsored special events. The entrance to the Country Club is at the end of NE 16th Street off of Evergreen Point Road. It has been estimated that the Country Club accounts for 12% to 16% of the average daily traffic on Evergreen Point Road depending on the season.

~~Because the City is fully developed, it is unlikely that there will be a substantial increase in traffic on internal city streets due to additional residential development.~~

The traffic along 84th Avenue NE between NE 12th Street and SR 520 is likely to increase during peak hours, special events, or bad weather due to increases in some regional traffic using this route as a connection between SR 520 and downtown Bellevue. This may cause increased delays at the intersections at NE 12th Street, NE 24th Street, and Points Drive (SR 520 access). A traffic

study conducted by the City of Medina that looked at effects of the SR 520 on-ramp at 84th Avenue NE showed no significant change in traffic; the City may wish to fund a new study to understand how traffic trends are evolving in the community.

There have been several “mega-homes” built in Medina over the last 2535 years. ~~These have~~ This has increased traffic both during construction and upon completion. These larger homes tend to require ~~increased personnel~~ more staff for the daily operations ~~of the residences, and, including~~ security ~~requires numerous personnel to access the property, teams.~~ Parties, outdoor art displays, and other functions are regular occurrences. ~~This creates temporary increases~~ on these properties which create spikes in traffic flow on Medina’s neighborhood and arterial streets.

Public Transit

There is one King County Metro Transit bus route that provides direct service to City residents via 84th Avenue NE (route 271), ~~which is being replaced by a new route: route 249).~~ Figure 7 shows the location of the transit stops. Route ~~271 runs~~ 249 will run north-south along 84th Avenue NE ~~from SR 520, connecting downtown Bellevue to NE 12th Street~~ Bellevue’s Spring District Station through Beaux Arts, Medina, Clyde Hill, and ~~provides~~ south Kirkland. While route 271 provided direct access from Medina to downtown Seattle, ~~the~~ Metro Transit now urges transit riders to use route 249 and transfer to route 270 at the Yarrow Point freeway station, which similarly provides public transit into Seattle’s University District, ~~and downtown Bellevue.~~ Recognizing the value that its only regional bus route provides to the community, Medina should work to protect its limited public transportation offering from being removed or reduced in service.

The Evergreen Point Freeway Station at Evergreen Point Road and SR 520 provides direct access to ~~15~~ 12 bus routes, including ~~five~~ three Sound Transit routes and one Snohomish County Community Transit Route. The state Park & Ride, located on the Evergreen Point lid above SR 520, includes parking for approximately 50 vehicles. Both the ~~east-bound~~ eastbound and ~~west-bound~~ westbound stops are accessible from the Evergreen Point Road lid by pedestrian pathways.

As part of its Strategic Plan for Public Transportation ~~2011-2021-2031~~, King County Metro ~~developed~~ revised its service guidelines for the regional transit system. These guidelines ~~are~~ prioritize the need for transit investments based on ~~the density of jobs, crowding, reliability, and households, the relative percentages of low-income or minority residents, and the number of employment and activity centers along a given transit corridor. Transit levels of service are then defined: growth (in terms of “Service Families,” which describe the desired frequency of service during peak, off-peak, and night times: that order).~~ Route 271, ~~(and its replacing route 249),~~ which serves Medina along 84th Avenue NE, and the SR 520 corridor ~~both support~~ supports the highest level of all-day service. All but the southwestern portions of Medina are located within one-half mile of a transit stop on one of these two corridors, and all residences in the City are within five miles of the Evergreen Point Park & Ride.

Pedestrians and Bicycles

A pedestrian walkway system should be designed to provide residents with safe and convenient

access to public facilities, services, and recreational amenities. This includes getting children safely to and from schools and parks and providing good pedestrian access to transit uses at the Evergreen Point Station and along the 84th Avenue NE/NE 12th Street/Lake Washington Boulevard corridor, supporting the potential for enhancing the walkability of Medina.

Since Medina was platted with large lots and developed at a slow, incremental pace, most streets were constructed without curb, gutter or sidewalks. Although residents have embraced the informal, natural setting that these streets provide, key streets have been retrofitted with sidewalks and pathways as more homes have been built and school enrollments have increased.

Sidewalks have been installed along portions of Evergreen Point Road, 77th Avenue NE, 79th Avenue NE, 81st Avenue NE, Overlake Drive West, NE 10th Street, NE 12th Street, NE 16th Street, NE 21st Street, NE 24th Street, ~~NE 32nd Street,~~ Lake Washington Boulevard, NE 8th Street, 82nd Ave NE, 80th Ave NE, and 84th Avenue NE (see Figure 8). On all other streets, pedestrians must walk in the street or on the street shoulder.

Medina, Clyde Hill, Hunts Point, and Yarrow Point have created a walking path, referred to as the Points Loop Trail. It utilizes the asphalt-paved path that is adjacent to the SR 520 roadway, and

meanders through Medina and Clyde Hill (see Figure 8 for route through Medina). This trail has scenic and recreational attributes that, it is hoped, will be enhanced as time goes by. A key link in this route is the Points Loop Trail (formerly called the “Indian Trail”) that occupies the unopened portions of 77th Avenue NE. Future efforts to enhance connectivity between the Points Loop Trail and other regional trails should be encouraged.

Popular City cycling routes include Lake Washington Boulevard, 84th Avenue NE, Overlake Drives East and West, NE 12th Street, Evergreen Point Road, NE 24th Street, and the SR 520 pathway due to their regional connectivity and scenic qualities. The SR 520 trail features a separate regional trail owned and maintained by WSDOT, which crosses Evergreen Point Road at grade in the city of Medina. Of these Medina streets, only 84th Avenue NE features bike lanes. ~~NE 24th Street features striped wide curb lanes that function somewhat as bicycle lanes, but are not officially designated as such since they are less than the standard bicycle lane width of 5 feet.~~ Cyclists share the road with vehicles (and sometimes pedestrians) on Lake Washington Boulevard, Overlake Drives East and West, NE 12th Street, and Evergreen Point Road. ~~Lake Washington Boulevard and portions of Evergreen Point Road contain relatively wide shoulders and little or no on-street parking, making these roads safer for cycling.~~ The SR 520 floating bridge replacement features a separated bicycle path. The path connects to the Points Loop Trail and facilitates bicycle travel from Medina to Seattle and other regional trails across Lake Washington.

Cyclists share the roadway with vehicles on all other streets. Most of these streets have minimal traffic and low travel speeds ~~making them relatively safe for cyclists, providing conditions that can be appealing to cyclists who choose to ride their bicycles on the street.~~ A noticeable increase in the number of cyclists on the Medina street system is further congesting the use of these streets. The City should encourage the use of human-powered bicycles on designated biking paths. The City should encourage the riders of electric-powered bikes (“e-bikes”) to operate in a safe manner when using City streets.

Nearby Air Facilities

Nearby Seattle-Tacoma International Airport ~~provides,~~ King County International Airport – Boeing Field, and Seattle Paine Field International Airport provide air transportation for Medina residents.

Puget Sound Air Quality Attainment Zone

The City of Medina is located within the Puget Sound Air Quality Attainment Zone specified in the Washington State Clean Air Conformity Act. This Act is intended to implement the goals and requirements of the Federal Clean Air Act Amendments. Medina is committed to participating in the regional efforts to attain reduction in the criteria pollutants specified in the Act.

TRANSPORTATION AND CIRCULATION PLAN

Consistent with the ~~Growth Management Act (GMA) and the King County CPPs,~~ Medina’s transportation plan strives for a balanced transportation system coordinated with the land use plan. Since Medina is landlocked and expects minimal population growth in the foreseeable

future, the transportation plan largely concerns maintenance and function of the existing street system. The current Six-Year Capital Improvement Plan (see Appendix B) includes the Transportation Improvement Plan and identifies a list of projects the City will undertake to improve selected roadways. The improvements involve a combination of surface improvements, sidewalks, and storm drainage improvements. Subsequent improvements to Medina's streets should continue to focus on maintenance, storm drainage improvements (see Figure 11), and pedestrian improvements (see Non-Motorized Facilities below and Figure 8 for proposed improvements). All proposed improvements should incorporate recommendations in the ~~City's Landscape Plan and the Community Design Inventory~~ Community Design Element. New transportation projects, or improvements or maintenance to existing projects, undertaken by regional transportation agencies should consider and mitigate for all potential impacts to neighboring communities, including air quality, noise, odor, and glare impacts.

Public Transit

The continuation of public transportation by King County Metro Transit is essential to a balanced circulation system for the City. The Evergreen Point Park & Ride is an important transit resource and should be maintained ~~and enhanced, when possible.~~ The City will continue to encourage transit use by prioritizing those improvements that enhance multimodal access to transit facilities. The bus routes should continue to utilize arterial streets. The location of transit stops should be periodically reviewed by the City Engineer and Planner to assure consistency with street design standards.

Non-Motorized Facilities

The City's Six-Year Transportation Improvement ~~Program~~ Plan includes ~~five~~ non-motorized transportation improvements, ~~including which is updated every year and submitted to the state.~~ Improvement projects typically focus on ADA accessibility and sidewalk ~~repairs on four separate sidewalks, and a new pathway on the south side of NE 32nd Street from Evergreen Point Road on 80th Avenue NE~~ improvements.

Several other sidewalk/trail improvements may be considered to enhance pedestrian access to schools, parks, transit, recreation and fitness, community facilities, and services. creating a more "Walkable Medina."

Where sidewalks or trails are installed, they should be designed and landscaped in accordance with the ~~Landscape Plan~~ City's Community Design Element, and public input.

Signage for the Points Loop Trail ~~will~~ should be maintained and, where appropriate, enhanced to educate the public and encourage use of the trail.

Financing

The ~~Growth Management Act~~ GMA requires that transportation related provisions of the comprehensive plan address the financing of local transportation systems. Since incorporation, the City's built-out nature and stable land uses means only minimal fluctuations in population have

occurred, requiring only minor modifications to the City's transportation system. The result is that financing needs for transportation are principally for maintenance of the existing system and adding improvements when new funding opportunities arise.

The City uses Real Estate Excise Tax, Motor Fuel Tax, general revenue taxes and grants to fund maintenance activity. In ~~2014~~2023, the City collected \$1,~~213,962~~279,832 in Real Estate Excise Tax and \$~~61,882~~57,760 in Motor Fuel Tax to fund \$~~695,163~~1,270,113¹ worth of transportation system maintenance and improvement projects. The City does not anticipate a revenue shortfall in the next 20 years to fund maintenance of its road network. In the event revenues in any given year are short, the City has the options of adding new sources of revenue, increasing the amount of revenue from existing sources, or reducing or deferring proposed projects.

The City may explore a requirement for payment of traffic impact fees by new development projects, and may engage a traffic consultant or otherwise participate in a traffic study to inform the applicability and extent of imposing these fees.

GOALS

- T-G1 To maintain existing roadway surfaces.
- T-G2 To enhance and promote equitable pedestrian and bicycle access throughout the City.
- T-G3 To minimize transportation-related impacts of public facilities and uses on adjacent residential uses.
- T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.
- T-G5 To maintain and enhance equitable access to public transportation, addressing the needs of and promoting access to all members of the community regardless of socioeconomic status, mobility, or ethnicity.
- T-G6 To maintain and enhance the informal landscaped character of the City's public streets.
- T-G7 To maintain and/or improve local and regional air quality.
- T-G8 To enhance the safety and minimize the impacts of school pickups, drop-offs, and construction traffic on the transportation network.
- T-G9 To increase pedestrian safety and explore traffic calming techniques to improve safety of all community members using the transportation network.

POLICIES

- T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces and should encourage the use of bikes on bike-specific infrastructure rather than on public streets.

¹ Transportation system maintenance and improvement projects summed here include: street fund labor, operating supplies, professional services (street), storm drain maintenance, street irrigation utilities, replacement of plow truck, street overlays, storm sewer improvements, and sidewalk improvements.

- T-P2 The City should prioritize equitable pedestrian improvements that provide safe and convenient network of pedestrian access, accessible to users of all ages and abilities, throughout the City. These improvements should include, including access to and from schools, parks, transit, and community facilities.
- T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety, contributing to the state's goal of zero deaths and serious injuries, and overall encouraging physical activity.
- T-P3 The City ~~shall~~should seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable.
- T-P4 Where sidewalks, trails or pathways are installed, they ~~shall~~should be designed and landscaped in accordance with the ~~Landscape Plan~~Community Design Element, and public input in order to maintain the City's natural and informal character.
- T-P5 The City ~~shall~~should seek to maintain and enhance portions of the Points Loop Trail within the City.
- T-P6 The City ~~shall~~should implement transportation improvements as needed to maintain adopted levels of service for local streets, and to implement the priorities and policies of VISION 2050 and Medina's Comprehensive Plan, through the implementation of a Six-Year Transportation Improvement Plan- (TIP). The ~~Transportation Improvement Plan shall~~TIP should be periodically updated to reflect the current needs of the community; these needs should reflect those of the entire community, regardless of a person's socioeconomic status or those members of the community who may have been disproportionately affected by past transportation-related decisions. Prior to implementing major roadway capacity expansion projects that may be recommended in the TIP, the City should determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system.
- T-P7 The City ~~shall~~should encourage the ~~development~~maintenance of a bicycle/pedestrian path ~~in conjunction with the improvement/ expansion of to connect SR 520 and the Evergreen Point Bridge to connect to and enhance,~~ enhancing key non-motorized routes.
- T-P8 The City ~~shall~~should work with WSDOT, city residents and other groups, stakeholders, and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City ~~shall~~should seek an overall reduction of impacts, including measures such as:
- Noise reduction measures,
 - Landscaped lids and open space,
 - Landscaped buffers,
 - Protection of Fairweather Nature Preserve and Park,
 - Enhanced motorized and non-motorized local connectivity,
 - Improved safety of at-grade bicycle crossings.
 - Water and air quality improvements, and
 - Overall environmental protection.

Commented [DJ3]: PSRC, 07/18/2024, Page 5

PSRC indicated the City could better implement MPP-T-10 by including language that would "Ensure mobility choices for people with special needs" particularly elderly residents.

Commented [DJ4R3]: 9/24 PC Meeting: Requested proposed language revision to implement this comment.

Commented [DJ5R3]: Revised for 10/09 PC Hearing

- T-P9 The City ~~shall~~should continue to be involved in regional transportation discussions and coordination to increase the share of trips made countywide by modes other than driving along through a coordinated approach to regional land use planning and should focus its improvement or siting of transit stations along major corridors to support regional connection. Collaboration with the region should include consideration of freight mobility strategies that strengthen King County’s role as a major regional freight distribution hub and an international trade gateway.
- T-P10 The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles, use of electric or alternative fuel vehicles, and, at a minimum, retaining the current number of transit stops. To maintain or improve the SR 520 corridor, the City should pursue and advocate for new, innovative, sustainable funding methods, which could include: user fees, tolls, or other pricing mechanisms.
- T-P11 The City ~~shall~~should seek to maintain ~~and enhance~~access to the Park & Ride lot.
- T-P12 The City ~~shall~~should continue to work with Puget Sound Partnership, tribal governments, state, regional, and local agencies and jurisdictions, and other related entities to addressprioritize regional transit services and pedestrian safety in areas where existing densities support transit ridership, which is an inherent component to addressing and mitigating for those transportation issues affecting air quality attainment and light and noise pollution.
- T-P13 The City ~~shall~~should promote public education efforts aimed at reducing transportation related activities that increase air pollution, to include educating the community on transportation alternatives to single-occupancy vehicle travel and transportation options that use alternative fuel sources.
- T-P14 The City ~~shall~~should consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions and should also consider the need for such improvements to be accessible to all residents of the region regardless of race, social, or economic status. Harmful environmental pollutants and hazards that can result from new growth and development should be prevented, mitigated, or remediated, including light, air, noise, soil, and structural hazards. This is particularly important where these pollutants and hazards have contributed to racialized health or environmental disparities.
- ~~T-P15 The City adopts the FHWA system of street classification.~~

- T-P15 The City should integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.
- T-P16 The City should prioritize funding transportation investments that enhance multimodal mobility and safety, equity, and climate change goals.
- T-P17 The City should develop station area plans for mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.
- T-P18 The City should promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.
- T-P19 The City should plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled. Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.
- T-P20 The City should seek traffic consultation to explore the application of appropriate traffic calming techniques that would improve the safety of Medina residents and visitors using its transportation network and should prioritize implementing recommended techniques.



Figure 8 - Street Classifications

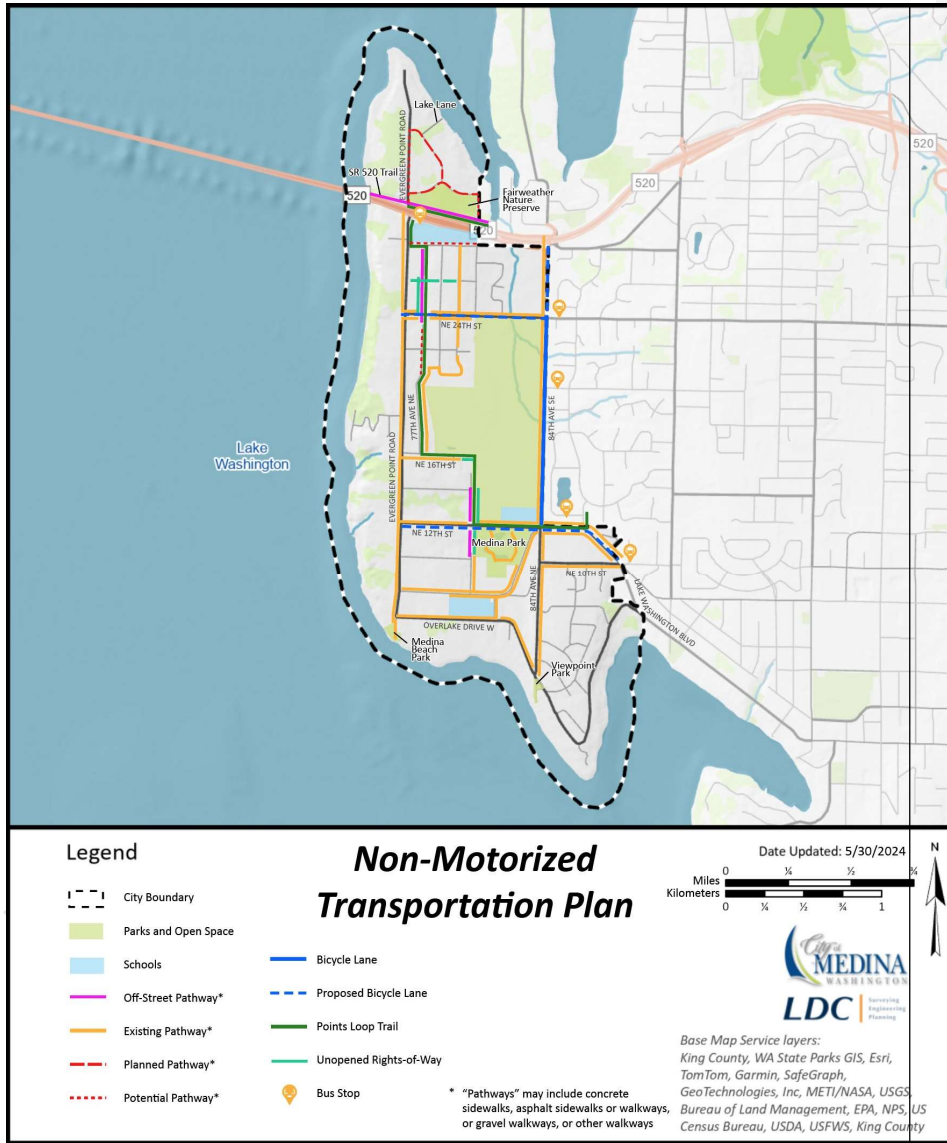


Figure 9 – Non-Motorized Transportation Plan

6. PARKS AND OPEN SPACE ELEMENT

This chapter comprises the Medina Park Plan, which is fully incorporated into this Parks and Open Space Element of the Medina Comprehensive Plan.

INTRODUCTION

The City's large open spaces are the defining elements of Medina's community character. In the early 1950s, residents of the newly incorporated City of Medina were concerned about the development that was taking place in nearby Bellevue. From 1959 to 1971, Medina acquired and developed Fairweather Nature Preserve, Medina Park, and Medina Beach Park. Other open space areas that were part of the incorporated City included undeveloped platted street ends that abut Lake Washington (present View Point Park and Lake Lane) and undeveloped street rights-of-way (such as the Community Trail System [formerly called the Indian Trail] and NE 26th Street). The vision of Medina's early residents created both active and passive parks ~~resulted~~resulting in the parks and open spaces that are enjoyed today.

Growth Management Act

The Growth Management Act (GMA) requires comprehensive plans to contain "a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of tree canopy coverage within the urban growth area; and d) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand."

The following planning goal for open space and recreation is provided in the Revised Code of Washington (36.70A.020):

"Retain open space, enhance recreational opportunities, ~~conserve~~enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

Additionally, King County countywide planning policies (CPPs) direct jurisdictions to identify and protect open spaces within their comprehensive plans.

Guiding Principle

The Medina Park Board serves as the Medina City Council's primary advisory body on

matters pertaining to the use, maintenance, and enhancement of the City's public parks and open spaces. The board is guided by the principle that Medina's parks are natural areas that require ongoing stewardship of the entire community so that they remain protected and nurtured. Without the requisite supervision and maintenance, the vegetation, wildlife, and quality of environment that the Medina parks provide will disappear or be altered to the detriment of the public.

DRAFT

EXISTING PARKS AND CONDITIONS

Recognized national park ~~standards state~~ metrics show that ~~there should be 2.5 to~~ agencies typically offer 10.8 acres of neighborhood and community park space for every 1,000 residents¹. There are ~~26.7~~ approximately 34 acres of parks or other open spaces in Medina, which equals 912 acres of park space per 1,000 residents. ~~The present SR 520 freeway construction overcrossing lid of Evergreen Point Road upon completion of the project will add another 0.62 acres of park open space to the City's inventory.~~ The following is an inventory of the City's parks.

Medina Park (Community Park)

LOCATION: South of NE 12th Street, bounded on the east by 82nd Avenue NE and ~~undeveloped~~ 80th Avenue NE on the west.

~~SIZE: 17.5 acres.~~ SIZE: 17.6 acres. The Medina Park includes two undeveloped parcels at its southern extent which may contain regulated wetland and protected habitat features (Figure 4).

FEATURES:

- The site contains a wetland and two ponds that provide storm water detention
- Off-leash and On-leash Dog Areas
- Public Works Yard/-City Shop

facilities PARK FACILITY

Public Restrooms	<u>Yes</u>
Tennis Court <u>Ball Court</u>	<u>Yes</u>
Playground Equipment	<u>Yes</u>
Walking Trails & Par Course	<u>Yes</u>
Benches	<u>Yes</u>
Parking Facilities	<u>Yes</u>
Playfield	<u>No</u>
Pier/Dock	<u>No</u>
Swimming Area	<u>No</u>
Other Improvements	<u>Art Sculptures; Community Notice Board;</u>
	<u>Drinking Fountains; Picnic Shelter; Bicycle Racks</u>

HISTORY

Medina Park was created in 1965 when City officials spearheaded the purchase of five

¹ National Recreation and Park Association, 2023

properties with matching grant dollars for approximately \$80,000. Today, the combined area offers both active and passive uses: two vehicle parking areas, ~~fields for sport activities~~playfields, playground area with playground equipment, ~~a par course for exercising,~~ tennis court, bocce ball court, walking paths, restroom facilities, and off- and on-leash dog exercise areas. Passive activities include quiet spaces for sitting, bird watching, lawns for relaxing, viewable art, and tables for picnicking.

The park today is a social epicenter, a ~~gather~~gathering place that is expansive enough to host large scale events like the annual Medina Days celebration, concerts, unofficial soccer and baseball games, yet also serve individual needs of adults, children, and dogs. The ~~picturesque~~ walking paths and open areas make the park a desirable destination for human/canine socialization. In an effort to manage a compatible usage of the park by dog owners and other users, a policy was adopted by

the Council that divides Medina Park into two defined on-leash and off-leash sections ~~seasonally (May-September)~~ separated by the two ponds. The green lawn area in the western section of the park is watered by an irrigation system, and the eastern non-irrigated section remains the year-round off-leash dedicated area for dogs. The two original low areas of the park were developed into stormwater detention ponds and are rimmed by open grassy spaces, punctuated with trees and shrubs, seasonal plantings, artwork, meandering gravel pathways, and numerous benches for rest, introspection, and bird watching.

Other attributes include planted trees to commemorate an event, an individual's service, or ~~were planted~~ in memory of loved ones. Medina residents also enjoy the opportunity to dedicate a bench in the park. The northeast corner of the park serves as a landscaped defined entry to the City. The park is an urban bird-watching destination. The site is home to a variety of waterfowl including Canadian geese, mallards, wood ducks, cormorants, and blue heron. To celebrate famed woodcarver Dudley Carter's 100th birthday, residents purchased one of his wood sculptures, "Wind Song" and hung the piece ~~from a rough-hewn post on~~ in the southwest bank picnic shelter of the northerly pond next to a gravel pathway. An additional stone sculpture, "Summer" stands in the southwest corner of the park and was donated by Peter Skinner, a resident of Medina.

Medina Beach Park (Community Park)

LOCATION: South point of Evergreen Point Road (Historic site of Leschi Ferry terminal). SIZE: 1.44 acres.

FEATURES:

- Public Beach
- City Hall and Police Station

PARK FACILITY

Public Restrooms	<u>Yes</u>
IMPROVEMENTS:	<u>No</u>
Tennis Court	<u>No</u>
Playground Equipment	<u>No</u>
Walking Trails	<u>No</u>
Benches	<u>Yes</u>
Parking Facilities	<u>Yes</u>
Sports Field	<u>No</u>
Pier/Dock (Viewing)	<u>Yes</u>
Swimming Area	<u>Yes</u>
Other Improvements	<u>Picnic Tables; Sandy Beach; Skiing Paddles</u>
	<u>Board Launch; Drinking Fountains; Seasonal Lifeguards; Bicycle Racks</u>

HISTORY

The north half of the Medina Beach Property was donated to the City in 1960 by the Medina Improvement Club. Situated at the south point of Evergreen Point Road at the historic site of a former ferry terminal that connected Medina with Seattle, the park is a favorite destination ~~for~~ summer year round. The park offers swimming areas for all ages. Under the supervision of seasonal lifeguards, older children are able to swim out to a float while younger ones wade at the water's edge or play on the beach. The site

provides ~~extraordinary~~ views of Seattle, Mercer Island, and Mount Rainier. The site also serves as the municipal hub of the City. The Police Station, City Council Chambers, City Manager, Department Directors, and Administrative Staff are all located within City Hall on the site. The Planning Commission, Park Board, Emergency Preparedness Committee, and other volunteer groups regularly meet at the City Hall to conduct business.

Fairweather Nature Preserve and Park (Neighborhood Park)

LOCATION: At NE 32nd Street, bounded by Evergreen Point Road on the west, NE 32nd Street on the north, 80th Avenue NE on the east, and SR 520 on the south.

SIZE: 10.41 acres.

FEATURES:

- Passive Natural Forest with Walking Trails
- Stream and Natural Wetland
- Active Sports field

PARK FACILITY IMPROVEMENTS:

Public Restrooms	No
Tennis Court	Yes
Playground Equipment	No
Walking Trails	Yes
Benches	No
Parking Facilities	Yes
Sports Field (practice) <u>Playfield</u>	Yes
Pier/Dock	No
Swimming Area	No
Other Improvements	Practice Tennis Blackboard <u>Back board</u> ; Basketball Hoop <u>Hoop</u> ; <u>Drinking Fountains</u> ; <u>Pickleball Courts</u>

HISTORY

Fairweather Park is composed of two distinct public use areas. The western half of the park is an active use area with a small playfield, two tennis courts, a tennis practice back board, basketball hoop, and parking area that were developed in 1962 during the initial SR 520 construction. The eastern half of the park remains as a natural forest ~~nature~~-preserve with a stream passing through it and winding walking trails. The northeastern portion of the forest area is a natural wetland that drains to the east to Fairweather Bay. This forest is one of the last standing natural forests in the area and is as close to a walk in the deep woods as one can get in the heart of a city.

Viewpoint Park (Neighborhood Park)

LOCATION: Overlake Drive West and 84th Avenue NE

SIZE: 0.15 acres (includes street right-of-way).

DRAFT

FEATURES:

- Viewing Area
- Waterfront Access

PARK FACILITY IMPROVEMENTS:

Public Restrooms	No
Tennis Court	No
Playground Equipment	No
Walking Trails	No
Benches	Yes
Parking Facilities	Yes
Sports Field (practice) Playfield	No
Pier/Dock	Yes
Swimming Area	No
Other Improvements	Picnic Tables; Sewer Lift Station

HISTORY

Having originally been used as a ferry dock and the previous site of the Medina Baby Home, Viewpoint Park is now a passive recreational park and is one of Medina’s lesser-known parks. The upper portion of the park is a small triangle of land situated near the south end of 84th Avenue NE and Overlake Drive West. The triangle area is landscaped with the center of the area planted in grass with a picnic table and a seating area. The lower portion of the park has a limited parking area and a meandering pathway from the parking area down to the park area by Lake Washington. This area has a picnic table and a pier. The waterfront area provides ~~a spectacular view~~views of Lake Washington, the Seattle skyline, and the Olympic Mountains. ~~The park offers a peaceful secluded area for resting, relaxing, and contemplation.~~

Lake Lane (Neighborhood Park)

LOCATION: 3300 Block of 78th Place NE

SIZE: 0.10 acres (street right-of-way).

FEATURES:

- Waterfront Access

PARK FACILITY IMPROVEMENTS:

Public Restrooms	No
Tennis Court	No
Playground Equipment	No
Walking Trails	No
Benches	No Yes
Parking Facilities	No
Sports Field (practice) Playfield	No

Pier/Dock	Yes
Swimming Area	No
Other Improvements	Sewer Lift Station

DRAFT

HISTORY

Lake Lane ~~is another~~ was also previously used as a ferry dock in Medina ~~lesser known park that is little known,~~ and ~~rarely used~~ is now another of Medina's smaller parks. The park is found at the end of a narrow driveway that extends from 78th Place NE to a private residence located on the north side of the park. The park fronts on Lake Washington and is only accessible by walking. No parking areas are provided. The park has a public pier where one can view Fairweather Bay, Hunts Point, and the City of Kirkland to the north. ~~Hidden away this picturesque site is an ideal spot to visit and view the waterfront surroundings.~~

Indian Trail and Undeveloped NE 26th Street Right Rights-of-Way (Community Trail System)

LOCATION: Unopened ~~77th Avenue NE and NE 26th Street Public Right Rights-~~ of-Ways. ~~Way~~ (see Exhibit 8 for mapped unopened rights-of-way). SIZE: ~~2.70 acres~~ approximately 0.7 miles of street ~~right~~ rights-of-way.

FEATURES:

- Unopened ~~street~~ right-of-way

IMPROVEMENTS:

- ~~Walking paths from 2200 Block 77th Avenue NE to NE 28th Street;~~
- ~~Public Storm Drainage~~

System TRAIL SYSTEM

~~Indian Trail is located between the residential streets of Evergreen Point Road on the west, 78th Avenue NE on the east, NE 22nd Street on the south and NE 28th Street on the north. Indian Trail extends from 77th Avenue NE north of NE 22nd Street to NE 28th Street and provides a natural walking pathway for the public connecting the neighborhood south of NE 24th Street with the Three Points Elementary School on NE 28th Street. The trail also functions as a part of the Points Loop Trail system linking Yarrow Point, Hunts Point, and Clyde Hill communities. A spur off of the trail extends from the north-south main Indian Trail along the undeveloped NE 26th Street right of way to 79th Avenue NE. The westerly portion of this spur is over private driveways. That portion between 78th and 79th Avenue NE is a grassy area with some trees and an informal pathway. A portion of NE 26th Street right of way remains undeveloped between Evergreen Point Road and the Indian Trail.~~

Medina's unopened rights-of-way (sometimes called the Community Trail System [formerly called the Indian Trail]) has multiple segments located throughout Medina, as is shown on Figure 8, Non-Motorized Transportation.

Other Recreational Facilities

POINTS LOOP TRAIL SYSTEM

This was created in 1962 by the construction of the initial SR 520 freeway. ~~The main portion of the trail system~~ Points Loops Trail connects the local communities of Yarrow Point, Hunts Point, Clyde Hill, and Medina. ~~The trail is a five foot wide paved walking path~~ The Points Loop Trail consists of marked routes within each community, as well as a portion of the Regional SR 530 Trail that ~~extends along the~~ runs north side of the freeway from 92nd Avenue NE in Yarrow Point to 84th Avenue NE in Hunts Point, along 84th Avenue NE over the freeway to NE 28th Street, west along NE 28th Street to Evergreen Point Road. Local trails connect to this trail system, i.e. Indian Trail at NE 28th Street. of the 520 highway. Maintenance of the ~~system~~ SR 520 Trail resides with ~~each of the communities through which it passes.~~ The major construction of the new SR 520 freeway is impacting the Local Points Loop Trail and portions of it will be replaced and realigned and new connections will be made to the new WSDOT SR 520 Regional Trail system that connects Seattle via a new floating bridge with the eastside communities of Medina, Clyde Hill, Hunts Point, Kirkland, and Bellevue. The WSDOT SR 520 Regional Trail will be constructed along the north side of the freeway connecting Seattle with the Eastside communities. A trail connection from the Regional Trail to the south end of 80th Ave NE is also planned.

EVERGREEN POINT ROAD LID & REGIONAL SR 520 TRAIL

~~Upon~~ Since completion of the SR 520 Evergreen lid (wide bridge overcrossing) in 2014, approximately two acres of landscaped passive park area ~~will be~~ has been provided by WSDOT for regional public use, ~~including the viewing area on the west side of the lid with a view to the Seattle skyline to the west.~~ The lid area will include includes a park & ride lot with 50 parking spaces, and a transit access facility with elevator and walking steps down to the freeway bus stop area ~~in the center on either side of the freeway, a viewing area on the west side of the lid with a viewing vista to the Seattle skyline to the west.~~ A seating area and steps ~~will be~~ have been provided at the southwest corner of the Fairweather playfield to provide access from the freeway lid to the ~~park~~ City park. The lid is owned, operated, and maintained by WSDOT.

The lid also incorporates the new WSDOT SR 520 Regional Trail that connects Seattle via a new floating bridge with the eastside communities of Medina, Clyde Hill, Hunts Point, Kirkland, and Bellevue. The new WSDOT SR 520 Regional Trail is owned by WSDOT but operated by King County. The WSDOT SR 520 Regional Trail has been constructed along the north side of the freeway. A trail connection from the Regional Trail to the south end of 80th Ave NE in Hunts Point has also been developed WSDOT.

OVERLAKE GOLF AND COUNTRY CLUB (PRIVATE GOLF COURSE)

Located at 8000 NE 16th Street, the golf course provides approximately 140 acres of open space for members of the club to play golf. The property also contains a private club house and a swimming pool.

ST. THOMAS ELEMENTARY SCHOOL PLAYGROUND (PRIVATE SCHOOL)

Located at 8300 NE 12th Street, the school has 5.62 acres of land ~~(including the church)~~. Facilities include a playground and play structures for students.

THREE POINTS ELEMENTARY SCHOOL PLAYGROUND (PRIVATE SCHOOL ON PUBLIC PROPERTY)

Located at 7800 NE 28th Street, the school has approximately four acres of land. The playfield is in the westerly portion of the elementary school property that is leased from the Bellevue School District by Bellevue Christian ~~Church~~ School. The playground has a ~~dirt~~ grass sport field, play structure, and covered play area for the students.

MEDINA ELEMENTARY SCHOOL (PUBLIC SCHOOL)

Located at 8001 NE 8th Street, the school has approximately 7.88 acres of land. Facilities include a multipurpose playfield, play structures, and covered play areas for students.

NEEDS ASSESSMENT

Medina is a fully built-out residential community with limited ability for growth ~~over the next 10 years~~. The City has ~~nine~~ 12 acres of park space in public ownership for every 1,000 residents; ~~(not including the schools or the private golf course)~~, which ~~meets national standards~~. ~~The need for additional park and open space will be a reflection of the community's desire~~ is expected to enhance existing open space and satisfy the recreational opportunities rather than a rise in demand for park usage due to population increases. needs of the community based on park space metrics typically provided by agencies nationwide.

PARKS AND OPEN SPACE GOALS AND POLICIES

~~The City's large open spaces are the defining elements of Medina's community character. The open space and parks provide a major recreational resource for the City's residents. Existing parks and open spaces should be maintained and enhanced pursuant to Medina's needs and as opportunities arise for improvement. The City shall seek to acquire properties to enhance waterfront access, retain existing views and/or preserve important environmental resources. The following are the goals and policies guiding the City's park plan.~~

GOALS

~~PO-G1 — To maintain and enhance Medina's parks and open spaces to meet the City's needs.~~

~~Examples of priority items include installation of a picnic shelter at Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.~~

~~PO-G2 — To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.~~

~~PO-G3 — To identify annual revenue and special funding sources to maintain and improve parks and open spaces.~~

POLICIES

~~PO-P1 — The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.~~

~~PO-P2 — The City shall seek to develop additional view parks at appropriate points in the City.~~

~~PO-P3 — The City shall seek to acquire view rights to preserve the views of view parks. PO-P4 The City should preserve easements to protect unique trees and tree groupings.~~

~~PO-P5 — The City should consider landscape improvements along Overlake Golf & Country Club frontage and seek participation in the project from the Country Club.~~

~~PO-P6 — The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.~~

~~PO-P7 — The City should improve the Fairweather playfield for year-round use.~~

~~PO-P8 — The City should develop a long-term landscaping and maintenance plan to maintain Medina Beach Park and Medina Park in a manner that is consistent with and enhances public use.~~

EVALUATION OF FACILITIES AND RECOMMENDATIONS

While residents enjoy abundant park space ~~that meets nationally recommended standards~~, the Medina Comprehensive Plan sets forth goals for the need to maintain and enhance existing park space and to acquire new park space when such opportunities arise.

DRAFT

Medina Park

This park offers both active and passive uses. The tennis court represents a significant investment and is frequently utilized for games and practice. ~~Children have been observed playing on the court with metal toys and carry rocks and other objects onto the court for play which can damage the court surface. Signs have been added to the court entry to restrict the use of the court for tennis. Should violations continue, in order to protect the court, a push-button combination lock on the entry may become necessary.~~

The children's playground area next to the tennis court is frequently used. There are two climbing apparatus, two swing sets, a circular rotating toy (NOVA), a seesaw, a sandbox, and some movable toys that have been donated by residents for children to use in the play area. In 2016, Medina Park Playground was expanded to add the Explorer Dome and Seesaw structures. At that time, the city also included an accessible ramp on the east entrance to meet then-current federal requirements. In 2022, the City replaced the older outdated structures and incorporated an accessible design that offers a range of play experiences for children of varying abilities. This project has made needed playground improvements that include new play equipment, new wood chip surfacing, and relocation of the sandpit. The improvements benefit the community as a whole and encourage free play for the children. ~~Consideration should be made to add toys or change some of the equipment to provide variety and to add to the playground use.~~

A ~~priority need is to improve~~ picnic shelter has also been installed at the park for use during inclement weather ~~by the construction of a picnic shelter appropriately located for public access and use.~~

The Public Works Shop and Yard are located in the southwest portion of the active park and ~~should be~~ is screened from the park by adequate landscaping.

Medina Beach Park

The primary use of this park is beach access and swimming. ~~Milfoil and debris that is washed up on the beach area is undesirable.~~ From Memorial Day Weekend through Labor Day Weekend, the city staff's lifeguards and provides swimming areas for the community. Power boats operating too close to the shore create a wake and are a wakes. The City should maintain Medina Beach Park to protect the health and safety concern of all users, including swimmers.

~~The rock jetty and shoreline armoring with large rock are not easy to walk on and injuries could result. While the jetty is marked NO PUBLIC ACCESS, it is recommended that steps to the water be clearly marked.~~

The City Hall emergency generator and enclosure intrude into the former park area and, if possible, should be placed underground or moved to a non-use area of the park.

Fairweather Park and Nature Preserve

The playfield area is a practice sports field of grass. The field becomes too muddy for play during the winter months. A priority need is to improve the field drainage for use year round. The parks proximity to the freeway should be accounted for in the screening of the park in the area that is not at the gateway to the park.

The nature preserve should be maintained in its natural state by continuing to remove invasive plants and ivy, and to replant native species as trees are lost due to wind and age.

The winding natural trails should continue to be maintained with natural wood steps and remain rustic in appearance. Fallen trees should remain in place, except where they obstruct a trail. Wayfinding maps should be considered to assist hikers and trail walkers.

DRAFT

Viewpoint Park

The park triangular overlook (viewing area) provides unique views of the Seattle skyline. The recently added picnic bench provides added ability for users to eat lunch or picnic. It is recommended that a drinking fountain be added.

The beach front area provides a place for picnics, dock access, and swimming at the pier end.

Lake Lane

The dock is the only current park physical asset at the park. Adding a bench or picnic table would be beneficial. Milfoil continues to invade the beach front area and should be controlled.

Indian Trail and Undeveloped NE 26th Street Right-of-Way

The present trail is an asset that should be maintained in its natural condition. Limited plantings that will enhance the natural appearance of the trail are encouraged to be native and drought tolerant.

PARKS AND OPEN SPACE GOALS AND POLICIES

The City's large open spaces are the defining elements of Medina's community character. The open space and parks provide a major recreational resource for the City's residents. Existing parks and open spaces should be maintained and enhanced pursuant to Medina's needs and as opportunities arise for improvement. The City shall seek to acquire properties to enhance waterfront access, retain existing views and/or preserve important environmental resources. The following are the goals and policies guiding the City's park plan.

GOALS

- PO-G1 To maintain and enhance Medina's parks and open spaces to meet the City's needs and to reduce climate-altering pollution, especially in areas of the City that are home to historically underserved communities. An example of a priority item is the reconstruction of the playfield or bicycle racks at Fairweather Park for use year-round.
- PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise, or through funding opportunities learned of or created via regional collaboration, especially to connect open spaces in the City with regional open space networks.
- PO-G3 To identify annual revenue and special funding sources through regional collaboration to maintain and improve parks and open spaces.
- PO-G4 To work collaboratively with other public property owners and operators, including WSDOT, King County, other nearby cities, and the School

District, to encourage the owners of the open space and recreational facilities to maintain the facilities to appropriate standards, and to keep the properties safe and clean for all users.

PO-G5 To work collaboratively with other public property owners and operators, including WSDOT, King County, other nearby cities, and the School District, to advocate for the open space and recreational facilities provided by those agencies to remain available for use by Medina residents as well as the public in general.

POLICIES

PO-P1 The City should seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.

PO-P2 The City should seek to develop additional view parks, particularly in areas of the City that are home to historically underserved members of the community.

PO-P3 The City should seek to acquire view rights to preserve the views of view parks.

PO-P4 The City should preserve easements to protect unique trees and tree groupings, valuing their role in preventing and mitigating for harmful environmental pollutants, including light, air, noise, soil, and structural hazards, and overall protecting habitat and contributing to the ecological function of the community.

PO-P5 The City should consider seeking participation from the Overlake Golf & Country Club to improve the landscaping along the Overlake Golf & Country Club frontage.

PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary, valuing its role in the City's green infrastructure that, when protected, reduces climate-altering pollution, sequesters and stores carbon, and increases the resilience of communities to climate change impacts.

PO-P7 The City should improve the Fairweather playfield for year-round use and could consider the addition of public relief facilities at the playfield.

PO-P8 The City should develop a long-term landscaping and maintenance plan to maintain Medina Beach Park and Medina Park in a manner that is consistent with and enhances public use for all, regardless of race, social, or economic status.

PO-P9 The City should consider participating in regional collaboration or strategy in supporting open space networks that connect the region, such as connecting City open spaces with those identified in the Puget Sound Regional Council's Regional Open Space Conservation Plan. The City should participate in

strategizing and funding the protection of open space lands that provide valuable functions, including:

- a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;
- b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;
- c) Active and passive outdoor recreation opportunities;
- d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;
- e) Preservation of ecologically sensitive, scenic, or cultural resources;
- f) Urban green space, habitats, and ecosystems;
- g) Forest resources, and;
- h) Food production potential.

7. CAPITAL FACILITIES ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires cities to prepare a Capital Facilities Element. Capital facilities refer to those physical structures and infrastructure that are owned and operated by public entities and the associated services provided. The locations of Medina's capital facilities are shown in Figure 9.10

EXISTING CONDITIONS

Administration and Public Safety

City Hall is housed in the former ferry terminal building located at the south end of Evergreen Point Road in Medina Beach Park. City Hall contains City Council chambers, City administrative offices, and the police department. There are currently ~~24~~²² City staff including the police department that work in City Hall. Public hearings for the Planning Commission, Hearing Examiner, and City Council are also held in this facility. Public restrooms are provided in conjunction with park use. ~~The facility was renovated in 2011. Renovation included expansion to the Police Department, as well as a larger Council Chamber.~~ City Hall now building provides ~~approximately 9,000~~^{8,662} square feet of space on a 1.15 acre parcel.

The City of Medina maintains its own police force, which is housed within City Hall. The Medina police force also serves the adjacent Town of Hunts Point under contract. Marine Patrol is provided under contract by the ~~Seattle~~^{Mercer Island} Police Department ~~Harbor~~^{Patrol}.

Fire protection is provided under contract by the City of Bellevue. However, there is no fire station located within Medina; the nearest station is in the adjacent City of Clyde Hill on NE 24th Street between 96th Avenue NE and 98th Avenue NE: (Bellevue Fire Station 5). The City of Bellevue Fire Department has confirmed sufficient capacity to continue serving the City of Medina and its projected growth. In its 2023-2024 Capital Investment Program, the City of Bellevue shows allocated funding between fiscal years 2024 and 2026 to rebuild Fire Station 5, which will maintain its emergency response capabilities and improve its firefighter training facilities, better preparing its firefighters for responses within its service area (including the City of Medina).

The City also has a Public Works shop located in the southwest corner of Medina Park adjacent to the Puget ~~Power~~^{Sound Energy} substation. The shop ~~occupies approximately~~^{is} an 1,878 square ~~feet~~^{foot} building with an additional 2,637 square feet of covered maintenance bays: and is currently staffed by four employees. The developed area of the Public Works shop spans two parcels, extending over the property line shared between Medina Park (8.82 acres) and Puget Sound Energy (1.63 acres).

Schools

The Bellevue School District maintains two facilities in Medina. Medina Elementary School is located on NE 8th Street between Evergreen Point Road and 82nd Avenue NE. The school ~~was reconstructed in 2006, replacing a 45,000 square foot building and three portable structures with a two-story,~~ is an approximately 67,000 square foot facility.

~~Reconstruction expanded the school's capacity by approximately 100 students.~~ Current enrollment is ~~554~~550 students, which is ~~at~~near capacity. The second Bellevue School District facility is the former Three Points School, which is now leased by Bellevue Christian Schools, a private school, for their elementary school campus. It is located on NE 28th Street adjacent to Evergreen Point Road and SR 520. There are ~~276~~251 students attending Bellevue Christian Elementary School. They have indicated that they are ~~near~~below capacity.

St. Thomas School, another private school, is located at the corner of NE 12th Street and 84th Avenue NE, adjacent to St. Thomas Church. The school has an enrollment of ~~290~~359, which is ~~close to~~below their maximum ~~enrollment~~capacity of 394 students.

(Private schools are mentioned only because they may contribute to, or reduce, the demand on public facilities.)

Water and Sewer

King County CPPs direct jurisdictions to provide water and sewer services in a cost-effective way ~~in order~~ to maintain the health and safety of residents. Conservation and efficient use of water resources are vital to ensuring long-term supply.

Water and sewer services are provided by the City of Bellevue; ~~with the wastewater being treated by King County.~~ Based on Bellevue's ~~2015~~2017 Water System Plan, high demand single-family residential water consumption projections in the Bellevue service area ~~is estimated at 24,455~~are 84 gallons per person per ~~year~~day. Due to the large size of some Medina properties relative to the Bellevue average, and resultant increased irrigation needs, residential users in Medina may use more than this average amount. Drinking water consumption by ~~commercial and municipal~~ employees is estimated at ~~9,855~~32 gallons per person per ~~year~~day.

Sewer flows are not separately metered, and are therefore estimated from winter average per-capita drinking water demand. Based on the 2013 City of Bellevue Wastewater System Plan, for the Bellevue service area, average sewer water usage is estimated at 20,440 gallons per person per year. Among its sewer infrastructure throughout Medina, the City of Bellevue's wastewater system includes an 8-inch cement or cast iron lake line that runs nearly the entire length of the Medina shoreline fronting Lake Washington. It should be noted that the golf course does not use potable water for maintaining their greens, fairways, and landscaping, but rather is allowed to pump water from Lake Washington under a "grandfathered" water use rights agreement with the State Department of Natural Resources.

King County maintains a sewage pumping station at the corner of NE 8th Street and 82nd

Avenue NE on the Medina Elementary School property in an agreement with the Bellevue School District. The pump station underwent infrastructural improvements to replace pipes and valves in 2023; it is expected that additional improvements may be installed in 2024.

Parks and Recreation

The City provides an abundance of park and recreation space to promote the health and well-being of the community. Parks in Medina include Medina Park, Medina Beach Park, Fairweather Nature Preserve, Viewpoint Park, City Dock at Lake Lane, City Dock at 84th Ave NE, and the Points Loop Trail system. Medina's parks and recreational spaces are described in more detail in Chapter 6, Parks and Open Space Element, of the Comprehensive Plan.

Storm Drainage

Federal clean water regulations require jurisdictions to adopt and implement stormwater management plans. Medina is a National Pollutant Discharge Elimination System (NPDES) Phase II permittee, and adopted its Stormwater Management Plan Program in 1993 (updated 2009). To comply 2023, which is aligned with NPDES the requirements, the City will be updating its stormwater regulations by the end of 2016 to comply with the Department of set forth in Ecology's 2012 Western Washington Phase II Municipal Stormwater Management Manual. Permit, current as of August 1, 2019.

In addition, King County ~~countywide planning policies (CPP)~~ CPPs direct all jurisdictions to manage natural drainage systems for water quality and habitat ~~considerations, including functions, minimize erosion, and sedimentation, flood risk, storm water runoff, and protect public health. Jurisdictions in shared basins are to coordinate regulations to manage the basins, reduce flood risks, and the natural drainage system.~~

~~Medina operates and maintains its own storm drainage system. In recent years, significant storm events have concentrated attention on deficiencies of the system. Problems related to the system deficiencies have included standing water on roadways, flooded basements, soil erosion, and, in at least one case, slope failure causing severe property damage. Many of the inadequacies of the~~

~~overall system can be attributed to poor on-site management of moderate peak stormwater runoff on individual properties. To address this problem, in 2009 the City adopted new regulations to control stormwater discharges in Medina. The regulations define allowed, prohibited, and conditional discharges, and require owners of individual properties to implement best management practices. Additionally, the regulations require property owners to maintain, repair, or replace private stormwater facilities. Such facilities are subject to annual inspection. The 2009 regulations also adopted the Stormwater Management Manual rates. Jurisdictions should work cooperatively to establish, monitor, and enforce consistent standards for Western Washington and subsequent amendments for regulation of development, redevelopment, and construction managing streams and wetlands throughout drainage basins.~~

Certain sections of the City-owned system were identified as requiring an upgrade to correct old or undersized lines and to install pollution control devices (e.g., catch basins, oil separators).

Since the adoption of the 2009 stormwater regulations, Medina has improved a number of stormwater facilities, including:

- Installation of outlet (flood) control on the Medina Park stormwater ponds;
- Installation of storm drain pipe along Evergreen Point Road north of SR 520 to replace open ditches;
- Installation of oil/water separators upstream of major drainage basin outfalls into Lake Washington; and
- Installation of storm drain pipe along NE 28th Street to replace open ditches.

Additional ongoing City programs, including annual street sweeping and storm basin cleaning, further support the City's stormwater management goals. Additionally, the City annually prepares a Six-Year Capital Improvement Plan (CIP) prioritizing and informing of the intended projects to improve Medina's capital infrastructure. The CIP is updated regularly to ensure that changing circumstances (such as climate or population change) and their resultant impact on capital facilities in Medina are reevaluated for priority of capital investment and improvement. Proposed locations and capacities of expanded or new capital facilities will be outlined in the City's CIP and re-evaluated in the CIP's annual review. The City's Six-Year CIP is listed in Appendix B.

Green Infrastructure

Many public facilities owned and operated by the City also have functions consistent with the State definition for "Green Infrastructure".

RCW 36.70A.030(21): "Green infrastructure" means a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

These facilities include:

- City maintained green spaces
- Fairweather Nature Preserve
- Street Trees located in the Right-of-Way
- Stormwater infiltration ponds

CAPITAL FACILITIES PLAN

The City will most likely intends to continue to have water and sewer service provided by the City of Bellevue. Bellevue has indicated that they have adequate capacity to continue to service the relatively stable population in Medina.

Commented [DJ1]: Commerce, 08/01/2024, Comment 4.a

Commerce requested the City identify any existing "Green Infrastructure" in the Capital Facilities Element. Consider adding a brief description of the types of facilities are involved in the City's storm drainage system and directly identify any that would be fit the description of "Green Infrastructure" as described in RCW 36.70A.030(21):

"Green infrastructure" means a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

Commented [DJ2R1]: 9/24 PC Meeting: Requested revision to address Green Infrastructure

Commented [DJ3R1]: Revid for 10/09 PC Hearing

Medina Elementary School, Bellevue Christian School, and St. Thomas School are all near below or at enrollment capacity. ~~School administrators at Bellevue Christian School have indicated there are no major expansions planned for this facility in the foreseeable future.~~

The City's current Stormwater Management Program sets forth a task to prepare a Stormwater Management Action Plan ~~identifies major drainage~~ that would inventory and map delineated public basins, investigate the health of the basins, and prioritize or determine which basins should be retrofitted or preserved (see Figure 10) ~~and addresses drainage system problems.~~ The plan 12). The program includes analysis of overall system condition and capacity, identification of a set of stormwater management techniques, a model ordinance to address development on individual properties, and a suggested capital improvement program. The majority of the capital improvements outlined in the Comprehensive Stormwater Management Plan ~~Program~~ focus on increasing annual as-needed maintenance, repair, and improvements to the flow capacity of a number of individual sections of the system and reconditioning some of the open ditches (see Figure 11). City's existing stormwater infrastructure.

Recommendations concerning the control of point sources of stormwater runoff are aimed at either providing stormwater retention/detention and/or encouraging the use of the best management practices as defined under Department of Ecology guidelines. The Stormwater Management Plan ~~Program~~ encourages the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality issues and solutions.

~~The City's 6-year Capital Improvement Plan is listed in Appendix B.~~

In the event that probable or expected funding is insufficient to address the capital facilities needs of the community, the City will reassess the Land Use Element of the Comprehensive Plan to consider changes that could be made to ease the burden of a lack of facility funding.

GOALS

CF-G1 To have adequate, cost-effective, and efficient capital facilities and services for the City's needs.

POLICIES

CF-P1 The Six-Year Capital Improvement Plan ~~shat~~should be periodically updated to reflect the projected needs of the community.

CF-P2 The City Council may periodically evaluate the adequacy of City facilities. ~~If there is any~~; consideration of facility adequacy could include that of water conservation, efficiency, demand reduction efforts, and disaster resiliency in the siting or expanding of capital facilities. Encourage consideration of new capital facility development ~~of new~~ or ~~the expansion of~~ expanding on or maintaining existing facilities; ~~a~~ to support forecasted growth. A full

comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.

- CF-P3 The City ~~shatl~~should continue to contract with the City of Bellevue for water and sewer services, and should ensure all Medina residents have access to a safe, reliably maintained, and sustainable drinking water source that accommodate current and future needs. The City should collaborate with or otherwise support facility or infrastructural improvements at the City of Bellevue aimed at requiring water reuse or reclamation and at reducing the rate of energy consumption used to provide water and sewer services, potentially through the use of low-carbon, renewable, or alternative energy sources.
- CF-P4 The City should make improvements to the stormwater system based on the ~~Comprehensive~~City of Medina Stormwater Management Plan, ~~including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches~~Program.
- CF-P5 The City ~~shatl~~should maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.
- CF-P6 The City ~~shatl~~should pursue stormwater management strategies to promote the use of low-impact development management techniques, minimize flooding, minimize significant erosion to natural drainage ways, avoid impacts to natural features, and reduce degradation of water quality; these strategies apply holistically throughout the City, prevent or mitigate harmful environmental hazards, and inherently increase environmental resiliency in frontline communities where they may exist.
- CF-P7 The City ~~shatl~~should encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions.
- CF-P8 The City should support the development of regional plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water sources with other neighboring jurisdictions.
- CF-P9 The City should support reused or reclaimed water to be used, where feasible, at its parks, schools, and golf course.
- CF-P10 The City should consider opportunities to expand the use of City Hall for the use or enjoyment of Medina residents.



Figure 11 - Drainage Sub-Basins

8. UTILITIES ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires the ~~utility element~~ Utilities Element of the comprehensive plan to consist of “the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, ~~electrical~~ power lines, telecommunication lines, and natural gas lines.”

EXISTING CONDITIONS

~~There are four utilities that provide services to~~

~~Medina: electricity, receives utility service from several providers. Electrical and natural gas, telecommunications, and garbage and recyclables collection. The majority of electrical, gas and telephone lines are located along or within public rights-of-way.~~

~~**Electrical** power is services are both supplied by Puget Sound Energy, Inc. It is estimated that the average residential customer uses 11,539 kilowatt hours per year. Puget Sound Energy, Inc. (PSE). PSE maintains two sub-stations substations in Medina: one adjacent to Wells-Medina Nursery on 84th Avenue NE and the other at the corner of NE 10th Street and 80th Avenue NE adjacent to Medina Park. In the face of emerging technology, growing trends in professionals working from home, increasing installation of residential electric vehicle (EV) charging stations, anticipated increases in land use density, and siting of larger homes on lots previously developed with smaller homes, the electrical utility service needs in Medina are evolving. While PSE’s substations in Medina offer sufficient electrical capacity, nearby availability to connect to service provider lines is not always available in certain parts of the City.~~

~~**Natural gas** is provided by Puget Sound Energy.~~

~~**Cable television** is provided under a franchise agreement with Comcast.~~

~~**Telephone** service is provided to Medina by CenturyLink. The telecommunications industry is in the midst of significant advances in technology. Cellular and optical fiber technologies are transforming the way service is delivered, and the physical barriers that separate voice, data and video communications are rapidly disappearing. New technologies relating to wireless communications have increased the community’s demand for wireless communication services. In order to better meet this demand, in 2010 the City revised its telecommunications regulations. The updated regulations are intended to encourage improved delivery of wireless technologies throughout the City.~~

~~In 2010, the City entered into a nonexclusive telecommunications franchise agreement with ATC Outdoor DAS, LLC (ATC) to upgrade existing wireless communication facilities in Medina. The distributed antenna system subsequently installed by ATC conforms to the City’s updated telecommunication regulations, and is designed to meet projected capacity~~

~~needs for at least five years.~~

Numerous companies provide cell phone, land-line telephone and internet service to Medina. Small wireless facilities, as regulated by Section 16.38 of the Medina Municipal Code, provide cell coverage throughout the City. Comcast/Xfinity provides traditional cable TV service, in addition to high-speed internet connections to local residential customers. Fiber optic cable is not available in Medina to residential users.

Solid waste and recycling for Medina is handled under a ~~franchise~~ Washington Utilities and Transportation Commission agreement with Republic Services. There ~~is~~ are currently no household hazardous waste ~~repository~~ transfer stations in the City, though Medina is proportionately funding Bellevue's recycling activities to allow its residents the opportunity to utilize hazardous waste programs there.

All of the above services are provided to Medina customers on an individual basis, and it is the providers' responsibility to maintain equipment and handle service problems and inquiries. With the exception of the two ~~Puget Sound Energy, Inc.~~ PSE electrical substations, ~~two cell phone towers~~ and numerous small-cell antenna systems, there are no other major facilities operated by these providers within the City limits.

UTILITIES PLAN

~~Utilities services will likely continue to be provided by the companies previously indicated:~~

~~Given the minimal population growth, growth-related impacts on system capacities are not likely to occur very rapidly. Presently, there do not appear to be any problems related to system capacity. Yet, while existing utility lines should be sufficient to meet the City's present needs, over time repairs~~ recent trends in emerging technologies, opportunities to work from home, and upgrades to the existing system may be the potential for land to be used more densely in the next ten years, the utility demand, particularly for electrical power, is likely to grow. The trend of replacing small homes with larger homes or developing multiple dwelling units on residential lots, and new technologies like residential EV charging stations and remote work opportunities, will spur this increased demand. Upgrades to the existing system, and exploration of providing additional utilities (such as fiber optic cable) will be necessary to maintain and/or improve efficiency, reliability and/or capacity. Additional gas, internet, telephone, and electrical hook-ups will be made on an individual, as-needed basis. There are no Providers will need to review their plans by any of the providers and may need to locate major/minor new facilities in the City, based on their future projections.

~~The City actively encourages future undergrounding of remaining above-ground service utility lines, as well as power distribution lines in conjunction with street projects. Although, where feasible. The City recognizes the high costs of undergrounding has been required for new construction for some time, there are a number of areas of the City that are still served by aerial lines. Above-ground installations are aesthetically problematic and subject to weather-related damage. The replacement of aerial wiring has been and should remain the primary responsibility of homeowners. However, the City can provide leadership to encourage progress on~~ utilities create financial constraints for providers which make it challenging to complete new projects for area-

wide undergrounding of utilities. Alternative sources of electrical power, such as solar, will be encouraged, while protecting Medina’s tree canopy as well.

Household waste reduction and recycling of waste materials will continue to be encouraged. In addition, the City will continue to work with Bellevue to provide special and hazardous waste programs.

GOALS

- UT-G1_ To maintain and upgrade utility services sufficient to serve the City’s projected housing-size growth and other needs, and to provide utility access to all communities, especially underserved ones, over the next ten years.
- UT-G2 To minimize the negative aesthetic and environmental impacts caused by utility services. ~~UT-G3 To underground all remaining overhead utilities~~ by undergrounding service and distribution type power lines, along with any other applicable remediation, where feasible, and to consider climate change, economic, social, and health impacts when locating utility services.

POLICIES

- UT-P1 The City ~~shall~~ should coordinate with applicable electric, gas, landline telephone, cell telephone, internet service, and fiber optic cable providers, and with counties, cities, tribes, and special purpose districts to seek repairs and upgrades to existing utility facilities as necessary to maintain and/or improve efficiency, reliability, and/or capacity. Coordination should support the Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management.
- UT-P2 ~~The City shall~~ Seek to provide leadership and seek to develop support development of a plan to underground remaining above-ground utility service and distribution power lines.
- UT-P3 ~~The City shall~~ Continue to encourage household waste reduction and recycling of waste materials.
- ~~UT-P4~~ ~~The City shall continue work~~ and maintain a working relationship with Bellevue to encourage jointly fund the current special and hazardous waste programs.
- UT-P4 Consider the potential impacts of climate change on public facilities and consider supporting the necessary investments to move to low-carbon energy sources.

APPENDIX A - DEFINITIONS

Accessory Dwelling Unit: A subordinate dwelling unit incorporated within a single-family structure, within an accessory building, or located on any developed residential property. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure. An accessory dwelling unit is commonly abbreviated as ADU.

Activity Areas: Areas defined in the Countywide Planning Policies as locations that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. These areas are distinguishable from community or neighborhood commercial areas by their larger size and their function as a significant focal point for the community.

Affordable Housing: Housing which is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size.

Alteration: Any human induced change in an existing condition of a critical area or its buffer. Alterations include, but are not limited to grading, filling, channelizing, dredging, clearing (vegetation), construction, compaction, excavation or any other activity that changes the character of the critical area.

Anadromous Fish: Fish that spawn and rear in freshwater and mature in the marine environment. While Pacific salmon die after their first spawning, adult char (bull trout) can live for many years, moving in and out of saltwater and spawning each year. The life history of Pacific salmon and char contains critical periods of time when these fish are more susceptible to environmental and physical damage than at other times. The life history of salmon, for example, contains the following stages: upstream migration of adults, spawning, inter-gravel incubation, rearing, smoltification (the time period needed for juveniles to adjust their body functions to live in the marine environment), downstream migration, and ocean rearing to adults.

Aquifer Recharge Areas: Areas that, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation.

ARCH - A Regional Coalition for Housing: A regional group formed by King County and the cities of Redmond, Kirkland, and Bellevue to preserve and increase the supply of housing for low, extremely low, very low, low, and moderate income families on the Eastside.

Best Available Science: Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925. Sources of best available science are included in "Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas" published by the state Office of Community Development.

Best Management Practices: Conservation practices or systems of practices and management measures that:

- A. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment;
- B. Minimize adverse impacts to surface water and ground water flow, circulation patterns, and to the chemical, physical, and biological characteristics of wetlands;
- C. Protect trees and vegetation designated to be retained during and following site construction; and

D. Provide standards for proper use of chemical herbicides within critical areas.

Bicycle Facilities: A general term referring to improvements that accommodate or encourage bicycling.

Bicycle Route: Any route or portion of public or private roadway specifically designated for use by bicyclists and pedestrians, whether exclusive for bicyclists and pedestrians or to be shared with other human-powered transportation modes.

Buffer: An area contiguous to and protects a critical area that is required for the continued maintenance, functioning, and/or structural stability of a critical area.

Built Environment: Altered natural lands that accommodate changed topography, utilities, pavement, buildings, or other structures.

Community: The combined interests of the City, its residents, commercial interests, and other local parties who may be affected by the City's actions.

Countywide Planning Policies (CPP): A growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county.

Critical Areas: Critical areas include any of the following areas or ecosystems: aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands, as defined in RCW 36.70A.

DarkSky™ Lighting: A third-party lighting certification program intent on certifying “products, designs, and completed projects that minimize glare, reduce light trespass, and don’t pollute the night sky.”¹ DarkSky™ Lighting is the current industry standard for ensuring low-pollution light sources are incorporated in development projects.

Detached Accessory Dwelling Unit: An ADU that is physically detached from the site’s primary dwelling unit. A detached accessory dwelling unit is commonly abbreviated as DADU.

Eastside: A geographic area that includes the King County communities east of Seattle.

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

Environmental Stewardship: The responsibility to make land use decisions with proper regard for protecting and enhancing the environment.

Erosion: The process whereby wind, rain, water, and other natural agents mobilize and transport particles.

Extremely Low-Income Household: A single person, family, or unrelated persons living together whose adjusted income is at or below 30% of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development (HUD).

Fish and Wildlife Habitat Conservation Areas: Areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created as designated by WAC 365-190-080(5). In Medina, these areas include:

¹ DarkSky International: <https://darksky.org/what-we-do/darksky-approved/>

- A. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association;
- B. Habitats of local importance, including but not limited to areas designated as priority habitat by the Department of Fish and Wildlife;
- E. Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat, including those artificial ponds intentionally created from dry areas in order to mitigate impacts to ponds;
- F. Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington;
- G. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;
- H. State natural area preserves and natural resource conservation areas; and
- I. Land essential for preserving connections between habitat blocks and open spaces.

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Frequently Flooded Areas: Lands in the flood plain subject to a one percent (1%) or greater chance of flooding in any given year. Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property as designated by WAC 365-190-080(3). Classifications of frequently flooded areas include, at a minimum, the 100-year flood plain designations of the Federal Emergency Management Agency and the National Flood Insurance Program.

Functions and Values: The beneficial roles served by critical areas including, but not limited to, water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, conveyance and attenuation, ground water recharge and discharge, erosion control, wave attenuation, protection from hazards, historical and archaeological and aesthetic value protection, and recreation. These beneficial roles are not listed in order of priority.

Geologically Hazardous Areas: Areas that may not be suited to development consistent with public health, safety or environmental standards, because of their susceptibility to erosion, sliding, earthquake, or other geological events as designated by WAC 365-190-080(4). Types of geologically hazardous areas include: erosion, landslide, seismic, mine, and volcanic hazards.

Ground Water: Water in a saturated zone or stratum beneath the surface of land or a surface water body.

Growth Management Act (GMA): State legislation enacted in 1990, and amended in 1991, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt comprehensive plans and regulations that will implement these strategies.

Household: A household includes all the persons who occupy a housing unit as their usual place of residence, regardless of relationship.

Housing Unit: A house, apartment, mobile home, group of rooms, or single room that is occupied (or, if vacant, is intended for occupancy) as separate living quarters. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Impervious Surface: A hard surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development or that causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater.

Low-Income Household: A single person, family, or unrelated persons living together whose adjusted income is at or below 80% of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of HUD.

Medina Municipal Code: The Medina Municipal Code constitutes a republication of the general and permanent ordinances of the City of Medina. The Medina Municipal Code is often abbreviated as MMC, and its Title 16 (the Medina Unified Development Code) is often the subject content of the MMC referenced throughout the Comprehensive Plan.

Mega-Homes: A common description for atypically large single-family residences.

Metro - Municipality of Metropolitan Seattle: A regional governmental entity with

responsibility for wastewater treatment and public transportation. In January 1994, Metro became a department of King County government, the Department of Metropolitan Services (DMS).

~~**Mega-Homes:** A common description for atypically large single-family residences.~~

Mitigation: Avoiding, minimizing or compensating for adverse critical areas impacts.

Mitigation, in the following order of preference, is:

- A. Avoiding the impact altogether by not taking a certain action or parts of an action;

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- B. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;
- C. Rectifying the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by repairing, rehabilitating or restoring the affected environment to the conditions existing at the time of the initiation of the project;
- D. Minimizing or eliminating the hazard by restoring or stabilizing the hazard area through engineered or other methods;
- E. Reducing or eliminating the impact or hazard over time by preservation and maintenance operations during the life of the action;
- F. Compensating for the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by replacing, enhancing, or providing substitute resources or environments; and
- G. Monitoring the hazard or other required mitigation and taking remedial action when necessary.

Mitigation for individual actions may include a combination of the above measures.

Moderate-Income Household: A single person, family, or unrelated persons living together whose adjusted income is at or below 120% of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of HUD.

Monitoring: Evaluating the impacts of development proposals on the biological, hydrological, and geological elements of such systems and assessing the performance of required mitigation measures throughout the collection and analysis of data by various methods for the purpose of understanding and documenting changes in natural ecosystems and features, and includes gathering baseline data.

~~**Native Vegetation:** Plant species that are indigenous to the area in question.~~

Multi-modal Transportation: Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ridesharing.

~~**Native Vegetation:** Plant species that are indigenous to the area in question.~~

Nonmotorized Transportation: Means of transport that does not involve motorized vehicles, including but not limited to walking and bicycling.

Open Space ~~(Parks):~~ Public land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

Passive Recreation ~~(Parks):~~ Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

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

housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

Public Access: A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

Public Facility: Facilities which serve the general public or provide public benefit, such as schools, libraries, fire stations, parks, and other city facilities.

Region: An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.

Restoration: Measures taken to restore an altered or damaged natural feature including:

- A. Active steps taken to restore damaged wetlands, streams, protected habitat, or their buffers to the functioning condition that existed prior to an unauthorized alteration; and
- B. Actions performed to reestablish structural and functional characteristics of the critical area that have been lost by alteration, past management activities, or catastrophic events.

Sensitive Area: (see *Critical Areas*)

Shoreline: The water, submerged lands, associated wetlands, and uplands of Lake Washington.

Sidewalks: The portion of a roadway designed for preferential or exclusive use by pedestrians. Sidewalks are usually constructed of concrete and are typically grade separated horizontally and set back vertically from the roadway.

~~**Public Facility:** Facilities which serve the general public or provide public benefit, such as schools, libraries, fire stations, parks, and other city facilities.~~

~~**Region:** An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.~~

~~**Sensitive Area:** (see *Critical Areas*)~~

Stream: Water contained within a channel, either perennial or intermittent, and classified according to WAC 222-16-030 and as listed under water typing system. Streams also include watercourses modified by man. Streams do not include irrigation ditches, waste ways, drains, outfalls, operational spillways, channels, stormwater runoff facilities, or other wholly artificial watercourses except those that directly result from the modification to a natural watercourse.

Sylvan: Consisting of, or associated with, wooded areas.

Trail: Any pedestrian walkway within the City, including, but not limited to, paved surfaces such as sidewalks and unpaved, informal pathways.

Unopened Right-of-Way: Public right-of-way that remains available for recreational use of the community but has not been improved for motor vehicle use.

Very Low-Income Household: A single person, family, or unrelated persons living together whose adjusted income is at or below 50% of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of HUD.

Wetlands: Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetland intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands. Identification of wetlands and delineation of their boundaries pursuant to the City's Critical Areas Regulations shall be done in accordance with the approved federal wetland delineation manual and applicable regional supplements.

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